



# Highways Proof of Evidence

**London Electricity Board Depot, Churchfields Road**

**Churchfields Road BR3**

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SLR Project No.: 237324

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## 1.0 Introduction

### Qualifications and Experience

- 1.1 My name is James Bancroft. I am a Director of SLR Consulting, a Global Sustainability consultancy. I have an honours degree (BSc) in Geography and a Master's of Science in Transportation Planning and Engineering. I also hold a Masters of Business Administration, and I am a member of the Chartered Institution of Highways and Transportation (Member No. P000084868).
- 1.2 I have over 20 years of experience in the field of transportation planning and engineering, and am currently based in the Exeter office of SLR from where I am responsible for managing a wide variety of transport and infrastructure planning projects across the United Kingdom, but with a particular focus upon the South East of England (incl. London).
- 1.3 My experience covers transport impact assessments and accessibility appraisals, including preliminary highway design, for a range of residential, commercial, education and mixed-use developments for both private and public sector organisations.
- 1.4 I understand my duty to the Inquiry to help the Inspector on matters within my expertise and that this duty overrides any obligation to the person from whom I have received instructions or by whom I am paid. I have complied, and will continue to comply, with that duty. I confirm that this written evidence identifies all facts which I regard as being relevant to the opinion that I have expressed, and that the Inquiry's attention has been drawn to any matter which would affect the validity of that opinion. I believe that the facts stated within this proof are true and that the opinions expressed are correct.

### Consideration of Highways and Transportation Issues

- 1.5 I have visited the site on many occasions and am familiar with the issues pertinent to this Appeal, which from a highways and transportation perspective are considered to be the perceived impact of the Appeal Scheme ('the Scaffold Yard') on local residents with regard to highway safety. This is confirmed by the Reason for Refusal which states:

*"The proposal as set out in the application and currently in operation represents a significantly more intensive use of the site which has a detrimental impact on the general residential amenities of the area, resulting in additional noise and disturbance associated with the comings and goings to and from the site, as well as the activities upon the site itself, and insufficient information has been provided to demonstrate that the impact of the use on the residential amenities of the area and with regards to highways safety could be successfully mitigated and controlled."*

- 1.6 Notably, further to its review of the application London Borough of Bromley (LBB) Highways concluded that the trip attracting potential of the Scaffold Yard would not be significant and subsequently raised no objection, subject to conditions. It is however accepted that this position has evidently changed based on the Council's Statement of Case (SoC), which seeks to revisit its conclusions based on recorded traffic movements at the Scaffold Yard being different to that predicted for the planning application purposes.



- 1.7 Through my Proof of Evidence, I will demonstrate that the original conclusions reached by LBB Highways were, and remain, reasonable insofar as the Scaffold Yard does not have a substantial impact on the access route when considered in the context of the other site uses.
- 1.8 Through reference to the trip generation of the site, noting that the Scaffold Yard was fully operational at the time of surveys, I will also demonstrate that the proposals do not have a significant impact on the surrounding highway network. This is particularly evident when considered in the context of the other extant uses on site.
- 1.9 Furthermore, I will demonstrate that the required vehicles can safely access the Scaffold Yard through use of swept path analysis. Additionally, I will demonstrate via a Stage 1 Road Safety Audit that there are no inherent safety issues associated with the site access. Furthermore, having visited the site on several occasions I have witnessed the access operating in a safe manner.
- 1.10 My Proof of Evidence should be read in conjunction with the Proof of Evidence prepared by Mr Tom Lawson of Rolfe Judd Planning, who is responsible for responding to the wider planning issues of the scheme. It should also be read in conjunction with Innes Urbanski of Waterman Group who is dealing with issues of noise and disturbance.

## Evidence Structure

- 1.11 Following this introduction, my evidence first provides an overview of planning policy before summarising the various submission documents, associated responses and reviewing the Delegated Decision Report. My evidence is then split into three key themes mirroring the comments raised in LBB's SoC (**CD Ref 12.01**). These are:
- Theme 1 – Site Operation
  - Theme 2 – Highway Impact
  - Theme 3 – Highway Safety
- 1.12 Following these three sections, the mitigation strategy is outlined before my concluding remarks.

## Summary

- 1.13 In summary, I conclude that the Appeal Scheme can be accommodated without detriment to the wider highway network or highway safety. Notably, this conclusion was consistent with the response provided previously by LBB Highways.



## 2.0 Policy Overview

### Overview

- 2.1 Details of the site and surrounding area along with a comprehensive summary of the planning policy documents that are considered pertinent to the proposals are included in the Planning Proof of Evidence prepared by Tom Lawson. This information is therefore not reproduced in my evidence.
- 2.2 However, there are some material planning considerations that are pertinent to my Written Evidence that I outline in this Section. This focuses on the Policies outlined in the Decision Notice.

### London Plan

- 2.3 The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. It sets out strategic policies which form material considerations in the determination of planning applications.
- 2.4 Policy D3 (**CD Ref. 6.03**) predominantly relates to non-transport elements of design. It is noted that the policy states that active travel should be encouraged with convenient routes and crossing points provided.
- 2.5 As will be demonstrated within my Evidence, the site is suitably located for access to active travel, which provides a convenient first / last mode for trips undertaken via public transport.

### London Borough of Bromley Local Plan

- 2.6 The Bromley Local Plan was adopted in its current form in 2019 and sets out the planning policies, site allocations and land designations for the Borough.
- 2.7 Policy 32 (**CD Ref. 6.13**) relates to road safety and states that the Council will ensure that highway safety is not adversely affected by development.
- 2.8 It is demonstrated within this Proof of Evidence that there are no inherent safety issues relating to the site insofar as:
- CrashMap data demonstrates that there have been no recorded incidents in the most recent 5-year period.
  - Swept path analysis demonstrates that the required vehicles can access and egress the site in accordance with Manual for Streets 2 guidance.
  - A Stage 1 Road Safety Audit has demonstrated that there are no safety concerns with the access that serves the site or the vehicles that use it.
- 2.9 It is pertinent to note that LBB Highways agreed with these conclusions at determination and raised no concern in relation to highway safety.



## 3.0 Submission and Response Details

- 3.1 This section summarises the various submissions made to LBB alongside the response received from relevant Officers prior to the issue of the Decision Notice and Delegated Decision Report.

### Transport Statement (March 2024)

- 3.2 The planning application was supported by a Transport Statement (**CD Ref. 1.04**) which made the following key observations:
- 3.2.1 The lawful use of the site comprises an electricity undertaker's depot (SUI Generis) and a vehicle service repair / MOT testing station (B2/B8), notably the scaffolding yard would fall within the non-designated industrial site uses.
- 3.2.2 The site is well located to encourage trips to be completed by public transport, this was reinforced by Census data for the local area showing some 30% of journeys to this part of Bromley for work purposes are completed by bus and rail.
- 3.2.3 A total of 17 staff would be expected to be employed at the site with 7 on-site staff and 10 off-site staff, resulting in 9 daily staff vehicle trips.
- 3.2.4 A total of 10 operational vehicles would operate from the site, typically with each vehicle allocated to a single job per day resulting in a maximum of 20 two-way daily operational movements.

### Highway Response (May 2024)

- 3.3 LBB Highways provided a response (**CD Ref. 3.01**) to the Transport Statement (**CD Ref. 1.04**) which concluded that the trip attracting potential of the development would not be significant and subsequently raised no objection, subject to conditions.

### Additional Details (August 2024)

- 3.4 Further to third party comments, the LBB Planning Officer requested additional details relating to the potential effects of vehicle activity on the local network. A summary of the findings of the additional submission materials is provided below.
- 3.5 A review of expected trip generation showed 15 two-way vehicle movements during peak periods of 0700-0800 and 1600-1700. These would comprise 5 arrivals and 10 departures in the morning, and 10 arrivals with 5 departures in the evening. Noting comments related to queueing and the interaction between the scaffolding site and the Recycling Centre, it is expected that these trips would be unlikely to align with peak trips to the Recycling Centre given the time periods in question.
- 3.6 To further assess the likely interaction with the Recycling Centre and the potential for queueing, a review of similar recycling sites in the TRICS database was undertaken demonstrating 3 two-way vehicle trips during the period of 0700-0800 and 20 two-way vehicle trips between 1600-1700. Whilst there are more arrivals in the evening, these are equivalent to just one movement per recycling bay. It was therefore considered highly unlikely that any



queues would form along the site access road at the time when vehicular activity with Mason Scaffolding would reach its peak.

- 3.7 Notwithstanding this, screenshots obtained from the LBB operated cameras at the entrance to the Recycling Centre, showed there were typically no static queues with three out of the four days assessed showing a clear road. However, it was accepted that there was one day when queues were observed. It was relevant to note, the access road that runs adjacent to the Recycling Centre provides a legal right of way at all times to both the Appeal Site and the Electricity Undertaker's Depot and therefore the queuing generated by Recycling Centre that was recorded should not be taking place. In addition, with effective management the queuing traffic could easily be addressed, for example through the Recycling Centre operating a booking system, as is standard practice at other such facilities, and as was the case here during the Covid-19 pandemic. Notably, this has since been reintroduced following the temporary closure of the other recycling centre in the Borough and by LBB's own admission it is noted in the Statement of Case (**CD Ref. 12.01**) that this has resolved the issues around queueing (see paragraph 7.5).
- 3.8 Alongside the above concerns were raised regarding highway safety, however, a review of CrashMap data demonstrated that there had been no recorded incidents in the most recent 5-year period available.
- 3.9 On the basis of the above, it was concluded that the proposals could be accommodated without detriment to the operation or safety of the surrounding highway network. Notably, this conclusion was consistent with the response provided previously by LBB Highways.



## 4.0 Theme 1 – Site Operation

- 4.1 This section provides an overview of how I understand the Scaffold Yard operates based on the Site Operation Statement (**CD Ref. 9.01 (Appendix 1)**) provided by the operator. It also considers trip generation and access arrangements based on empirical data and desktop assessments which I have corroborated from on-site observations.

### Hours of Operation

- 4.2 The Appellant has provided details of the hours of operation of the Scaffold Yard, this has been divided into three distinct categories: office hours, driver working hours and yard hours.
- Driver working hours
    - Monday to Friday: 0630 to 1630 with some drivers arriving from circa 0600
    - Saturday: 0600 to 1600
    - Sunday: no driver operations.
  - Office hours
    - Monday to Friday: 0900 to 1700
    - Saturday: 0900 to 1700
    - Sunday: no office operations.
  - Yard hours
    - Monday to Friday: 0800 to 1830
    - Saturday: 0800 to 1700 (loading and unloading only)
    - Sunday: 0800 to 1300 (loading and unloading only)
- 4.3 Alongside the above, the operator of the scaffold company has confirmed that there are occasions when it is required to install scaffold overnight. This is often due to local authorities requiring them to install scaffold in sensitive areas between 2200 and 0500 when interaction with the general public is minimised.
- 4.4 It is understood that on these occasions, the required vehicle(s) loaded by the yard team during their normal working hours. The loaded vehicle is then collected by the driver. I understand from the Site Operations Statement (**CD Ref. 9.01 (Appendix 1)**) that typically vehicle movements associated with out of hours operations would occur between 0500 and 0630 or 1630 and 2300.
- 4.5 From a transport perspective the Site Operations Statement (**CD Ref. 9.01 (Appendix 1)**) provided by the operator demonstrates this activity generates very few movements. As such, it does not have any material impact on the conclusions reached above with respect to the typical daily traffic assessment. It is also material to consider that the number of occasions out of hours working is required is generally limited (on average) to a couple of times per month.



## Trip Generation

- 4.6 As the Scaffold Yard is currently operational it is possible to refer to actual traffic movements for the Appeal scheme. Indeed, surveys of the existing movements associated with the Scaffold Yard and neighbouring Recycling Centre were undertaken in November 2024 covering the period of 0630-1830 across a period of 5 working days (Tuesday 19th to Monday 25th). The resulting vehicle trips associated with the scaffolding centre are summarised below while the full data is included at **Appendix A**.

**Table 4.1 – Scaffold Yard Trip Generation (Weekly Average)**

Time Period	Surveyed Trips		
	Arrivals	Departures	Total
0630-0700	2	6	8
0700-0800	3	2	5
0800-0900	2	1	3
0900-1000	3	2	5
1000-1100	3	2	4
1100-1200	3	1	4
1200-1300	4	3	6
1300-1400	4	1	5
1400-1500	3	1	3
1500-1600	6	4	10
1600-1700	2	9	11
1700-1800	0	1	1
1800-1830	0	1	2
<b>0630-1830</b>	<b>34</b>	<b>33</b>	<b>67</b>

- 4.7 As demonstrated in Table 4.1, the Scaffold Yard generates in the order of 67 daily two-way trips on average between Monday and Friday. It is further shown that there are minimal trips during typical network peak hours of 0800-0900 and 1700-1800 where there would be 3 and 1 vehicle trips respectively with the former of these coinciding with expected school drop-offs. With regards to school pick-up, it is expected that this would be between 1430-1530 based on LBB Highways so taking the worst-case scenario of the busiest hour above there could be 10 two-way vehicle trips during this period.
- 4.8 Notably the trips outlined above show that, on average, the trip generation assessment presented in the Transport Letter dated 14<sup>th</sup> August 2024 (**CD Ref. 2.05**) overestimated the trips associated with the Scaffold Yard whereby 15 two-way trips were expected between 0700-0800 and 1600-1700. When compared with peak period trip generation from the TRICS database, the surveys show two additional vehicle movements between 0700-0800 but 9 fewer two-way vehicle trips between 1600-1700.



## Vehicle Types

- 4.9 The surveys undertaken also provided a breakdown of trips by vehicle type, this is summarised in Table 4.2.

**Table 4.2 – Scaffolding Centre Trip Generation by Vehicle Type (Weekly Average)**

Time Period*	Arrivals		Departures		Total	
	HGV	Car	HGV	Car	HGV	Car
0630-0700	1	1	5	0	6	2
0700-0800	0	2	2	1	2	3
0800-0900	0	1	0	1	1	2
0900-1000	0	3	0	2	0	4
1000-1100	1	2	0	1	1	3
1100-1200	0	3	0	1	1	4
1200-1300	0	3	0	2	1	6
1300-1400	0	4	0	1	0	5
1400-1500	1	2	0	0	1	2
1500-1600	5	1	0	4	5	5
1600-1700	2	1	0	8	2	9
1700-1800	0	0	0	1	0	1
1800-1830	0	0	0	1	0	1
<b>0630-1830</b>	<b>11</b>	<b>23</b>	<b>10</b>	<b>23</b>	<b>20</b>	<b>46</b>

*\*Inconsistency due to rounding*

- 4.10 As outlined above, the Scaffold Yard was recorded generating 20 daily HGV movements comprising 30% of the total daily vehicle trips. There are shown to be 7 departures in the morning peak (0630-0800) and 7 arrivals in the evening peak (1500-1700) reflecting the 7 drivers employed at the Scaffold Yard, this is consistent with the details provided in the Transport Statement dated 21<sup>st</sup> February 2025 (**CD Ref. 1.04**). Notably this is in the absence of a condition restricting HGV movements during these periods.
- 4.11 In addition, the level of total HGV movements (20 two-way trips per day) is consistent with the numbers outlined previously in the Transport Statement (**CD Ref. 1.04**). It should be noted that the table presented above are average flows across the course of a week and as such there are some rounding inaccuracies that capture those occasions when larger vehicles return to the Scaffold Yard to collect more scaffold.

## Variation in Trip Numbers

- 4.12 At paragraph 4.5 of the Council's SoC (**CD Ref. 12.01**) it is stated that there is a discrepancy between the intended hours of operation when comparing the Transport Statement (**CD Ref. 1.04**) with the application form. The Transport Statement dated 21<sup>st</sup> February 2024 (**CD Ref.**



**1.04)** indeed refers to expected hours of operation being 0600-1600, this is consistent with the hours of operation stated in the application form. As outlined in the Transport Statement (**CD Ref. 1.04**), the hours of operation of 0600-1600 refer to the core contracted hours of on-site staff. In addition, a number of off-site staff would arrive at the site prior to their working day and depart after 1600 when off-site operation activities are complete. It is therefore considered that the vehicle trips occurring after 1600 in Table 4.2 were suitably accounted for in the Transport Statement (**CD Ref. 1.04**).

- 4.13 It is accepted that there has been an evolution in the way in which trip generation has been calculated which may have attributed to the concerns raised by LBB as above. The Transport Statement (**CD Ref. 1.04**) provided a first principles approach informed by the occupier. A Transport Letter was then submitted in August 2024 (**CD Ref. 2.05**) which provided trip generation details based on the recorded peak hour (0700-0800 and 1600-1700) trip rates in the TRICS database. These details were explicitly provided in response to a request from the Council prior to determination of the application for further information regarding the interaction between the Scaffold Yard and other on-site uses, hence the differing hours.
- 4.14 A similar point is made by LBB in paragraph 7.18 of its SoC (**CD Ref. 12.01**) which suggests that there is a 'significant discrepancy' between the trip generation data outlined in the Transport Statement (**CD Ref. 1.04**) that the number presented in information provided following submission. As set out above, the Transport Statement (**CD Ref. 1.04**) was informed by a first principles approach which has subsequently been updated to reflect surveyed movements. Of particular note, the expected number of HGV movements outlined in the Transport Statement (i.e. 20 per day) is consistent with the surveyed number as outlined above.
- 4.15 The surveyed number of car trips were higher than outlined in the Transport Statement (**CD Ref. 1.04**). This is not an uncommon occurrence as, like any forecasting exercise, predicting traffic movements is not an exact science. In this instance, and whilst the overall numbers represent a significant percentage uplift (as referred to in the SoC at paragraph 7.19) (**CD Ref. 12.01**), the absolute numbers of vehicles entering and exiting the site per day are very small in the context of Churchfields Road:
- Transport Statement vehicle trips 29 (including 20 HGV movements).
  - Surveyed vehicle trips 66 (including 20 HGV movements).
- 4.16 On the basis of the above it is unfathomable that the Council can change its position from no objection on highways grounds given the difference in total movements between those predicted in the Transport Statement and those surveyed is just 37 vehicles per day. This equates to approximately 3 vehicles per hour on average across the course of a typical day. Of particular note is the fact that HGV movements have not changed.
- 4.17 In the context of the NPPF it is evident that the difference between what was predicted and what is transpiring in practice does not constitute a 'severe impact'. Moreover, the movements represent an insignificant proportion of all traffic on the adjacent road network. There is thus no justifiable reason for the Council to pivot from its original conclusion that:

*"...the trip attracting potential of the proposed development is not significant and will therefore not lead to a severe impact on the adjacent transport network."*

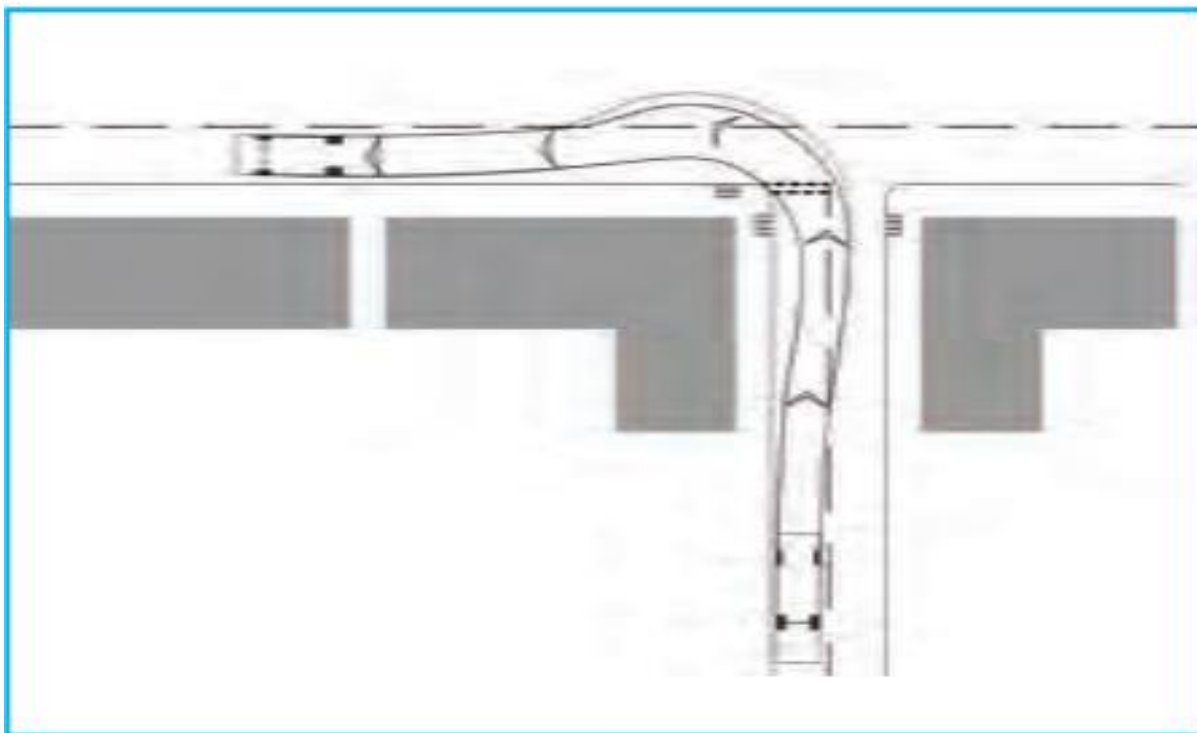


## Access

- 4.18 The Scaffold Yard is accessed via a circa 6 metre wide route which additionally serves the adjoining Recycling Centre and electricity undertaker's depot. To the north the access route connects to Churchfields Road via a priority junction arrangement.
- 4.19 As outlined in Section 8, as part of the third party responses, a query was raised regarding the types of vehicles that would typically require access to the Scaffold Yard and the ease with which they would be able to access the site. With this in mind, swept path analyses are appended at **Appendix B** which demonstrates how the two typical vehicles comprising an 18t Loader and 11t Rigid can access and egress the site.
- 4.20 It is demonstrated that the geometry of the site access and roads leading to it allow both vehicles to access and egress the site access road safely (both to and from the east and west). I recognise that the Council refers to incidents of vehicles of having difficulty entering the site access road. I respond to these points in detail at Section 7, but in short the incidents that I believe the Council points to are likely to relate to those situations when queues associated with the Recycling Centre blocked back to Churchfield Road (prior to the booking system that is now in operation).
- 4.21 Notwithstanding this, I accept that these manoeuvres require a reasonable amount of road space. However, this is not in any way an unusual occurrence. Indeed, Manual for Streets 2 (CD Ref. 15.03) makes the clear distinction that:

*9.4.11 Larger vehicles can still negotiate junctions where minimal (1m or less) corner radii are used, depending on the width of the junction arms they are turning to and from. In many cases it will be better to have slightly greater carriageway widths at the junction, rather than generous corner radii, or accept that larger vehicles occasionally cross into the opposing lane [SLR emphasis]. This approach allows the vehicle to take a larger radius than the junction kerb, as shown below. This can be tested by vehicle tracking software rather than relying on fixed standards.*





Despite the small corner radius, with sufficient carriageway width (X) a long vehicle can still negotiate a junction.

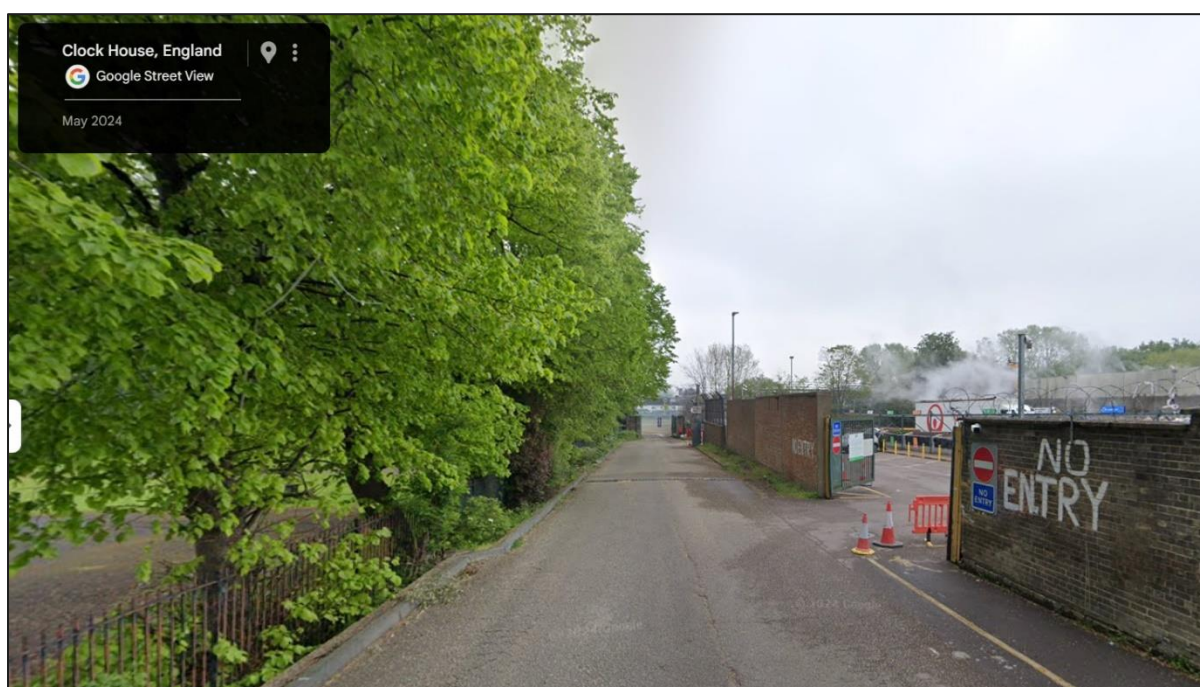
- 4.22 In conclusion, the movements that the relatively modest number of HGVs associated with the Scaffold Yard make are considered to be safe. Indeed, it should be noted that the Stage 1 Road Safety Audit, which I discuss in Section 7, considered the movements shown when reaching its conclusion that there are no safety concerns with the site access road.
- 4.23 It should also be noted that the operator of the Scaffold Yard is FORS accredited and as such its drivers are trained to the highest standards. Given they serve the development community with building projects across the Capital they are well accustomed to navigating much more constrained locations than this and are well versed in the requirements of the Highway Code.
- 4.24 Notwithstanding this and also the outcome of the RSA, in recent months the Operator of the Scaffold Yard has been operating a banksman at the site access junction during the school pick-up periods in response to perceived risks expressed by local residents about conflicts between HGVs and pedestrians. This has been demonstrated to be operating successfully in several of the resident videos. In addition, as per the Site Operations Statement (**CD Ref. 9.01 (Appendix 1)**) it is understood that drivers are directed to travel to and from the east.
- 4.25 Similarly, it is understood that drivers are instructed not to overtake queuing vehicles associated with the Recycling Centre until they pass the exit from that particular use. It is shown at **Appendix B** that there is sufficient space provided for this manoeuvre to take place safely owing to their being good visibility for vehicles to both see one another and any pedestrians that may be walking to/from the Appeal site. The slow speed nature of the access road and its straight geometry are material considerations in this regard.



- 4.26 When considering the information presented at **Appendix B** it should also be noted that the Recycling Centre has introduced stop signs in the access road adjacent to the entrance to the Recycling Centre to ensure vehicles do not block the northbound carriageway whilst waiting to drop off waste. Also, complimentary signing and road markings have been installed on the exit to ensure vehicles exiting the site do not emerge without checking oncoming traffic from the south:



- 4.27 These control measures very recently introduced by the Recycling Centre (in conjunction with a booking system) is evidently successful at (i) minimising those occasions when vehicles have been known to block back to Churchfields Road in the past and (ii) ensure users of the Recycling Centre are aware that they need to give way to oncoming traffic when rejoining the shared access road. For comparative purposes, see an image below from May 2024 prior to these measures being implemented.



## Churchfield Road/Access Road

- 4.28 LBB appears to be suggesting in its SoC (**CD Ref. 12.01**) that the junction the access road forms with Churchfield Road is in some way unsafe and points to poor visibility. Whilst I deal with highway safety matters in detail at Section 7, it is important to point out at this stage in relation to the operation of the Scaffold Yard (and the adjacent uses) that this junction does not suffer from poor visibility. It is clearly demonstrated by the swept path analyses at **Appendix B** that visibility at the upper end of what would be expected for a 30 mph road, such as Churchfield Road (i.e. 2.4 m x 43 m). Also, the Stage 1 Road Safety Audit has not raised any issues with the design of the junction, having due regard to how it is being used.

## Highway Damages

- 4.29 At paragraph 7.6 of its SoC (**CD Ref. 12.01**) LBB state that there are 'clear access and safety concerns about the use of the Scaffold Yard and the impact on the approach road to the RRC' (Recycling Centre), it is further suggested that there has been damage to the public footway and kerbs caused by HGVs at the site access road. First and foremost, should this be the case, based on the surveyed trip data it would likely be attributed to HGV movements associated with the Electricity Undertaker's own yard given the significantly higher number of HGV movements and uncapped size associated with this use.
- 4.30 Notwithstanding the above, a review of the site access road junction bellmouth across a number of years has been undertaken using publicly available street side images. The screenshots included at **Appendix C** before and after the site became operational clearly demonstrate that there have been no material changes to the quality of the access road in terms of kerbs and public footway in the available period which extends back to 2008 and any suggestions that the condition of the footway has been impacted by the use of the Scaffold Yard is mistaken.

## LBB Position

- 4.31 It has been intimated by LBB that HGVs associated with the Scaffold Yard have caused damage to the public footway and kerb at the site access junction with Churchfields Road. As demonstrated above, there has been no material change to the quality of the access (including footway and kerbing) in the months since the site became operational.
- 4.32 LBB contend that there were some discrepancies between the various trip generation datasets submitted to LBB. As outlined above, this variation is due to an update in source from a first principles approach to use of survey data. Of particular relevance, given the high number of comments relating to HGV movements, it should be noted that the surveys showed a consistent number of HGV trips when compared with the first principles assessment. In addition, it has been demonstrated that the Scaffold Yard is by no means the largest trip generator in terms of light or heavy vehicles when considered in the context of the adjoining land uses.
- 4.33 It has been suggested that articulated vehicles are not able to egress the site without overriding the kerb. Swept path analysis has demonstrated this to be incorrect and that the vehicles requiring access to the Scaffold Yard can suitably access and egress without overriding the kerb. Also, I have shown through reference to historic imagery that there has been no noticeable change to the conditions of kerbs for a number of years.



- 4.34 With the above in mind, a summary is provided below of the relevant LBB comments and associated response.

LBB SoC		SLR Response	
Ref.	Comment	Ref.	Comment
7.6	HGVs have caused damage to public footway and kerbs through use of the access road.	4.26 4.27	There is no evidence to suggest this is related to the Scaffold Yard, based on available data it appears to pre-date the scaffolding operations.
7.18	Discrepancy between previously submitted trip generation data and the updated assessment.	4.12 4.13 4.14 4.15	This is due to the updated assessment being informed by empirical surveys.
7.19 7.22	Articulated vehicles are unable to manoeuvre out of the site via the access without overriding the kerb.	4.16 to 4.20	Swept path analysis demonstrates that this is not the case.
7.26	There is a lack of stop line or any traffic control measures at the site access junction with Churchfields Road which contributes to hazardous conditions and reduced visibility.	4.25	This is an existing junction with no changes proposed and review of the access arrangement demonstrates that there is suitable visibility for vehicles egressing the site access road junction with Churchfields Road.

- 4.35 On the basis of the above, it is considered that the evidence demonstrates that the Scaffold Yard can (and does) operate safely and without meaningful impact on the surrounding network.



## 5.0 Theme 2 – Highway Impact

- 5.1 This section provides an overview of how the Scaffold Yard operates with a particular focus on trip generation of both the site and adjoining uses. Full survey data can be found at **Appendix A**.

### Trip Generation

- 5.2 Whilst the previous section has provided details relating to the trip generation associated with the Scaffold Yard, it is pertinent to note that the access additionally serves the adjoining Recycling Centre and electricity undertaker's depot. As such, the below details the surveyed trips associated with this neighbouring uses.

### Recycling Centre Trips

- 5.3 As noted above, surveys were undertaken in November 2024 which recorded the number of trips associated with the Recycling Centre. Given that these were undertaken prior to the booking system, a comparison of the maximum potential trip generation with the booking system in place and the average weekday recorded trip generation is provided below.

**Table 5.1 – Recycling Trip Generation Comparison**

Time Period	Surveyed Trips	Maximum Trips	Net Change
0700-0800	23	72	+49
0800-0900	31	72	+41
0900-1000	53	72	+19
1000-1100	89	72	-17
1100-1200	115	72	-43
1200-1300	105	72	-33
1300-1400	108	72	-36
1400-1500	112	72	-40
1500-1600	72	72	0
1600-1700	53	72	+19
<b>0700-1700</b>	<b>762</b>	<b>720</b>	<b>-42</b>

- 5.4 As outlined above, across the full day there would be 42 fewer two-way vehicle trips based on the surveys relative to the total capacity of the centre. There could be a level of redistribution of trips, with an increase in the morning periods to account for the limited availability of slots in the middle of the day which the surveys showed to be the most popular times (1000-1500). In the context of the Council's SOC, it noteworthy that the booking system reduces the number of vehicles that can access the Recycling Centre at those times identified to coincide with school pick-up (i.e. 14:30-15:30).
- 5.5 The surveys undertaken also provided a breakdown of trips by vehicle type, this is summarised in Table 5.2.



**Table 5.2 – Recycling Centre Trip Generation by Vehicle Type (Weekly Average)**

Time Period	Arrivals		Departures		Total	
	HGV	Car	HGV	Car	HGV	Car
0630-0700	0	0	0	0	0	1
0700-0800	0	12	0	11	0	23
0800-0900	0	16	0	15	0	31
0900-1000	0	28	0	25	0	53
1000-1100	0	45	0	43	1	88
1100-1200	0	58	0	57	0	115
1200-1300	1	52	1	52	1	104
1300-1400	0	54	0	54	0	108
1400-1500	1	55	0	56	1	112
1500-1600	0	35	0	37	0	72
1600-1700	0	26	0	27	0	53
1700-1800	0	4	0	7	0	11
1800-1830	0	0	0	0	0	0
<b>0630-1830</b>	<b>3</b>	<b>385</b>	<b>2</b>	<b>385</b>	<b>5</b>	<b>771</b>

5.6 As shown in the above, the Recycling Centre is demonstrated to largely attract smaller vehicles, this is to be expected given that HGV trips are directed to an alternative entrance as outlined in paragraph 7.5 of the LBB SoC (**CD Ref. 12.01**).

5.7 Given that there is a chance that the booking system is temporary, and that trip generation was shown to be higher without the booking system, the remainder my analysis makes use of the surveyed data as a worst-case scenario.

### **Electricity Undertaker's Depot**

5.8 The Scaffold Yard is bound by an electricity undertaker's depot, with the trip generation associated with this use also accounted for in the surveys. It is important to recognise that this use is not subject to any vehicle cap, and thus is able to operate freely in order to discharge its statutory requirements when upgrading infrastructure (as is currently the case). The recorded trips are shown below.



**Table 5.3 – Electricity Undertaker’s Depot Trip Generation**

Time Period	Surveyed Trips		
	Arrivals	Departures	Total
0630-0700	8	1	9
0700-0800	7	8	15
0800-0900	3	8	11
0900-1000	3	4	8
1000-1100	4	2	6
1100-1200	5	4	9
1200-1300	5	2	7
1300-1400	3	2	5
1400-1500	3	3	6
1500-1600	12	10	22
1600-1700	2	9	11
1700-1800	0	0	0
1800-1830	0	0	0
<b>0630-1830</b>	<b>55</b>	<b>54</b>	<b>109</b>

- 5.9 As demonstrated in Table 5.3, the electricity undertaker’s depot generates 109 daily two-way trips. It is shown that there are, on average, 11 trips during typical network peak hours of 0800-0900 with no trips after 1700, the former of these coincides with expected school drop-offs. With regards to school pick-up, it is expected that this would be between 1430-1530 based on LBB Highways so taking the worst-case scenario of the busiest hour above there could be 22 two-way vehicle trips during this period.

**Table 5.4 – Electricity Undertaker’s Depot Trip Generation by Vehicle Type  
(Weekly Ave)**

Time Period	Arrivals		Departures		Total	
	HGV	Car	HGV	Car	HGV	Car
0630-0700	3	5	1	0	4	5
0700-0800	2	5	4	5	6	9
0800-0900	2	1	3	4	5	6
0900-1000	2	2	2	3	3	4
1000-1100	1	3	1	1	3	4
1100-1200	2	3	2	2	4	5
1200-1300	1	4	1	2	2	6

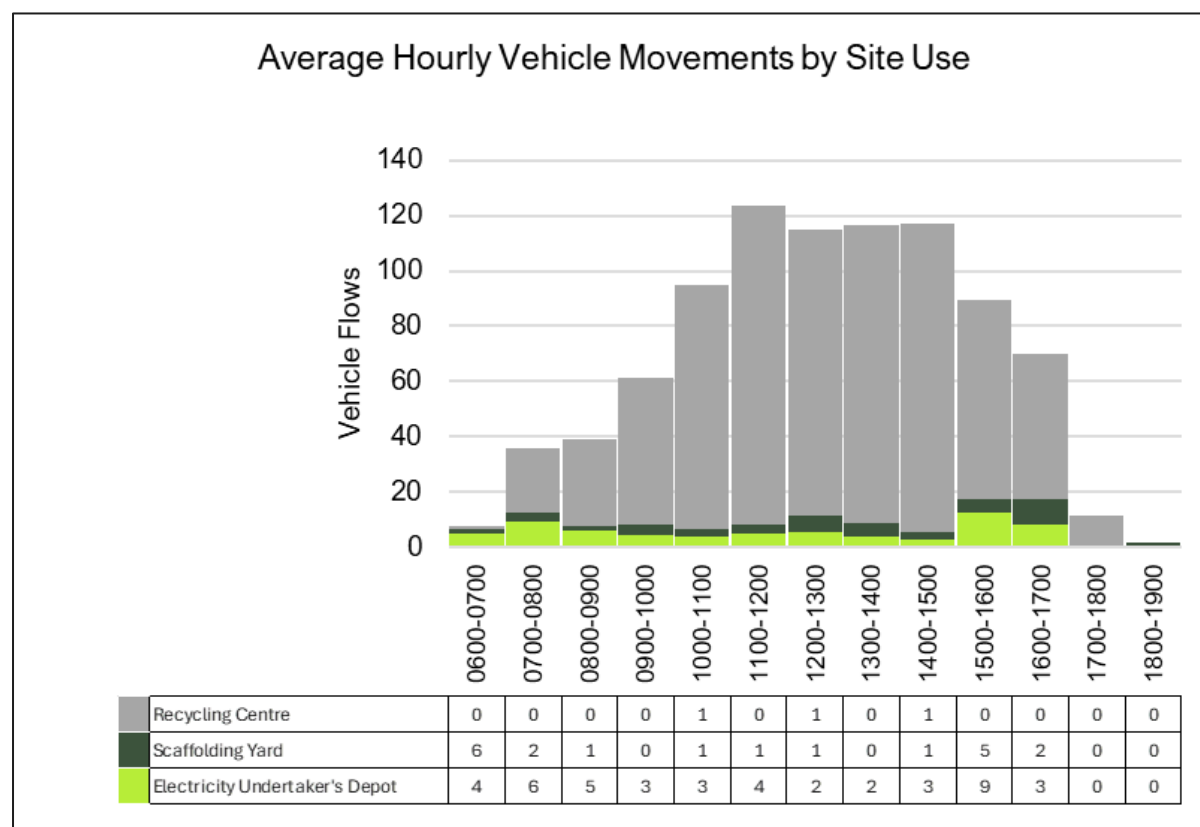


Time Period	Arrivals		Departures		Total	
	HGV	Car	HGV	Car	HGV	Car
1300-1400	1	2	1	1	2	4
1400-1500	2	1	1	2	3	3
1500-1600	5	7	4	6	9	13
1600-1700	0	2	2	6	3	8
1700-1800	0	0	0	0	0	0
1800-1830	0	0	0	0	0	0
<b>0630-1830</b>	<b>21</b>	<b>34</b>	<b>22</b>	<b>32</b>	<b>43</b>	<b>66</b>

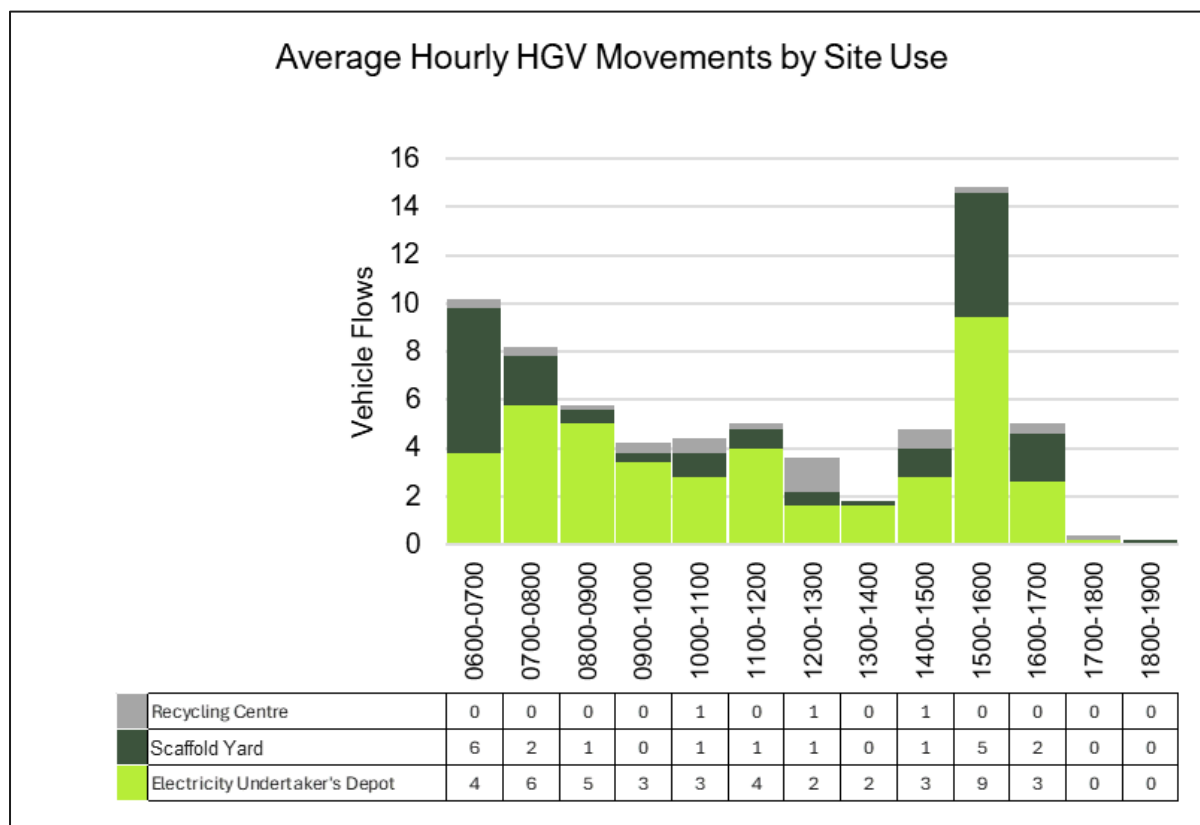
- 5.10 As demonstrated by the surveys, HGV trips associated with the electricity undertaker's depot account for some 39% of total trips attributed to this use.

### Total Trip Summary

- 5.11 With the above trip generation review in mind, the graphs below provide a summary of the surveyed trip generation by land use for both total vehicles and HGVs accounting for the Scaffold Yard, Recycling Centre and Electricity Undertaker's Yard.

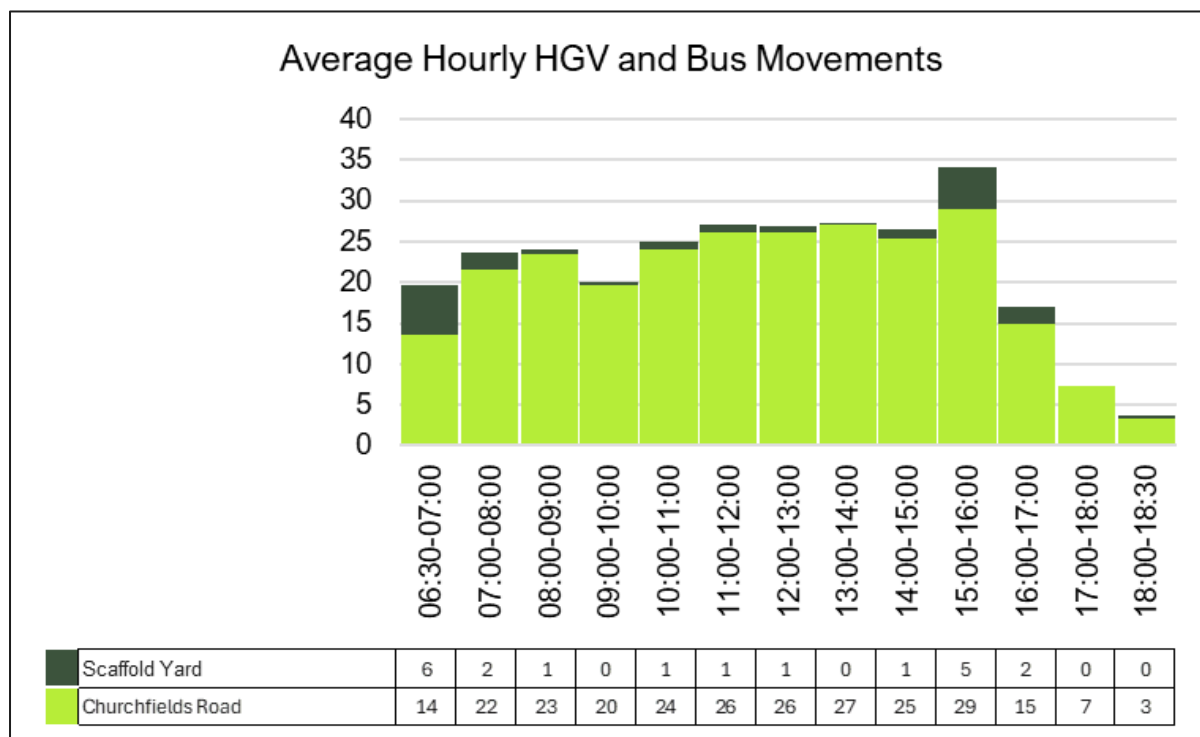
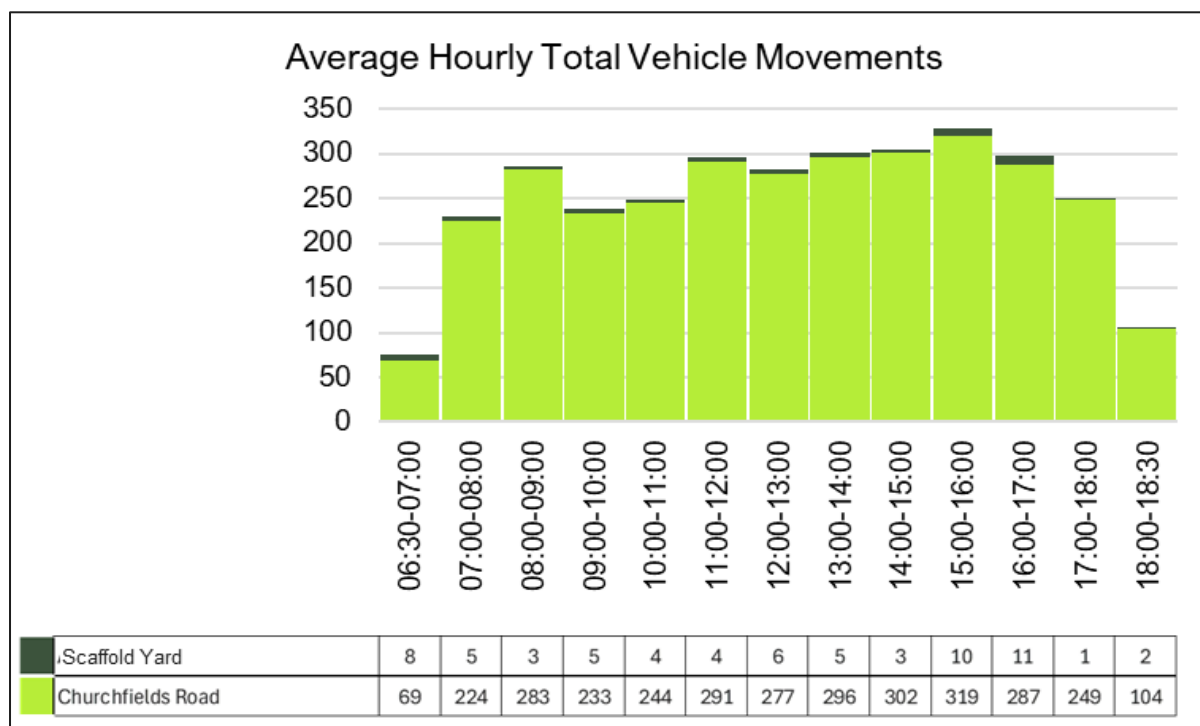


- 5.12 It is clear from the above that the Scaffold Yard use represents 7% of total vehicle trips utilising the access road with the Recycling Centre accounting for 82% and the Electricity Undertaker's Yard accounting for the remaining 12%.



- 5.13 With regard to HGVs the Scaffold Yard generates 20 two-way movements across the day and, whilst higher than the number generated by the Recycling Centre, it is a lower than the number of HGV movements associated with the Electricity Undertaker's Yard (43 daily). When considered as a proportion, the Scaffold Yard accounts for 30% of HGV movements with the Recycling Centre and Electricity Undertaker's Yard accounting for 5% and 65% respectively.
- 5.14 In addition to the above, consideration has been made as to the level of trips associated with the Scaffold Yard in the context of existing vehicle movements on Churchfields Road. This is shown below for both total vehicles and large vehicles (HGV and buses)





- 5.15 It is illustrated in the above that the Scaffold Yard represents a minimal proportion of total vehicle trips on Churchfields Road. Indeed, the surveyed peak hour for vehicle trips at the Appeal Site is 1600-1700 during which time the 11 two-way vehicle trips equate to 3.8% of total trips on Churchfields Road. Similarly, HGV movements associated with the Scaffold Yard are shown to be a small proportion of total large vehicle movements on Churchfields Road. Indeed, across an average day the Scaffold Yard equates to 2.1% of total movements on Churchfields Road and 7.7% of HGV movements, this is well within the accepted daily fluctuations on the highway network of +/-10% as outlined below:

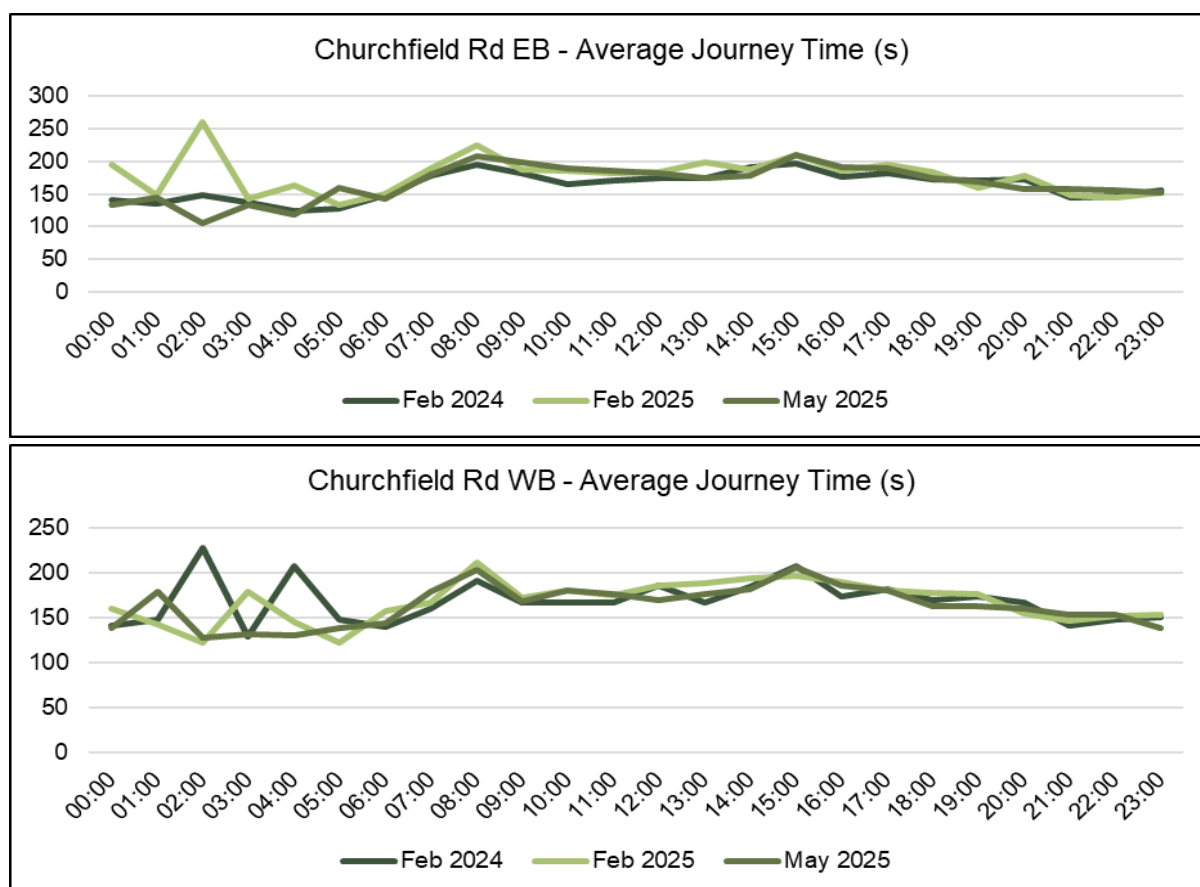


2.18 Traffic forecasting is not an exact science, and the accuracy of projections is open to debate. It is generally accepted that accuracies greater than 10% are not achievable. It should also be noted that the day-to-day variation of traffic on a road is frequently at least + or -10%. At a basic level, it should therefore be assumed that projected changes in traffic of less than 10% create no discernible environmental impact. The cumulative effect of a number of developments attracting less than 10% of additional traffic may need to be assessed at a broader strategic or policy level.

Source: Institute of Environmental Management and Assessment (IEMA) Guidelines: Environmental Assessment of Traffic and Movement

5.16 It is therefore evident that the Scaffold Yard does not have a substantial impact on the existing network when considered in the context of wider vehicle movements.

5.17 It should also be noted that travel times along Churchfield Road have not materially changed since the Scaffold Yard has become operational. This is shown below through the use of TomTom data as follows:



5.18 When considering the above, it should be noted that February 2024 pre-dates the Scaffold Yard becoming operational and is prior to the addition of the booking system at the Recycling Centre. In February 2025 the Scaffold Yard was operational, the booking system at the Recycling Centre had still not been implemented. In May 2025 both the scaffolding site and booking system were fully operational. In addition, it is pertinent to note that the data



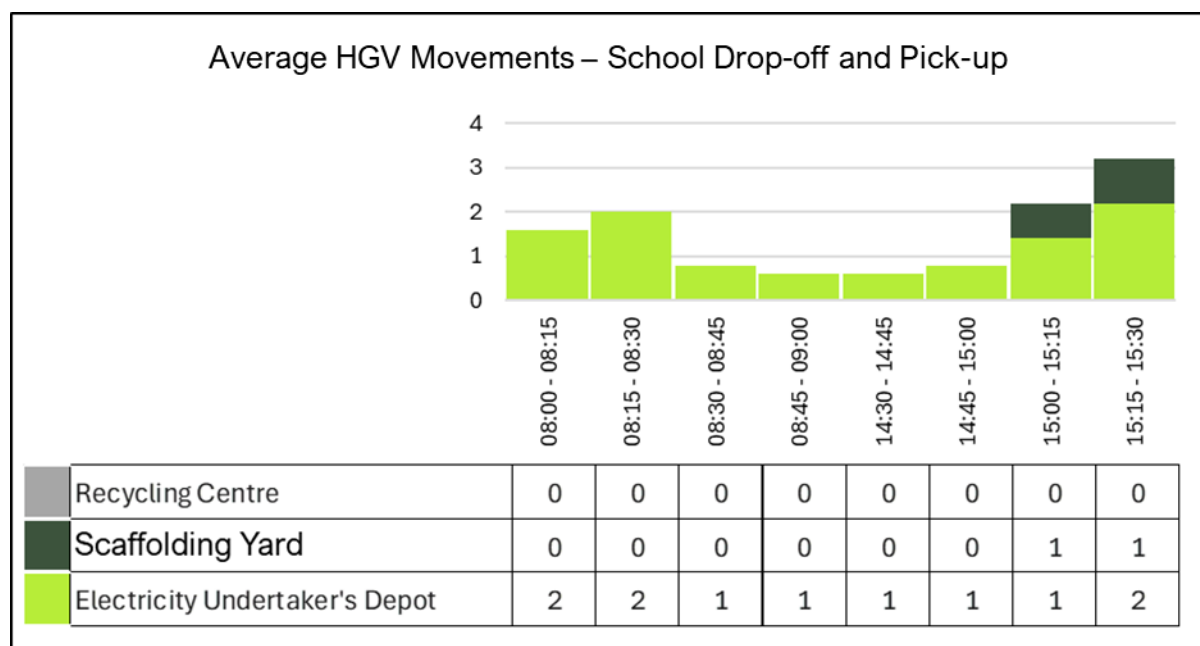
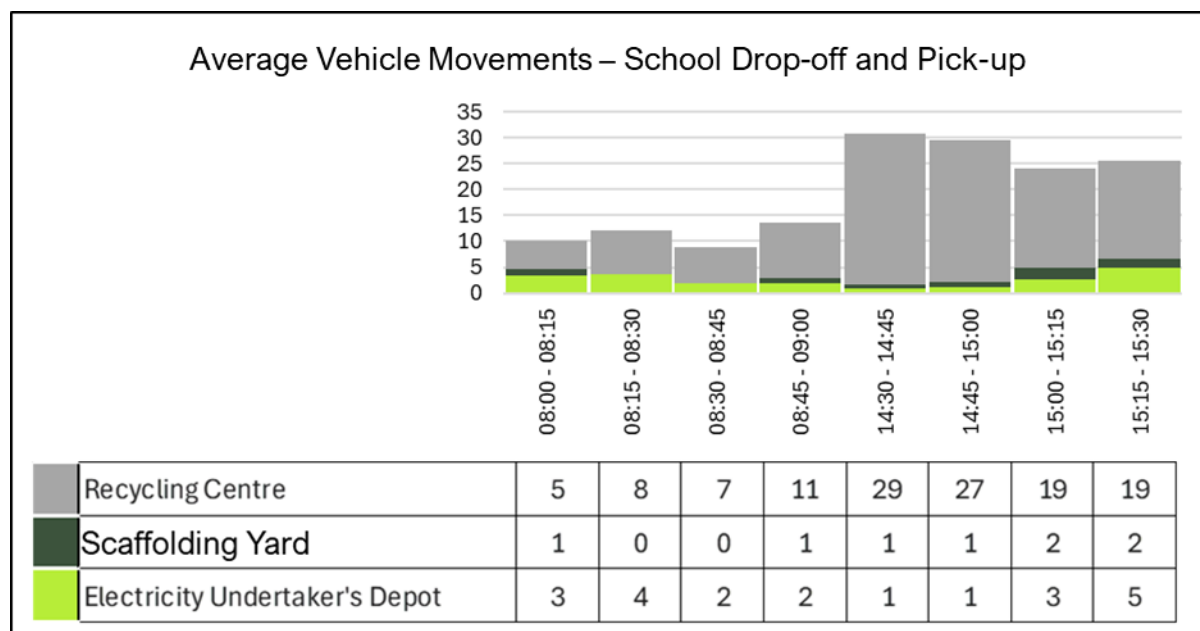
incorporates the full length of Churchfields Road as opposed to focusing on the area immediately surrounding the site access road junction with Churchfields Road.

- 5.19 The graphs included demonstrate that there has not been a material change in journey times as a result of either the booking system or operations at the Scaffold Yard. Indeed, in the peak period for the Scaffold Yard of 1600-1700, it is shown that:
- There is a 9.3 second increase in average eastbound journey times when comparing February 2025 with February 2024.
  - There is a 14.0 second increase in average eastbound journey times when comparing May 2025 with February 2024.
  - There is a 17.0 second increase in average westbound journey times when comparing February 2025 with February 2024.
  - There is a 13.0 second increase in average westbound journey times when comparing May 2025 with February 2024.
- 5.20 These changes are not considered to be substantial given the 3 minute (180 second) eastbound journey time in the baseline position (February 2024), and the 2.9 minute (174 second) westbound journey time in the baseline position.
- 5.21 A full review of the TomTom data shows that the longest journey times in the morning occur between 0800-0900 and in the evening between 1700-1800. Notably, scaffolding operations have been demonstrated to be minimal during these periods.
- 5.22 Given the above, and contrary to the assertions that have been made that the operation has resulted in an unacceptable increase in congestion along Churchfield Road, there has been no discernible change in travel times.

### **School Trip Interactions**

- 5.23 It is noted that the concerns have been raised regarding potential conflict between operations of the Scaffold Yard and the nearby school at drop-off and pick-up times, these are stated to be 0800-0900 and 1430-1530 by LBB Highways. With this in mind, the graphs below show the expected total vehicle and HGV trips by use during these periods.





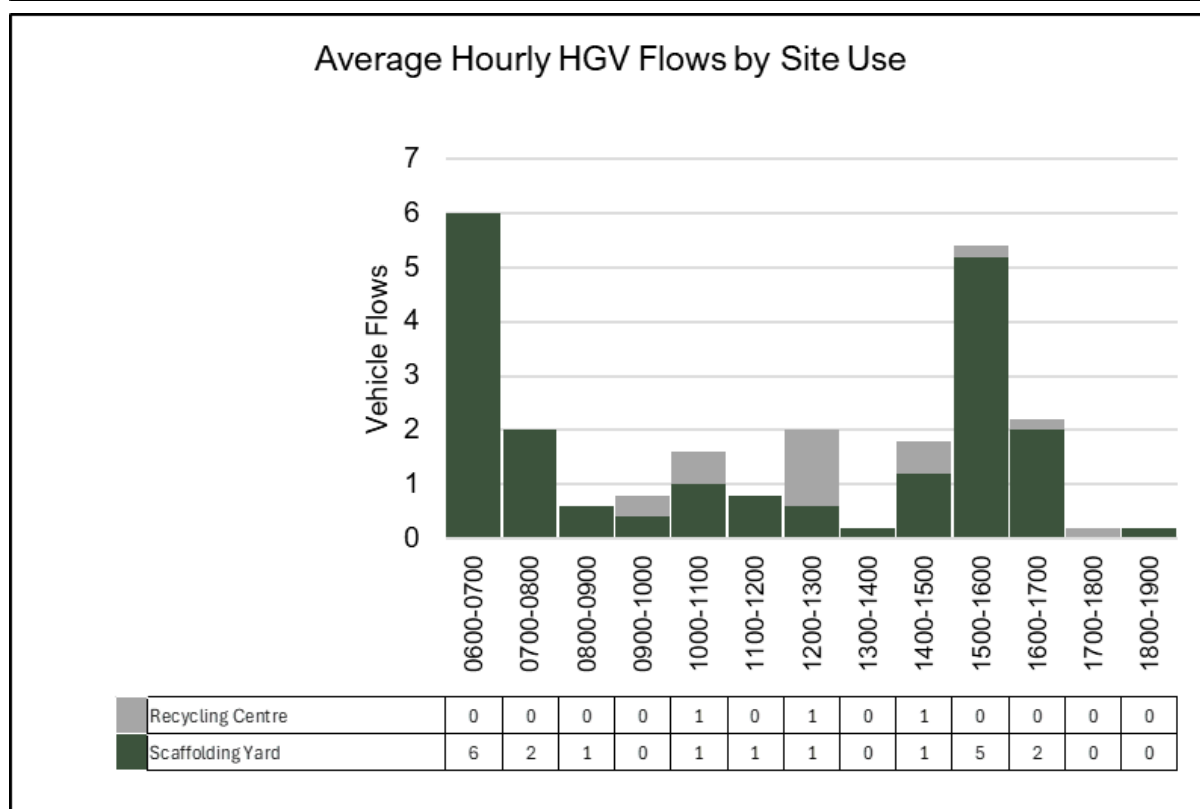
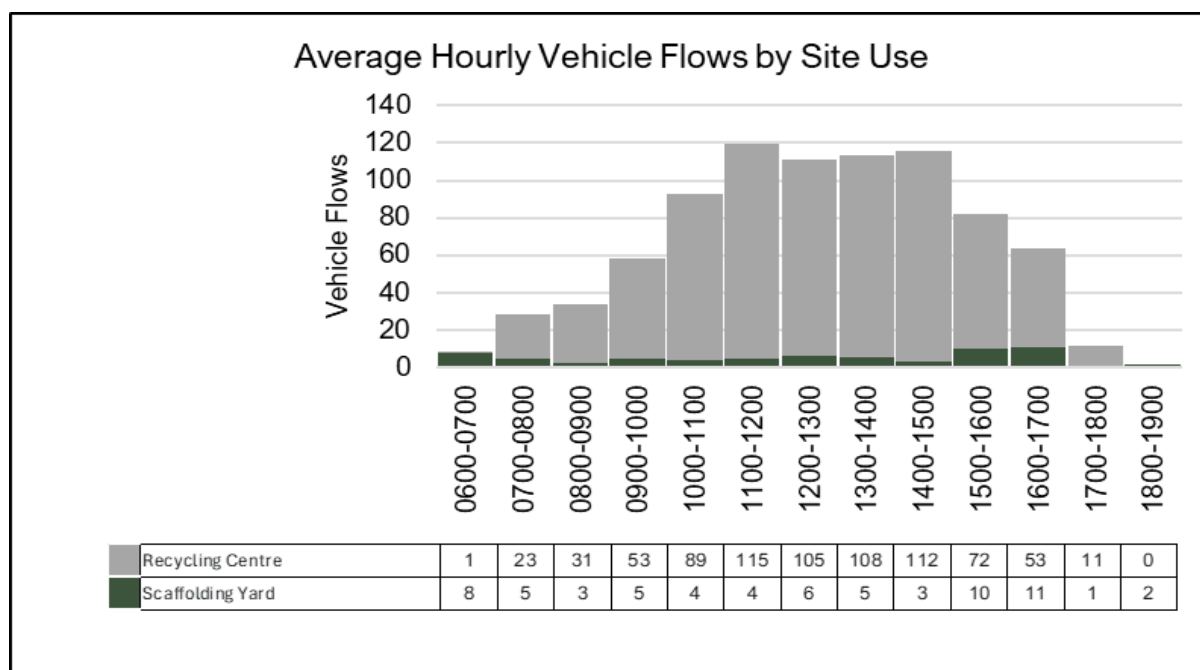
- 5.24 It is evident from the above that at no point in these periods is the Scaffold Yard the largest generator of vehicle trips when considered in the context of the adjacent uses. It is therefore considered that the Scaffold Yard does not have a substantial impact on the access route when considered in the context of the other site uses. In addition, noting the LBB comments regarding the electricity undertaker's depot being temporary (further details below) it is evident that should this cease to operate there would be a substantial decrease in HGV movements in particular during school drop-off and pick-up times.
- 5.25 Given the above, it is clear that the Scaffold Yard has minimal interaction with the school and therefore the concerns raised are considered to be suitably addressed. Notwithstanding this, the Applicant is willing to accept the proposed planning condition prohibiting operational movements between 0800-0900 and 1430-1530 should it be deemed necessary by LBB.



## Sensitivity Tests

### Cease of Electricity Undertaker's Depot Operations

- 5.26 LBB contend at paragraph 7.28 of its SoC (**CD Ref. 12.01**) that the traffic attributed to the Electricity Undertaker's Yard is temporary and relates to an upgrading project that is due to be completed in 2026. Whilst it is entirely reasonable and consistent with best practice guidance to take account of the trip generation potential of a lawful use, a conservative sensitivity test has been undertaken to illustrate a situation in which these operations cease.



- 5.27 As is shown above, the Scaffold Yard would continue to be a small proportion of total vehicle movements when considered alongside the adjoining Recycling Centre. Whilst HGVs would be largely attributed to the Scaffold Yard, the absolute number of movements is not substantial with a maximum of 6 two-way trips recorded (which is somewhat lower than the current situation, with no known safety incidents arising therefrom).
- 5.28 It is pertinent to note that, at present, the electricity undertaker's depot is currently the largest contributor to HGV trips of the uses served by the shared access road. This use has been operational for some time and, as demonstrated in Section 7, there have been no recorded collisions in the vicinity of the access. It is therefore reasonable to assume that the smaller number of HGV trips associated with the Scaffold Yard could be accommodated without detriment to highway safety given that there would be a substantial reduction should operations cease at the Electricity Undertaker's Yard.

### Recycling Centre Booking System

- 5.29 Paragraph 7.7 of the Council's SoC (**CD Ref: 12.01**) suggests that the booking system at the Recycling Centre could be a temporary measure and that the Appellant's operations should be considered in relation to no booking system being in place. As outlined previously, the trip generation summary provided above and within this document assumes that the booking system is not in place and thus provide a worst-case scenario in terms of total trip generation.
- 5.30 Notably this requirement to use the worst-case assessment with regard to the Recycling Centre is somewhat contradictory to the comments relating to the Electricity Undertaker's Yard above. It is also a rather perverse notion that a Highway Authority would advocate the revocation of a management measure that by its own admission has assisted with the smoother operation of the Recycling Centre.
- 5.31 This position can be seen from the updated review of the access road's CCTV camera, which shows very little queuing taking place during the week of 11<sup>th</sup> – 18<sup>th</sup> July 2025 at those times when traffic movements associated with the scaffold yard reach their peak. This compares to an isolated period of queuing presented in **Appendix D** between the hours of 1600 and 1700, which coincided with what was assumed to be the likely peak period of activity before the scaffold yard started operating.

### LBB Position

- 5.32 As outlined above, all of the analysis is based on survey data collected prior to the booking system being implemented and therefore provides a worst-case assessment. Contrary to the views of LBB it has been demonstrated that there has not been a material change in journey times since operations commenced at the Scaffold Yard and a review of surveyed trips highlights that the operations contribute a minor proportion of total trips (including during school drop-off and pick-up times) such that it cannot be suggested that the Scaffold Yard would substantially intensify congestion.
- 5.33 The Council's SoC (**CD Ref 12.01**) states that the Electricity Undertaker's Yard is a temporary project due to be completed in 2026 and thus the trips associated with this use should not be considered. This is contrary to well established principles when assessing the traffic effects of new developments, which note cumulative effects of lawful uses should be taken into account



and does not consider (or appreciate) that the Electricity Undertaker's Yard is not subject to any cap on vehicle movements.

- 5.34 Notwithstanding this, removing these trips from my assessment would substantially reduce the number of vehicles requiring access to the site such that the combination of the Recycling Centre and the Scaffold Yard would still see a net reduction when comparing the combined elements of the Recycling Centre and the Electricity Undertaker's Yard. As I have shown that the shared access road and Churchfields Road can safely accommodate the higher level of traffic, the same conclusions would also apply under this alternative scenario that has been identified by the Council in its SoC (but notably not requested through the course of the application).
- 5.35 Furthermore, LBB do not appear to have raised a concern with either of the adjoining uses in terms of highway impact despite both being higher vehicle trip generators than the Scaffold Yard with the Recycling Centre accounting for 82% of total vehicle movements and the electricity undertaker's depot 12%. It is therefore unclear how the inclusion of the trips associated with the Scaffold Yard (7% of total) would have such a substantial impact as intimated by LBB, particularly when:
- (i) the other uses that use the shared access road are not subject to any vehicle caps; and,
  - (ii) the Council's change in stance on the suitability of the transport network is predicated on there being in practice just three more vehicles per hour (on average) over the course of a typical day when compared to what was predicted (and accepted as being not significant).
- 5.36 With the above in mind, a summary is provided below of the relevant LBB comments and associated response.

LBB SoC		SLR Response	
Ref.	Comment	Ref.	Comment
7.7	The booking system may be a temporary initiative so the impact of the Appeal site should assume that there is no booking system in place.	5.7 5.29 5.30 5.31	This is what was provided in the previous SLR response as it is a robust, worst-case scenario.
7.21 7.23 7.24	The addition of traffic associated with the scaffolding site has increased congestion and impacted traffic flow, particularly at school drop-off/pick-up times.	5.17 to 5.22	TomTom journey time data demonstrates that this is not the case, there has not been a material change in journey times following the commencement of operations at the Scaffold Yard.
7.28	Reference should not be made to the traffic associated with the Electricity Undertaker's Yard as this a temporary project.	5.26 5.27 5.28	Notably this is an operation that has been ongoing for some time without causing issue to the local area despite producing a higher number of HGVs than the Scaffold Yard. Should the Electricity Undertaker's Yard cease



LBB SoC		SLR Response	
			operations, there would be a substantial reduction in HGV movements.

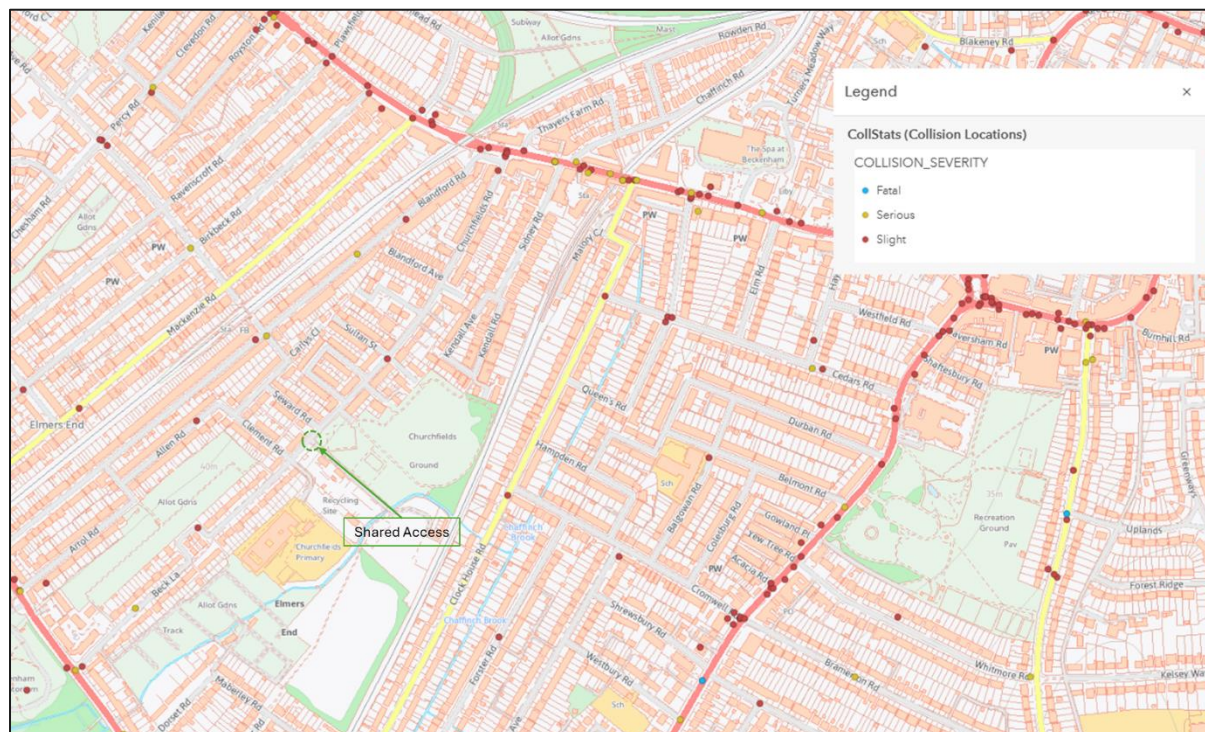
- 5.37 On the basis of the above, it is considered that the evidence demonstrates that the Scaffold Yard can (and does) operate safely and without meaningful impact on the highway network, particularly when considered in the context of the adjoining uses or in isolation.



## 6.0 Theme 3 – Highway Safety

### Highway Safety

- 6.1 A review of personal injury collision (PIC) data was undertaken using CrashMap and summarised within the submitted Transport Statement dated 21<sup>st</sup> February 2025 (**CD Ref. 1.04**). Given the comments provided by LBB relating to highway safety, an updated assessment has been undertaken using the more recent TfL collision data for the period of January 2016 to December 2024<sup>1</sup>, this is shown below.



- 6.2 The above shows that in the available period (January 2016 – December 2024), no collisions were recorded in the vicinity of the junction the site access road forms with Churchfields Road. The nearest collision located some 180 metres to the north at the junction of Churchfields Road / Sultan Street / Gresham Road and resulted in a slight injury, this incident comprised a collision between a motorcycle and a car.
- 6.3 On the basis of the above, it is considered that there are no demonstrable existing safety issues in the vicinity of the junction the site access road forms with Churchfields Road. It is accepted that this data predates full operations at the Scaffold Yard, however, based on the surveyed trip generation it is evident that the Scaffold Yard is by no means the largest generator of trips (both total vehicle and HGV) such that it would not be expected to materially impact highway safety.

<sup>1</sup> “An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident.” (NPPG Paragraph 015)



## Stage 1 Road Safety Audit

- 6.4 Policy 32 of the Bromley Local Plan (**CD Ref. 6.13**) sets out the exception that the Council will consider the potential impact of any development on road safety and will ensure that it is not significantly adversely affected. This is reflected within the commentary as part of the Delegated Officers Report which highlights *“from a highways perspective that on the basis of the significant concerns over the road safety implications of the operation of the use relative to the proximity of the site to the local primary school it would be reasonable to request a safety audit”*.
- 6.5 The position taken by Bromley Planning Officers is considered to be somewhat novel given that Highway Officers did not raise any cause for concern from a highway safety perspective. Equally, there is no policy requirement for a Road Safety Audit (RSA) to be undertaken of an existing junction, as is the case here. However, in the interests of assisting the Appeal process, the Appellant has commissioned an independent Stage 1 RSA of the site access.
- 6.6 The Stage 1 RSA, which was undertaken by Gateway-TSP in accordance with the requirements of GG119 of the Design Manual for Roads and Bridges, is provided at **Appendix E**. The RSA has not identified any safety concerns associated with the Churchfields Road/Site Access Road junction, having regard to the outcome of a site visit and the levels of traffic that currently use this junction inclusive of the Scaffold Yard, Recycling Centre and London Electricity Board site.
- 6.7 The outcome of the RSA corroborates the professional judgment of the Council’s highways officer and confirms that there are no safety concerns associated with either the access that serves the Scaffold Yard or types of vehicles that use it. This further demonstrates that the proposed condition prohibiting operational movements between 0800-0900 and 1430-1530 (as outlined in paragraph 6.24) is unnecessary given there is not a history of accidents in the local area or safety concerns relating to the access arrangements.

## Access Operation and Conflict with Other Users

- 6.8 Paragraph 7.19 of the LBB Statement of Case (**CD Ref. 12.01**) contends that HGVs are unable to safely access and egress the shared site access road without overriding the kerb and occupying the full width of the carriageway. As demonstrated in **Appendix B**, vehicles are able to safely access and egress the shared site access road (see paragraph 5.18). Similarly, as outlined in paragraph 5.19 Manual for Streets 2 accepts that larger vehicles are occasionally required to cross into the opposing lane to safely manoeuvre rather than requiring widening of junctions. Notably, there are various videos which have been submitted by local residents which show HGVs associated with the Scaffold Yard accessing the site safely without overriding the kerb.
- 6.9 The Council within paragraph 7.25 of their SoC (**CD Ref. 12.01**) identify that there have been *“observed instances of Mason Scaffolding vehicles bypassing queuing traffic by driving on the wrong side of the access road in order to reach the site.”*



- 6.10 This observation appears to be based on reports from local residents that HGVs associated with the Scaffold Yard travelling on the incorrect side of the shared access road to circumnavigate queues attributed to the Recycling Centre. Indeed, I am aware of a video that has been published that shows this, screenshots are provided below.



- 6.11 When considering the above images, it should be noted that this incident occurred on the 24<sup>th</sup> September 2024. As with any new operation there was a period of bedding down of how the operator accessed the site. It should also be noted that in the time that has elapsed since this video was published, the operator quickly remedied this (as outlined at paragraph 5.22) and there is no evidence provided by the Council or any interested stakeholders to show that the issue prevails.
- 6.12 Moreover, the date of the video is prior to the implementation of the booking system following which queueing traffic is far less likely to happen as seemingly accepted by the Council in its SoC and shown at **Appendix D**. To that end, it should be noted that the only reason the scaffold lorry is shown overriding the kerb in the above images is due to queues attributed to the Recycling Centre precluding the swept path shown at **Appendix B** and the turns that are visible on the videos submitted by third parties. It also predates the Operator instructing drivers to not undertake this manoeuvre prior to passing the exit of the Recycling Centre.
- 6.13 In addition, the operator of the Scaffold Yard is FORS Silver Accredited (as noted in Section 5) and are regularly audited to ensure the management and transport processes are accurate and comply with the relevant legislation. Mason Scaffolding have put the necessary procedures in place to ensure vehicles only operate safely on the access road. This is outlined in the Operations Statement (**CD Ref. 9.01 (Appendix 1)**).
- 6.14 Further to the above, a review of HGV visibility along the shared site access has been undertaken which demonstrates that a vehicle entering the site from Churchfields Road would be able to see any vehicle exiting the Scaffold Yard, this is included at **Appendix B**. Furthermore, HGV drivers have suitable visibility to see pedestrians using the demarcated footway to access the Recycling Centre, thus minimising any conflict with pedestrian movements of which the LBB response suggests there would be circa 10 per day. Notably, there are expected to be 20 HGV movements per day which would be distributed across working hours such that any conflict between HGV and pedestrian movements would be minimal such that no changes are considered necessary to the pedestrian environment to make the Scaffolding Yard operations acceptable in safety terms. Notwithstanding this, the Appellant is willing to accept the proposed condition to provide some form of barrier (to be agreed with LBB) along the demarcated route.



- 6.15 Based on this, and the fact that (i) there are no recorded accidents involving the Scaffold Yard's fleet of vehicles and (ii) a Stage 1 Road Safety Audit has found no issues associated with the design of the road network and (iii) the low number of HGVs in any given hour attributed to the Scaffold Yard, my conclusion is that the design of the road network is not unsafe and provides a level of infrastructure that is appropriate for the scale and nature of the uses taking place on the Scaffold Yard. It is a material consideration that the use of banksmen is also assisting with the safe passage of vehicles associated with the Scaffold Yard at school pick-up time (as evidence by the videos submitted by third parties).
- 6.16 I am also firmly of the view, having visited the site on several occasions in recent years, that any disruption attributed to the shared access road lies firmly with the Recycling Centre and how it processes the drop off of materials by residents. By the Council's own admission (see paragraph 7.5 of the SoC (**CD Ref. 12.01**)), it is evident that the booking system that is currently in place has improved this situation, not that the queuing was a particular issue before the booking system was introduced during the hours the Scaffold Yard is operational (see **Appendix E**). Notwithstanding this, I reiterate that all the analysis presented is based on the survey data and has no regard for the booking system. As such, my evidence is not reliant on it being in place.

## LBB Position

- 6.17 LBB contend in its SoC (**CD Ref. 12.01**) that the increased use of the access road poses a traffic collision risk citing a collision between a vehicle from the Electricity Undertaker's Yard with a vehicle associated with the Recycling Centre in October 2024. With the data available in the public domain, it is not possible to corroborate this comment from LBB. Notably the most recently available TfL data extends to December 2024 and thus would be expected to include this incident, however no such incident is recorded. Furthermore, it is pertinent to note in the context of this Appeal that the incident cited did not include any vehicle associated with the Scaffolding Yard.
- 6.18 Notwithstanding this, the available data shows that, in the most recent 5-year period, there have been no recorded incidents in the vicinity of the site with the nearest incident occurring some 180 metres to the north. It is therefore clear that there are no inherent safety issues with the site access. This is further confirmed by a Stage 1 Road Safety Audit which included having regard to the levels of traffic that currently use this junction inclusive of the Appeal site.
- 6.19 A visibility review has demonstrated that both inbound and outbound HGVs have suitable visibility to (i) exit the site access road onto Churchfields Road and (ii) safely manoeuvre the shared site access road (see **Appendix B**). In addition it has been shown that there is suitable visibility for drivers to see pedestrians using the walkway such that it could not be suggested that the site would exacerbate the perceived safety issue between HGVs and pedestrians (see **Appendix B**).
- 6.20 The remaining comments related to the access arrangement are considered to be somewhat irrelevant given that this is an existing access and, as demonstrated within my evidence, the Scaffold Yard does not materially impact the level of vehicle trips along the route. Thus it is unclear how the lack of stop lines or control measures at the junction with Churchfields Road could be considered a safety issue in the context of the development and adjoining uses, particularly as the historic images shown at **Appendix C** show that this road has not had any such markings for at least 5 years.



6.21 With the above in mind, a summary is provided below of the relevant LBB comments and associated response.

LBB SoC		SLR Response	
Ref.	Comment	Ref.	Comment
7.6	Increasing use of the access road poses a traffic collision risk and a collision occurred in October 2024 when a vehicle from the Electricity Undertaker's Yard collided with a vehicle associated with the Recycling Centre.	6.1 6.2 6.3	There is no record of this incident, notably there have been no recorded incidents in the immediate vicinity in the most recently available 5-year period.
7.6	There are no barriers along the walking serving the Recycling Centre raising safety concerns.	6.13	Given the minimal number of vehicles associated with the Scaffold Yard when considered in the context of the day, it is not expected to exacerbate the perceived safety issue. Notwithstanding this, the Appellant is willing to accept a condition to provide barriers.
7.25	There have been instances of scaffolding vehicles bypassing queueing traffic by driving on the wrong side of the access road.	6.9 6.10 6.11 6.12	It is accepted that this has been the case in the past, however, this has been remedied by the operator and the issue no longer occurs.
7.26	There is a lack of stop line or any traffic control measures at the site access junction with Churchfields Road which contributes to hazardous conditions.	6.4 to 6.7	This is an existing junction with no changes proposed. The Scaffold Yard is not the primary contributor to traffic flows on the route.

6.22 On the basis of the above, it is considered that the Scaffold Yard can (and does) operate safely both in isolation and in conjunction with the adjoining uses.



## 7.0 Mitigation

- 7.1 Is has been demonstrated that the Scaffold Yard has not resulted in either of the key transport tests of the NPPF being breached (i.e. NPPF para. 115 (b) and (d)). Notwithstanding this, should the Inspector disagree there are measures that could be implemented if necessary.
- 7.2 Firstly, the Scaffold Yard Operator has agreed with the Applicant that it will operate a Vehicle Management Plan that formalises the traffic management measures outlined within its Site Operation Statement (**CD Ref. 9.01 (Appendix 1)**). As detailed in **Appendix F**, the Vehicle Management Plan includes the following commitments:
- Routing plan requiring HGVs to route from the east of the site access. Whilst swept path analysis (see **Appendix B**) demonstrates that vehicles could reasonably route from the west, this avoids any perceived conflict with the primary school.
  - A restriction on the maximum size of HGV vehicles able to access the site, this is as per LBB requests and would be limited to 12.84 metres in length.
  - The continued operation of a banksman at school pick-up time.
- 7.3 Such a management regime is standard practice across the country (including in Greater London) and is therefore considered an appropriate and proportionate response to help ensure current road safety levels are maintained and that the continued effective operation of Churchfield Road is not compromised. Moreover, as LBB already has a monitoring camera reviewing the performance of the site access road there is technology in place that would enable the LPA to effectively monitor and enforce against any breaches of matters agreed within a Vehicle Management Plan.
- 7.4 Secondly, the Appellant is willing to work with the Council to relocate the gate further into the site access road such that should this occur in the future, vehicles could wait in the access road rather than on the carriageway as has been reported in the videos submitted by local residents. A potential option for this relocation is shown at **Appendix G**. These remedial works could incorporate the updates to the pedestrian access route which are set out in the Statement of Common Ground (**CD Ref. 12.01**).
- 7.5 I understand the practice of unlocking the gate to the shared access road which requires vehicles to wait on Churchfields Road equally applies to the other users of the shared access route. However, I am not aware that this has been raised as an issue in respect of all users and it appears to be the contention of residents that it is an issue isolated to the Scaffold Yard.
- 7.6 Irrespective of who has to open the gate, I do not consider this practice to have either a highway safety or severe impact on the free flow of traffic, such that no mitigation is required. Churchfields Road benefits from good forward visibility which enables drivers encountering stationary vehicles to make a decision on whether it is safe to proceed with overtaking. This is not an uncommon practice on streets across the country where deliveries take place or bus stops are within the carriageway, and as such this is not an unusual situation for a driver to encounter and navigate safely.
- 7.7 On this note, I reiterate the point that Churchfields Road does not have a significant accident record which indicates to me that the drivers encountering isolated and temporary incidents such as this are able to navigate safely. It is also pertinent to note that the gate is only locked



in out of hours and as such this practice is infrequent and would occur when traffic flows on Churchfields Road will be lower than they are during operational hours which, in my opinion, are already representative of a lightly trafficked environment.



## 8.0 Third Party Representations

### Resident Comments

- 8.1 Local residents were notified of the application and provided a range of comments relating to highways matters which were summarised in the Delegated Decision Report (**CD Ref. 3.03**) and are outlined below.

**Table 8.1 – Response to Resident Comments**

Resident Comments	Response
Traffic levels are high along Churchfield Road at weekends because of the Recycling Centre.	Details provided in Section 6: The Recycling Centre has implemented a booking system which LBB have accepted alleviates the issue of queuing. Additionally, there will be no vehicle trips associated with the site on a Sunday.
Queueing on Churchfield Road of vehicles waiting to access the Recycling Centre.	
Concerns over manoeuvring space for operational vehicles.	Details provided in Section 4: Given that the site is already operational and the lack of recorded traffic collisions, it is evident that vehicles can manoeuvre safely.
The access is not suitable for the scaffolding vehicles, left turn arrivals would have to be on the wrong side of the road.	Details provided in Section 4: Given that the site is already operational and the lack of recorded traffic collisions, it is evident that vehicles can manoeuvre safely.
Proximity of the site to the school with no crossing patrol and congestion at school pick up / drop off times.	Details provided in Section 6: The Applicant is willing for a condition (as suggested by LBB Highways) to be included to avoid trips during these times.
Lack of evidence of the trip generation of the site.	Details provided in Sections 4 and 5: The trip generation has been informed by the Occupier based on the existing operations at the site.
The hours shown in the TS do not include school pick up times.	These details have been provided in Section 5 following the undertaking of surveys at the site access.
Lack of details of likely vehicles using the site.	These details are provided in Section 4.
It is expected that more staff will arrive by car with limited parking available.	Details of Scaffold Yard movements are provided in Section 4.



## Video Footage

- 8.2 Along with the comments provided in the Delegated Decision Report (**CD Ref. 3.03**), local residents have provided a series of videos of the access road in operation. Having reviewed these videos, my overriding conclusion is that whilst the videos show drivers not abiding by elements of the Site Operations Statement (**CD Ref. 9.01 (Appendix 1)**), however this does not change my opinion about the overall safety and operation of the site access. On the contrary, the videos are helpful in so much as:
- Vehicles associated with the scaffolding site are shown to be accessing the site safely from both the east and west without overrunning the kerb.
  - A banksman is shown managing traffic at school pick-up times to ensure the safe passage of pedestrians and other road users.
  - It is clear that any disruption to the free flow of vehicles along Churchfields Road arising from large vehicles associated with the Scaffold Yard accessing the shared surface road is temporary.
  - It is not just heavy vehicles associated with the Scaffold Yard that use Churchfields Road as the footage also shows buses and service vehicles associated with the Recycling Centre (including at school drop-off/pick-up time).
- 8.3 In relation to the final bullet point is the contention that Churchfield Road is not suitable for large or industrial vehicles. It should be noted that this road is not subject to any restrictions related to weight or height and that whilst predominantly a residential area, the Appeal Site and surrounding uses attract heavy goods vehicles. Equally, Churchfields Road is also a bus route. There is no documented evidence that the use of this road by large vehicles is unsafe as demonstrated by collision data and the Stage 1 RSA.
- 8.4 Indeed, and contrary to the views expressed in one of the videos, the Scaffold Yard is not the sole source of HGV activity between the hours of 0600 and 0700. As is shown in the survey data provided at **Appendix H** an average of four HGVs depart the Recycling Centre on weekday mornings with four HGVs departing the Scaffold Yard. Notably, the survey data shows that all HGVs associated with the Scaffold Yard in this period arrive and depart from Churchfields Road (east) as per the Site Operations Statement (**CD Ref. 9.01 (Appendix 1)**).
- 8.5 Given the lightly trafficked nature of the shared surface access road and Churchfields Road, on the rare occasion that a vehicle associated with the Scaffold Yard causes a temporary obstruction the video footage shows any delays and / or queuing to be fleeting. Indeed, once a vehicle enters the shared access road traffic flows on Churchfields Road return to free flow conditions.
- 8.6 Equally, it is a material consideration that both Churchfields Road and the shared access road benefit from good forward visibility and that due to their lightly trafficked nature and low speed environments, enable drivers to make an informed choice about when to:
- Safely overtake a temporarily stationary vehicle, such as those isolated incidents that have been referred to when drivers of Scaffold vehicles have had to wait on Churchfields Road to unlock the shared access road gate.
  - Safely overtake queueing vehicles on the shared access road, as I have shown at **Appendix B**.



- 8.7 It is my opinion therefore that the conclusion reached by the Council based on the information provided in the Transport Statement remains valid i.e.

*“...the trip attracting potential of the proposed development is not significant and will therefore not lead to a severe impact on the adjacent transport network.”*

- 8.8 This is particularly evident given that the Council previously accepted that 20 HGV movements could be accommodated without detriment, a volume of trips which is shown to be consistent with surveyed numbers.



## 9.0 Conclusions

9.1 My evidence focuses on the reasons for refusal that directly relate to transport, namely concerns regarding intensification of use attributed to the Scaffold Yard and knock on effects to highway safety. I have considered these in the context of the planning policies included in the reason for refusal and shown:

- Whilst the level of trips associated with the Scaffold Yard were underestimated in the submission material when compared with on-site surveys undertaken in November 2024, this does not change the conclusions reached by the Council in its response to the planning application.
- Proportionally, the Scaffold Yard is a minor component of the trips using the access road with the vast majority linked to the Recycling Centre.
- With regard to HGV movements, it is demonstrated that the Scaffold Yard would generate a smaller number than the existing Electricity Undertaker's Yard and a number that was considered acceptable by the Council (i.e. 20 per day).
- The site access benefits from suitable visibility splays.
- Swept path analysis has demonstrated that the largest required vehicles can access and egress the Scaffold Yard safely.
- A Stage 1 RSA has determined that the shared site access road provides a safe environment for road users.
- There has been no material change to journey times along Churchfields Road in the time that has elapsed since the Scaffold Yard became operational.
- There have been no accidents recorded involving a vehicle associated with the Scaffold Yard or at the junction the shared access road forms with the shared access road.

9.2 This evidence validates the conclusion reached by the Council in relation to the planning application that:

*"...the trip attracting potential of the proposed development is not significant and will therefore not lead to a severe impact on the adjacent transport network."*

9.3 This is as to be expected given that total movements for all uses along the shared access are 37 vehicles higher in practice when compared to those that were predicted within the Transport Statement. This difference equates to approximately 3 vehicles per hour across a 12 hour period. Of particular note is the fact that HGV movements, which much of the Council's arguments hinge upon, have not changed.

9.4 I therefore conclude that:

***The appeal scheme accords with the guiding principles of the London Plan and the Bromley Local Plan policies relevant to highway safety:***

- ***Provides safe and suitable access for all users;***
- ***All required vehicles can appropriately access the site as per Manual for Streets 2; and,***



- ***Will not have any material adverse impact on the transport network or highway safety.***

- 9.5 As such, it is my opinion that the Appeal can therefore safely be allowed in these respects without the need for any more mitigation that has already been voluntarily implemented by the scaffold company operator (i.e. routeing strategy and the use of banksmen).
- 9.6 Notwithstanding this, if it was considered necessary, these measures could be formalised (and expanded upon) through the use of a Vehicle Management Plan that would enable LBB to monitor and enforce operational measures that will minimise any risk to road safety and ensure the continued safe and effective operation of Churchfield Road.
- 9.7 Similarly, potential amendments to the shared access road could be provided to assist with pedestrian access and to cater for vehicles to wait away from Churchfields Road on those occasions when the gate is locked.
- 9.8 However, to be clear, my opinion is that these are not required to make the Appeal Scheme acceptable in planning terms as the evidence clearly shows that the Scaffold Yard can (and does) operate safely.





# **Appendix A    Survey Data (November 2024)**

## **Highways Proof of Evidence**

**London Electricity Board Depot, Churchfields Road**

**Churchfields Road BR3**

SLR Project No.: 237324

22 July 2025

Churchfields Road / Shared Access

Average														
TIME	Left to Access Road							Ahead to Churchfields Road (West)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	3	2	0	0	6	7.7	7	3	0	0	1	11	12.4
06:45 - 07:00	1	1	1	0	0	3	4.0	11	3	0	0	1	15	16.2
Hourly Total	1	4	3	0	0	9	11.6	18	6	1	0	2	27	28.6
07:00 - 07:15	3	1	0	0	0	4	4.8	14	3	1	0	0	19	19.1
07:15 - 07:30	1	2	1	0	0	3	3.5	14	3	1	0	1	19	20.8
07:30 - 07:45	2	2	1	0	0	4	4.7	19	4	1	0	1	26	26.9
07:45 - 08:00	3	1	1	0	0	4	4.7	26	6	1	0	0	34	35.1
Hourly Total	8	6	2	0	0	16	17.7	73	17	5	0	2	97	101.8
08:00 - 08:15	2	1	0	0	0	3	3.1	23	4	1	0	1	29	30.3
08:15 - 08:30	3	0	0	0	0	3	3.4	20	5	2	0	1	27	29.3
08:30 - 08:45	3	0	0	0	0	4	4.0	26	3	1	0	0	30	31.5
08:45 - 09:00	4	1	1	0	0	5	5.8	22	3	1	0	1	27	27.5
Hourly Total	12	2	2	0	0	15	16.3	91	14	5	0	3	113	118.6
09:00 - 09:15	4	0	0	0	0	4	4.5	23	4	2	0	1	29	31.5
09:15 - 09:30	5	1	0	0	0	5	5.4	19	3	1	0	1	24	25.9
09:30 - 09:45	3	1	1	0	0	5	5.3	16	3	1	0	1	20	21.5
09:45 - 10:00	5	0	0	0	0	6	5.9	14	3	1	0	0	19	20.4
Hourly Total	17	2	1	0	0	20	21.1	72	12	5	1	3	93	99.2
10:00 - 10:15	6	1	1	0	0	7	7.7	13	3	2	0	0	18	19.9
10:15 - 10:30	5	1	0	0	0	7	6.9	12	4	3	0	1	20	22.0
10:30 - 10:45	8	1	0	0	0	9	8.8	14	3	2	0	1	20	21.5
10:45 - 11:00	7	1	1	0	0	9	8.9	13	2	2	0	0	17	18.3
Hourly Total	26	3	2	0	0	31	32.3	53	12	8	1	2	75	81.6
11:00 - 11:15	9	1	1	0	0	10	10.5	13	4	2	0	1	20	21.7
11:15 - 11:30	7	1	1	0	0	8	9.0	14	3	2	0	1	21	23.4
11:30 - 11:45	9	1	0	0	0	11	11.0	19	4	2	0	1	26	27.6
11:45 - 12:00	8	1	0	0	0	10	9.7	14	4	2	0	0	20	21.2
Hourly Total	33	4	2	0	0	39	40.2	61	15	8	1	2	87	93.9
12:00 - 12:15	7	1	0	0	0	7	7.5	16	4	1	0	1	22	23.0
12:15 - 12:30	8	1	0	0	0	9	9.6	14	4	2	0	1	21	23.9
12:30 - 12:45	6	1	1	0	0	8	8.5	16	3	3	0	0	22	24.3
12:45 - 13:00	8	1	1	0	0	10	10.2	16	3	2	0	1	22	23.2
Hourly Total	30	3	2	0	0	35	35.8	62	14	8	1	2	87	94.4
13:00 - 13:15	8	1	0	0	0	9	9.3	16	5	2	0	1	24	26.0
13:15 - 13:30	8	1	0	0	0	9	8.8	13	5	2	0	1	21	23.4
13:30 - 13:45	7	1	0	0	0	8	8.1	17	4	4	0	0	25	27.4
13:45 - 14:00	10	1	0	0	0	11	11.3	16	6	1	0	1	24	25.6
Hourly Total	33	4	1	0	0	37	37.5	62	20	9	1	2	94	102.3
14:00 - 14:15	8	1	0	0	0	10	10.1	16	5	1	0	1	23	24.5
14:15 - 14:30	8	0	1	0	0	9	10.0	17	4	1	0	1	23	25.2
14:30 - 14:45	10	1	0	0	0	11	10.6	16	4	2	0	1	23	24.8
14:45 - 15:00	7	0	1	0	0	8	8.8	24	4	1	0	0	30	30.5
Hourly Total	33	2	2	0	0	38	39.5	73	17	6	1	2	99	104.9
15:00 - 15:15	6	1	2	0	0	8	9.1	25	4	3	0	1	33	35.8
15:15 - 15:30	7	2	3	0	0	12	13.5	22	4	2	0	1	29	31.0
15:30 - 15:45	4	4	4	0	0	12	13.6	23	4	1	0	1	30	30.9
15:45 - 16:00	5	1	1	0	0	7	7.5	20	4	1	0	0	25	25.8
Hourly Total	21	8	9	0	0	39	43.7	90	17	6	1	3	117	123.4
16:00 - 16:15	4	0	0	0	0	4	4.7	28	4	1	0	1	33	34.9
16:15 - 16:30	3	1	0	0	0	4	4.2	24	3	0	0	1	29	30.3
16:30 - 16:45	4	0	0	0	0	5	5.0	26	5	1	0	1	33	33.8
16:45 - 17:00	2	0	0	0	0	3	2.9	28	4	0	0	1	34	34.6
Hourly Total	13	1	1	0	0	16	16.8	106	17	2	1	3	129	133.5
17:00 - 17:15	1	0	0	0	0	2	1.6	29	2	0	0	1	33	33.5
17:15 - 17:30	1	0	0	0	0	1	0.8	27	6	0	0	1	34	35.4
17:30 - 17:45	0	0	0	0	0	0	0.0	33	2	0	0	0	35	35.6
17:45 - 18:00	0	0	0	0	0	0	0.0	31	2	0	0	0	34	34.4
Hourly Total	2	0	0	0	0	2	2.4	120	12	1	0	3	136	138.9
18:00 - 18:15	0	0	0	0	0	0	0.0	25	2	0	0	1	27	27.6
18:15 - 18:30	1	0	0	0	0	1	0.9	24	2	0	0	1	27	27.5
Hourly Total	1	0	0	0	0	1	0.9	49	3	0	0	1	54	55.1
TOTAL	231	39	28	1	0	300	315.6	930	178	64	6	29	1207	1276.3

Tuesday 19th November 2024														
TIME	Left to Access Road							Ahead to Churchfields Road (West)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	2	0	0	0	2	2.0	10	2	0	0	0	12	12.0
06:45 - 07:00	1	0	1	0	0	2	2.5	15	3	1	0	0	19	19.5
Hourly Total	1	2	1	0	0	4	4.5	25	5	1	0	0	31	31.5
07:00 - 07:15	0	3	1	0	0	4	4.5	19	2	0	0	0	21	21.0
07:15 - 07:30	0	1	0	0	0	1	1.0	16	5	0	0	0	21	21.0
07:30 - 07:45	3	1	1	0	0	5	5.5	18	3	0	0	0	21	21.0
07:45 - 08:00	1	3	0	0	0	4	4.0	28	4	0	0	1	33	34.0
Hourly Total	4	8	2	0	0	14	15.0	81	14	0	0	1	96	97.0
08:00 - 08:15	1	0	0	0	0	1	1.0	17	1	0	0	1	19	20.0
08:15 - 08:30	2	0	0	0	0	2	2.0	18	4	2	0	1	25	27.0
08:30 - 08:45	3	0	0	0	0	3	3.0	31	2	0	0	0	33	33.0
08:45 - 09:00	2	0	0	0	0	2	2.0	23	4	1	0	0	28	28.5
Hourly Total	8	0	0	0	0	8	8.0	89	11	3	0	2	105	108.5
09:00 - 09:15	5	0	0	0	0	5	5.0	22	2	1	0	1	26	27.5
09:15 - 09:30	3	0	0	0	0	3	3.0	23	4	2	0	1	30	32.0
09:30 - 09:45	2	1	2	0	0	5	6.0	22	4	3	0	0	29	30.5
09:45 - 10:00	2	0	0	0	0	2	2.0	20	2	0	0	1	23	24.0
Hourly Total	12	1	2	0	0	15	16.0	87	12	6	0	3	108	114.0
10:00 - 10:15	7	1	1	0	0	9	9.5	18	5	1	0	0	24	24.5
10:15 - 10:30	0	2	0	0	0	2	2.0	10	3	4	0	1	18	21.0
10:30 - 10:45	3	0	0	0	0	3	3.0	8	3	0	0	1	12	13.0
10:45 - 11:00	8	0	0	0	0	8	8.0	11	1	1	0	0	13	13.5
Hourly Total	18	3	1	0	0	22	22.5	47	12	6	0	2	67	72.0
11:00 - 11:15	7	1	0	0	0	8	8.0	13	5	2	0	0	20	21.0
11:15 - 11:30	6	2	1	1	0	10	11.8	10	3	1	2	1	17	21.1
11:30 - 11:45	6	0	0	0	0	6	6.0	13	4	3	0	0	20	21.5
11:45 - 12:00	4	1	0	0	0	5	5.0	12	5	1	0	1	19	20.5
Hourly Total	23	4	1	1	0	29	30.8	48	17	7	2	2	76	84.1
12:00 - 12:15	3	3	0	0	0	6	6.0	18	2	3	0	1	24	26.5
12:15 - 12:30	8	2	1	0	0	11	11.5	16	4	2	0	1	23	25.0
12:30 - 12:45	4	0	1	0	0	5	5.5	18	2	3	0	0	23	24.5
12:45 - 13:00	4	0	1	0	0	5	5.5	16	7	2	0	1	26	28.0
Hourly Total	19	5	3	0	0	27	28.5	68	15	10	0	3	96	104.0
13:00 - 13:15	6	1	1	0	0	8	8.5	22	6	4	0	1	33	36.0
13:15 - 13:30	2	3	0	0	0	5	5.0	10	3	1	0	1	15	16.5
13:30 - 13:45	4	0	0	0	0	4	4.0	21	5	7	1	0	34	38.8
13:45 - 14:00	4	0	0	0	0	4	4.0	20	4	1	0	1	26	27.5
Hourly Total	16	4	1	0	0	21	21.5	73	18	13	1	3	108	118.8
14:00 - 14:15	8	1	0	0	0	9	9.0	16	5	1	0	1	23	24.5
14:15 - 14:30	6	1	1	0	0	8	8.5	9	2	2	0	1	14	16.0
14:30 - 14:45	7	1	0	0	0	8	8.0	15	5	3	0	1	24	26.5
14:45 - 15:00	8	0	0	0	0	8	8.0	22	3	2	0	0	27	28.0
Hourly Total	29	3	1	0	0	33	33.5	62	15	8	0	3	88	95.0
15:00 - 15:15	3	1	2	0	0	6	7.0	20	4	1	0	1	26	27.5
15:15 - 15:30	4	4	3	0	0	11	12.5	18	4	2	0	1	25	27.0
15:30 - 15:45	2	2	3	0	0	7	8.5	22	6	2	0	0	30	31.0
15:45 - 16:00	4	1	2	0	0	7	8.0	18	4	1	0	1	24	25.5
Hourly Total	13	8	10	0	0	31	36.0	78	18	6	0	3	105	111.0
16:00 - 16:15	0	0	1	0	0	1	1.5	34	3	0	2	1	40	43.6
16:15 - 16:30	3	0	0	0	0	3	3.0	20	5	0	0	1	26	27.0
16:30 - 16:45	4	1	0	0	0	5	5.0	26	4	1	0	1	32	33.5
16:45 - 17:00	2	0	1	0	0	3	3.5	26	5	0	0	0	31	31.0
Hourly Total	9	1	2	0	0	12	13.0	106	17	1	2	3	129	135.1
17:00 - 17:15	1	0	0	0	0	1	1.0	39	2	0	0	1	42	43.0
17:15 - 17:30	1	0	0	0	0	1	1.0	47	8	1	0	1	57	58.5
17:30 - 17:45	0	0	0	0	0	0	0.0	45	4	0	0	0	49	49.0
17:45 - 18:00	0	0	0	0	0	0	0.0	33	0	0	0	1	34	35.0
Hourly Total	2	0	0	0	0	2	2.0	164	14	1	0	3	182	185.5
18:00 - 18:15	0	0	0	0	0	0	0.0	25	1	0	0	0	26	26.0
18:15 - 18:30	0	0	0	0	0	0	0.0	23	3	0	0	1	27	28.0
Hourly Total	0	0	0	0	0	0	0.0	48	4	0	0	1	53	54.0
TOTAL	154	39	24	1	0	218	231.3	976	172	62	5	29	1244	1310.1

Thursday 21st November 2024

TIME	Left to Access Road							Ahead to Churchfields Road (West)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	1	4	4	0	0	9	11.0	5	5	0	0	1	11	12.0
06:45 - 07:00	2	1	0	0	0	3	3.0	9	3	0	0	1	13	14.0
Hourly Total	3	5	4	0	0	12	14.0	14	8	0	0	2	24	26.0
07:00 - 07:15	4	1	0	0	0	5	5.0	10	3	1	0	0	14	14.5
07:15 - 07:30	0	2	1	0	0	3	3.5	13	3	2	0	1	19	21.0
07:30 - 07:45	2	4	1	0	0	7	7.5	19	6	2	0	1	28	30.0
07:45 - 08:00	4	1	1	0	0	6	6.5	25	8	3	0	0	36	37.5
Hourly Total	10	8	3	0	0	21	22.5	67	20	8	0	2	97	103.0
08:00 - 08:15	1	1	0	0	0	2	2.0	26	7	1	0	1	35	36.5
08:15 - 08:30	0	0	1	0	0	1	1.5	16	6	1	0	1	24	25.5
08:30 - 08:45	2	1	0	0	0	3	3.0	23	4	2	0	0	29	30.0
08:45 - 09:00	4	1	1	0	0	6	6.5	26	5	1	0	1	33	34.5
Hourly Total	7	3	2	0	0	12	13.0	91	22	5	0	3	121	126.5
09:00 - 09:15	2	0	0	0	0	2	2.0	27	7	2	0	1	37	39.0
09:15 - 09:30	2	3	0	0	0	5	5.0	17	4	1	1	1	24	26.8
09:30 - 09:45	3	0	1	0	0	4	4.5	14	2	1	0	1	18	19.5
09:45 - 10:00	4	2	0	0	0	6	6.0	16	3	3	0	0	22	23.5
Hourly Total	11	5	1	0	0	17	17.5	74	16	7	1	3	101	108.8
10:00 - 10:15	6	1	1	0	0	8	8.5	9	3	2	1	1	16	19.3
10:15 - 10:30	6	2	0	0	0	8	8.0	15	4	4	0	1	24	27.0
10:30 - 10:45	11	0	0	0	0	11	11.0	18	3	1	0	1	23	24.5
10:45 - 11:00	8	1	1	0	0	10	10.5	15	2	3	0	0	20	21.5
Hourly Total	31	4	2	0	0	37	38.0	57	12	10	1	3	83	92.3
11:00 - 11:15	5	0	2	0	0	7	8.0	14	5	0	0	1	20	21.0
11:15 - 11:30	7	0	0	0	0	7	7.0	19	2	2	0	1	24	26.0
11:30 - 11:45	8	1	0	0	0	9	9.0	27	2	1	0	1	31	32.5
11:45 - 12:00	11	0	0	0	0	11	11.0	15	5	2	0	1	23	25.0
Hourly Total	31	1	2	0	0	34	35.0	75	14	5	0	4	98	104.5
12:00 - 12:15	9	0	0	0	0	9	9.0	16	3	1	0	0	20	20.5
12:15 - 12:30	8	0	0	0	0	8	8.0	11	2	4	1	1	19	23.3
12:30 - 12:45	7	2	2	0	0	11	12.0	9	2	4	0	1	16	19.0
12:45 - 13:00	11	1	1	0	0	13	13.5	10	3	0	0	0	13	13.0
Hourly Total	35	3	3	0	0	41	42.5	46	10	9	1	2	68	75.8
13:00 - 13:15	12	2	0	0	0	14	14.0	18	4	2	0	0	24	25.0
13:15 - 13:30	10	1	0	0	0	11	11.0	18	4	1	1	1	25	27.8
13:30 - 13:45	7	1	0	0	0	8	8.0	13	3	4	1	0	21	24.3
13:45 - 14:00	9	2	0	0	0	11	11.0	14	6	2	0	1	23	25.0
Hourly Total	38	6	0	0	0	44	44.0	63	17	9	2	2	93	102.1
14:00 - 14:15	8	0	0	0	0	8	8.0	15	6	2	0	1	24	26.0
14:15 - 14:30	10	0	3	0	0	13	14.5	13	10	2	1	1	27	30.3
14:30 - 14:45	11	1	0	0	0	12	12.0	22	4	2	1	1	30	33.3
14:45 - 15:00	4	1	0	0	0	5	5.0	20	2	1	0	0	23	23.5
Hourly Total	33	2	3	0	0	38	39.5	70	22	7	2	3	104	113.1
15:00 - 15:15	6	0	1	0	0	7	7.5	26	5	4	0	1	36	39.0
15:15 - 15:30	6	3	4	0	0	13	15.0	20	3	4	0	1	28	31.0
15:30 - 15:45	2	3	5	0	0	10	12.5	27	4	0	0	1	32	33.0
15:45 - 16:00	1	0	1	0	0	2	2.5	18	4	0	1	0	23	24.3
Hourly Total	15	6	11	0	0	32	37.5	91	16	8	1	3	119	127.3
16:00 - 16:15	3	0	1	0	0	4	4.5	28	2	0	0	1	31	32.0
16:15 - 16:30	1	3	1	0	0	5	5.5	33	3	0	0	0	36	36.0
16:30 - 16:45	3	1	1	0	0	5	5.5	21	5	0	0	1	27	28.0
16:45 - 17:00	2	0	0	0	0	2	2.0	31	4	0	0	1	36	37.0
Hourly Total	9	4	3	0	0	16	17.5	113	14	0	0	3	130	133.0
17:00 - 17:15	1	0	0	0	0	1	1.0	25	2	0	0	1	28	29.0
17:15 - 17:30	1	0	0	0	0	1	1.0	17	3	0	0	1	21	22.0
17:30 - 17:45	0	0	0	0	0	0	0.0	31	2	0	0	0	33	33.0
17:45 - 18:00	0	0	0	0	0	0	0.0	32	3	0	0	1	36	37.0
Hourly Total	2	0	0	0	0	2	2.0	105	10	0	0	3	118	121.0
18:00 - 18:15	0	0	0	0	0	0	0.0	28	2	0	0	1	31	32.0
18:15 - 18:30	0	0	0	0	0	0	0.0	32	2	0	0	0	34	34.0
Hourly Total	0	0	0	0	0	0	0.0	60	4	0	0	1	65	66.0
TOTAL	225	47	34	0	0	306	323.0	926	185	68	8	34	1221	1299.4

Friday 22nd November 2024

TIME	Left to Access Road							Ahead to Churchfields Road (West)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	
06:30 - 06:45	0	4	5	1	0	10	13.8	9	3	1	0	1	14	15.5	
06:45 - 07:00	1	1	1	0	0	3	3.5	4	2	1	0	1	8	9.5	
Hourly Total	1	5	6	1	0	13	17.3	13	5	2	0	2	22	25.0	
07:00 - 07:15	2	1	0	1	0	4	5.3	10	4	2	0	0	16	17.0	
07:15 - 07:30	3	1	0	0	0	4	4.0	13	5	1	0	1	20	21.5	
07:30 - 07:45	2	1	1	0	0	4	4.5	22	2	4	0	1	29	32.0	
07:45 - 08:00	3	1	0	0	0	4	4.0	20	9	2	1	0	32	34.3	
Hourly Total	10	4	1	1	0	16	17.8	65	20	9	1	2	97	104.8	
08:00 - 08:15	1	0	0	0	0	1	1.0	21	4	1	0	1	27	28.5	
08:15 - 08:30	3	0	0	0	0	3	3.0	16	2	2	0	1	21	23.0	
08:30 - 08:45	4	0	1	0	0	5	5.5	34	4	1	0	1	40	41.5	
08:45 - 09:00	4	0	1	0	0	5	5.5	13	3	1	0	0	17	17.5	
Hourly Total	12	0	2	0	0	14	15.0	84	13	5	0	3	105	110.5	
09:00 - 09:15	8	0	0	0	0	8	8.0	20	3	4	1	1	29	33.3	
09:15 - 09:30	9	0	0	0	0	9	9.0	15	2	1	1	0	19	20.8	
09:30 - 09:45	1	0	1	0	0	2	2.5	12	1	2	0	0	15	16.0	
09:45 - 10:00	4	0	0	0	0	4	4.0	8	3	0	0	0	11	11.0	
Hourly Total	22	0	1	0	0	23	23.5	55	9	7	2	1	74	81.1	
10:00 - 10:15	11	0	0	0	0	11	11.0	17	3	3	0	0	23	24.5	
10:15 - 10:30	11	1	1	0	0	13	13.5	12	6	3	0	0	21	22.5	
10:30 - 10:45	7	1	1	0	0	9	9.5	22	3	5	0	0	30	32.5	
10:45 - 11:00	4	1	0	0	0	5	5.0	18	1	1	1	0	21	22.8	
Hourly Total	33	3	2	0	0	38	39.0	69	13	12	1	0	95	102.3	
11:00 - 11:15	14	1	0	0	0	15	15.0	15	3	3	0	0	21	22.5	
11:15 - 11:30	9	1	0	0	0	10	10.0	10	5	3	0	0	18	19.5	
11:30 - 11:45	8	4	1	0	0	13	13.5	18	7	1	0	0	26	26.5	
11:45 - 12:00	8	1	0	0	0	9	9.0	13	3	3	0	0	19	20.5	
Hourly Total	39	7	1	0	0	47	47.5	56	18	10	0	0	84	89.0	
12:00 - 12:15	7	0	1	0	0	8	8.5	18	6	1	0	0	25	25.5	
12:15 - 12:30	7	0	0	0	0	7	7.0	18	2	4	0	0	24	26.0	
12:30 - 12:45	10	2	0	0	0	12	12.0	17	4	2	1	0	24	26.3	
12:45 - 13:00	13	0	1	0	0	14	14.5	15	3	2	0	0	20	21.0	
Hourly Total	37	2	2	0	0	41	42.0	68	15	9	1	0	93	98.8	
13:00 - 13:15	8	1	0	0	0	9	9.0	19	5	2	0	0	26	27.0	
13:15 - 13:30	12	0	0	0	0	12	12.0	14	4	2	0	0	20	21.0	
13:30 - 13:45	6	1	0	0	0	7	7.0	14	3	3	0	0	20	21.5	
13:45 - 14:00	12	0	1	0	0	13	13.5	18	7	1	0	1	27	28.5	
Hourly Total	38	2	1	0	0	41	41.5	65	19	8	0	1	93	98.0	
14:00 - 14:15	10	1	1	1	0	13	14.8	24	3	1	0	0	28	28.5	
14:15 - 14:30	6	1	0	0	0	7	7.0	21	2	2	0	0	25	26.0	
14:30 - 14:45	5	0	0	0	0	5	5.0	17	3	3	0	0	23	24.5	
14:45 - 15:00	9	0	2	0	0	11	12.0	27	5	1	0	0	33	33.5	
Hourly Total	30	2	3	1	0	36	38.8	89	13	7	0	0	109	112.5	
15:00 - 15:15	6	1	2	0	0	11	12.0	30	4	4	0	0	38	40.0	
15:15 - 15:30	12	0	2	0	0	14	15.0	29	3	1	1	0	34	35.8	
15:30 - 15:45	3	5	4	0	0	12	14.0	24	3	0	0	1	28	29.0	
15:45 - 16:00	9	1	0	0	0	10	10.0	30	2	1	0	0	33	33.5	
Hourly Total	32	7	8	0	0	47	51.0	113	12	6	1	1	133	138.3	
16:00 - 16:15	5	0	0	1	0	6	7.3	25	8	1	0	0	34	34.5	
16:15 - 16:30	3	0	0	0	0	3	3.0	28	2	1	0	0	31	31.5	
16:30 - 16:45	4	0	1	0	0	5	5.5	34	2	1	0	1	38	39.5	
16:45 - 17:00	2	0	0	0	0	2	2.0	27	3	1	0	1	32	33.5	
Hourly Total	14	0	1	1	0	16	17.8	114	15	4	0	2	135	139.0	
17:00 - 17:15	2	0	0	0	0	2	2.0	26	2	1	0	0	29	29.5	
17:15 - 17:30	1	0	0	0	0	1	1.0	25	7	1	0	1	34	35.5	
17:30 - 17:45	0	0	0	0	0	0	0.0	24	2	0	0	0	1	27	28.0
17:45 - 18:00	0	0	0	0	0	0	0.0	35	4	0	0	0	39	39.0	
Hourly Total	3	0	0	0	0	3	3.0	110	15	2	0	2	129	132.0	
18:00 - 18:15	0	0	0	0	0	0	0.0	18	1	0	0	0	19	19.0	
18:15 - 18:30	1	0	1	0	0	2	2.5	21	2	0	0	1	24	25.0	
Hourly Total	1	0	1	0	0	2	2.5	39	3	0	0	1	43	44.0	
TOTAL	272	32	29	4	0	337	356.7	940	170	81	6	15	1212	1275.5	

Average														
TIME	Left to Churchfields Road (West)						Right to Churchfields Road (East)						PCUs	
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL		
06:30 - 06:45	0	0	1	0	0	1	1.5	0	0	2	0	0	3	3.8
06:45 - 07:00	0	0	1	0	0	1	1.5	0	0	1	0	0	2	3.2
Hourly Total	0	0	2	0	0	2	3.0	1	0	4	0	0	5	7.0
07:00 - 07:15	1	0	0	0	0	2	1.7	1	0	1	0	0	3	3.2
07:15 - 07:30	1	0	0	0	0	1	1.0	2	0	0	0	0	3	2.8
07:30 - 07:45	1	0	0	0	0	1	1.0	2	2	1	0	0	4	4.1
07:45 - 08:00	1	0	0	0	0	1	1.2	2	3	3	0	0	8	9.4
Hourly Total	4	1	0	0	0	5	4.9	6	6	5	0	0	17	19.5
08:00 - 08:15	1	0	0	0	0	1	1.4	1	2	2	0	0	4	5.5
08:15 - 08:30	3	0	0	0	0	3	2.8	2	2	2	0	0	5	5.6
08:30 - 08:45	1	0	0	0	0	1	1.4	2	1	0	0	0	3	3.2
08:45 - 09:00	1	0	0	0	0	2	1.6	4	1	0	0	0	5	4.8
Hourly Total	7	1	0	0	0	7	7.2	9	4	4	0	0	17	19.1
09:00 - 09:15	1	0	0	0	0	1	1.4	3	1	1	0	0	4	4.9
09:15 - 09:30	2	0	0	0	0	2	2.2	4	0	0	0	0	5	4.9
09:30 - 09:45	4	0	0	0	0	4	3.8	4	1	1	0	0	5	5.5
09:45 - 10:00	4	1	0	0	0	4	4.5	4	1	0	0	0	6	6.0
Hourly Total	10	1	0	0	0	12	11.9	15	3	2	0	0	20	21.3
10:00 - 10:15	4	0	0	0	0	5	4.9	3	1	1	0	0	5	5.0
10:15 - 10:30	4	1	0	0	0	5	4.6	6	1	0	0	0	7	7.4
10:30 - 10:45	5	0	0	0	0	5	5.4	6	1	0	0	0	6	6.4
10:45 - 11:00	5	1	0	0	0	6	6.0	8	1	0	0	0	8	8.5
Hourly Total	18	2	1	0	0	21	20.9	23	2	1	0	0	27	27.3
11:00 - 11:15	5	0	0	0	0	5	5.3	10	1	0	0	0	11	11.2
11:15 - 11:30	6	0	0	0	0	6	6.5	8	1	1	0	0	10	9.9
11:30 - 11:45	6	0	0	0	0	7	6.8	6	1	0	0	0	7	7.2
11:45 - 12:00	7	0	0	0	0	7	7.5	8	1	1	0	0	9	9.3
Hourly Total	24	1	0	0	0	26	26.1	32	3	2	0	0	37	37.6
12:00 - 12:15	5	1	0	0	0	7	6.8	7	1	0	0	0	8	7.6
12:15 - 12:30	7	1	0	0	0	8	7.6	6	0	0	0	0	7	6.7
12:30 - 12:45	6	0	0	0	0	6	6.2	10	0	0	0	0	10	10.5
12:45 - 13:00	5	1	0	0	0	6	6.0	7	0	0	0	0	7	7.0
Hourly Total	22	2	1	0	0	26	26.6	30	2	0	0	0	32	31.8
13:00 - 13:15	6	1	0	0	0	7	7.0	9	1	0	0	0	10	10.4
13:15 - 13:30	5	0	0	0	0	5	5.0	6	1	0	0	0	7	6.7
13:30 - 13:45	6	0	0	0	0	6	6.2	8	0	0	0	0	8	8.2
13:45 - 14:00	7	0	0	0	0	7	6.8	7	0	0	0	0	7	7.4
Hourly Total	23	1	0	0	0	25	25.0	29	2	1	0	0	32	32.7
14:00 - 14:15	6	0	0	0	0	6	6.0	8	0	0	0	0	9	8.7
14:15 - 14:30	7	0	0	0	0	8	7.6	7	1	0	0	0	8	8.3
14:30 - 14:45	4	0	0	0	0	4	4.2	10	0	1	0	0	11	11.5
14:45 - 15:00	5	0	0	0	0	5	5.2	8	1	0	0	0	9	9.8
Hourly Total	22	1	0	0	0	23	23.0	33	3	2	0	0	37	38.3
15:00 - 15:15	4	0	0	0	0	4	3.8	8	1	0	0	0	9	9.6
15:15 - 15:30	3	0	0	0	0	4	3.7	5	0	0	0	0	6	5.7
15:30 - 15:45	3	0	0	0	0	4	3.6	5	0	1	0	0	6	6.6
15:45 - 16:00	3	1	0	0	0	4	4.0	8	4	3	0	0	14	15.8
Hourly Total	14	1	0	0	0	15	15.1	26	6	4	0	0	36	37.7
16:00 - 16:15	3	1	0	0	0	4	3.6	6	5	2	0	0	13	14.2
16:15 - 16:30	4	0	0	0	0	4	4.0	6	1	0	0	0	8	7.7
16:30 - 16:45	4	0	0	0	0	4	4.2	3	1	0	0	0	4	3.6
16:45 - 17:00	3	1	0	0	0	4	3.6	5	0	0	0	0	5	5.0
Hourly Total	13	2	0	0	0	15	15.4	19	7	2	0	0	29	30.5
17:00 - 17:15	1	0	0	0	0	2	1.6	3	0	0	0	0	3	3.1
17:15 - 17:30	1	0	0	0	0	1	1.4	1	0	0	0	0	1	1.2
17:30 - 17:45	0	0	0	0	0	0	0.4	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.3	0	0	0	0	0	0	0.0
Hourly Total	3	0	0	0	0	4	3.7	4	0	0	0	0	4	4.3
18:00 - 18:15	0	0	0	0	0	0	0.2	0	0	0	0	0	0	0.2
18:15 - 18:30	0	0	0	0	0	0	0.2	1	0	0	0	0	1	0.6
Hourly Total	0	0	0	0	0	0	0.4	1	0	0	0	0	1	0.8
TOTAL	161	13	5	0	0	180	183.2	227	38	27	1	0	293	307.7

Tuesday 19th November 2024														
TIME	Left to Churchfields Road (West)						Right to Churchfields Road (East)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	1	0	0	1	1.5	0	0	1	0	0	1	1.5
06:45 - 07:00	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
Hourly Total	0	0	1	0	0	1	1.5	1	0	2	0	0	3	4.0
07:00 - 07:15	1	0	1	0	0	2	2.5	0	0	2	0	0	2	3.0
07:15 - 07:30	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
07:30 - 07:45	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
07:45 - 08:00	0	0	0	0	0	0	0.0	1	5	4	0	0	10	12.0
Hourly Total	1	0	1	0	0	2	2.5	5	5	6	0	0	16	19.0
08:00 - 08:15	1	0	0	0	0	1	1.0	0	2	1	0	0	3	3.5
08:15 - 08:30	2	0	0	0	0	2	2.0	0	2	1	0	0	3	3.5
08:30 - 08:45	2	0	0	0	0	2	2.0	1	0	0	0	0	1	1.0
08:45 - 09:00	0	0	0	0	0	0	0.0	3	0	0	0	0	3	3.0
Hourly Total	5	0	0	0	0	5	5.0	4	4	2	0	0	10	11.0
09:00 - 09:15	0	0	0	0	0	0	0.0	3	0	0	0	0	3	3.0
09:15 - 09:30	2	0	0	0	0	2	2.0	3	0	0	0	0	3	3.0
09:30 - 09:45	1	0	0	0	0	1	1.0	2	1	0	0	0	3	3.0
09:45 - 10:00	2	0	0	0	0	2	2.0	3	0	1	0	0	4	4.5
Hourly Total	5	0	0	0	0	5	5.0	11	1	1	0	0	13	13.5
10:00 - 10:15	2	0	0	0	0	2	2.0	3	0	1	0	0	4	4.5
10:15 - 10:30	3	0	0	0	0	3	3.0	8	1	0	0	0	9	9.0
10:30 - 10:45	3	0	0	0	0	3	3.0	2	1	0	0	0	3	3.0
10:45 - 11:00	0	1	2	0	0	3	4.0	6	1	0	0	0	7	7.0
Hourly Total	8	1	2	0	0	11	12.0	19	3	1	0	0	23	23.5
11:00 - 11:15	5	0	0	0	0	5	5.0	8	0	0	0	0	8	8.0
11:15 - 11:30	5	0	0	0	0	5	5.0	7	2	0	0	0	9	9.0
11:30 - 11:45	7	0	0	0	0	7	7.0	4	1	1	0	0	6	6.5
11:45 - 12:00	2	0	0	1	0	3	4.3	4	0	0	0	0	4	4.0
Hourly Total	19	0	0	1	0	20	21.3	23	3	1	0	0	27	27.5
12:00 - 12:15	4	0	0	0	0	4	4.0	2	1	0	0	0	3	3.0
12:15 - 12:30	2	3	0	0	0	5	5.0	4	0	0	0	0	4	4.0
12:30 - 12:45	5	0	1	0	0	6	6.5	9	0	0	0	0	9	9.0
12:45 - 13:00	3	1	2	0	0	6	7.0	6	0	0	0	0	6	6.0
Hourly Total	14	4	3	0	0	21	22.5	21	1	0	0	0	22	22.0
13:00 - 13:15	3	1	1	0	0	5	5.5	6	2	1	0	0	9	9.5
13:15 - 13:30	2	0	0	0	0	2	2.0	2	2	0	0	0	4	4.0
13:30 - 13:45	4	0	0	0	0	4	4.0	6	0	0	0	0	6	6.0
13:45 - 14:00	5	1	0	0	0	6	6.0	4	1	0	0	0	5	5.0
Hourly Total	14	2	1	0	0	17	17.5	18	5	1	0	0	24	24.5
14:00 - 14:15	0	0	0	0	0	0	0.0	6	0	0	0	0	6	6.0
14:15 - 14:30	5	0	0	0	0	5	5.0	4	0	0	0	0	4	4.0
14:30 - 14:45	4	0	0	0	0	4	4.0	7	0	1	0	0	8	8.5
14:45 - 15:00	4	0	0	0	0	4	4.0	7	1	0	0	0	8	8.0
Hourly Total	13	0	0	0	0	13	13.0	24	1	1	0	0	26	26.5
15:00 - 15:15	3	0	0	0	0	3	3.0	2	0	0	0	0	2	2.0
15:15 - 15:30	0	0	1	0	0	1	1.5	7	0	0	0	0	7	7.0
15:30 - 15:45	4	0	0	0	0	4	4.0	3	1	1	0	0	5	5.5
15:45 - 16:00	2	1	0	0	0	3	3.0	6	6	3	0	0	15	16.5
Hourly Total	9	1	1	0	0	11	11.5	18	7	4	0	0	29	31.0
16:00 - 16:15	2	1	0	0	0	3	3.0	5	2	2	0	0	9	10.0
16:15 - 16:30	2	0	0	0	0	2	2.0	2	0	0	0	0	2	2.0
16:30 - 16:45	5	0	0	0	0	5	5.0	5	0	0	0	0	5	5.0
16:45 - 17:00	1	2	0	0	0	3	3.0	3	0	0	0	0	3	3.0
Hourly Total	10	3	0	0	0	13	13.0	15	2	2	0	0	19	20.0
17:00 - 17:15	1	0	0	0	0	1	1.0	2	0	1	0	0	3	3.5
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	2	0	1	0	0	3	3.5
18:00 - 18:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
Hourly Total	0	1	0	0	0	1	1.0	1	0	0	0	0	1	1.0
TOTAL	99	12	9	1	0	121	126.8	162	32	22	0	0	216	227.0

Thursday 21st November 2024

TIME	Left to Churchfields Road (West)							Right to Churchfields Road (East)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	1	0	0	1	1.5	1	0	5	0	0	6	8.5
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
Hourly Total	0	0	1	0	0	1	1.5	1	0	7	0	0	8	11.5
07:00 - 07:15	2	0	0	0	0	2	2.0	2	0	2	0	0	4	5.0
07:15 - 07:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	1	0	0	0	1	1.0	2	5	3	0	0	10	11.5
07:45 - 08:00	0	0	0	0	0	0	0.0	1	2	3	0	0	6	7.5
Hourly Total	2	1	0	0	0	3	3.0	6	7	8	0	0	21	25.0
08:00 - 08:15	0	0	0	0	0	0	0.0	2	2	2	0	0	6	7.0
08:15 - 08:30	1	0	0	0	0	1	1.0	0	0	1	0	0	1	1.5
08:30 - 08:45	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
08:45 - 09:00	1	0	0	0	0	1	1.0	4	2	0	0	0	6	6.0
Hourly Total	2	0	0	0	0	2	2.0	7	5	3	0	0	15	16.5
09:00 - 09:15	2	1	0	0	0	3	3.0	0	2	1	0	0	3	3.5
09:15 - 09:30	3	0	0	0	0	3	3.0	5	0	0	0	0	5	5.0
09:30 - 09:45	2	1	0	0	0	3	3.0	3	2	1	0	0	6	6.5
09:45 - 10:00	4	2	1	0	0	7	7.5	2	4	0	0	0	6	6.0
Hourly Total	11	4	1	0	0	16	16.5	10	8	2	0	0	20	21.0
10:00 - 10:15	4	0	1	0	0	5	5.5	3	1	1	0	0	5	5.5
10:15 - 10:30	6	1	0	0	0	7	7.0	6	0	1	0	0	7	7.5
10:30 - 10:45	4	1	0	0	0	5	5.0	4	0	0	0	0	4	4.0
10:45 - 11:00	4	0	0	0	0	4	4.0	11	1	0	0	0	12	12.0
Hourly Total	18	2	1	0	0	21	21.5	24	2	2	0	0	28	29.0
11:00 - 11:15	3	1	0	0	0	4	4.0	10	1	1	0	0	12	12.5
11:15 - 11:30	8	0	1	0	0	9	9.5	8	1	0	0	0	9	9.0
11:30 - 11:45	6	0	0	0	0	6	6.0	5	0	0	0	0	5	5.0
11:45 - 12:00	10	1	0	0	0	11	11.0	11	1	0	0	0	12	12.0
Hourly Total	27	2	1	0	0	30	30.5	34	3	1	0	0	38	38.5
12:00 - 12:15	5	3	1	0	0	9	9.5	10	0	0	0	0	10	10.0
12:15 - 12:30	5	1	0	0	0	6	6.0	8	0	0	0	0	8	8.0
12:30 - 12:45	7	0	1	0	0	8	8.5	11	1	0	0	0	12	12.0
12:45 - 13:00	5	0	0	0	0	5	5.0	6	0	0	0	0	6	6.0
Hourly Total	22	4	2	0	0	28	29.0	35	1	0	0	0	36	36.0
13:00 - 13:15	11	0	1	0	0	12	12.5	7	1	0	0	0	8	8.0
13:15 - 13:30	5	1	0	0	0	6	6.0	8	1	1	0	0	10	10.5
13:30 - 13:45	4	0	0	0	0	4	4.0	10	0	0	0	0	10	10.0
13:45 - 14:00	4	0	0	0	0	4	4.0	9	0	0	0	0	9	9.0
Hourly Total	24	1	1	0	0	26	26.5	34	2	1	0	0	37	37.5
14:00 - 14:15	7	1	0	0	0	8	8.0	7	1	0	0	0	8	8.0
14:15 - 14:30	10	0	0	0	0	10	10.0	7	3	0	0	0	10	10.0
14:30 - 14:45	3	0	0	0	0	3	3.0	10	0	1	0	0	11	11.5
14:45 - 15:00	1	1	0	0	0	2	2.0	7	1	0	0	0	8	8.0
Hourly Total	21	2	0	0	0	23	23.0	31	5	1	0	0	37	37.5
15:00 - 15:15	3	0	0	0	0	3	3.0	8	1	0	0	0	9	9.0
15:15 - 15:30	5	0	0	0	0	5	5.0	3	1	1	0	0	5	5.5
15:30 - 15:45	4	0	0	0	0	4	4.0	2	0	1	0	0	3	3.5
15:45 - 16:00	3	0	0	0	0	3	3.0	4	0	2	0	0	6	7.0
Hourly Total	15	0	0	0	0	15	15.0	17	2	4	0	0	23	25.0
16:00 - 16:15	0	1	0	0	0	1	1.0	2	5	3	1	0	11	13.8
16:15 - 16:30	4	1	0	0	0	5	5.0	6	5	1	0	0	12	12.5
16:30 - 16:45	3	0	0	0	0	3	3.0	2	1	0	0	0	3	3.0
16:45 - 17:00	4	0	0	0	0	4	4.0	5	0	0	0	0	5	5.0
Hourly Total	11	2	0	0	0	13	13.0	15	11	4	1	0	31	34.3
17:00 - 17:15	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0.0
17:15 - 17:30	4	0	0	0	0	4	4.0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	5	1	1	0	0	7	7.5	2	0	0	0	0	2	2.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	158	19	8	0	0	185	189.0	216	46	33	1	0	296	313.8

Friday 22nd November 2024

TIME	Left to Churchfields Road (West)							Right to Churchfields Road (East)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	2	0	0	2	3.0	0	0	3	0	0	3	4.5
06:45 - 07:00	0	0	1	0	0	1	1.5	1	0	1	0	0	2	2.5
Hourly Total	0	0	3	0	0	3	4.5	1	0	4	0	0	5	7.0
07:00 - 07:15	1	0	0	0	0	1	1.0	0	2	0	0	0	2	2.0
07:15 - 07:30	0	1	0	0	0	1	1.0	2	1	1	0	0	4	4.5
07:30 - 07:45	2	0	0	0	0	2	2.0	0	1	0	0	0	1	1.0
07:45 - 08:00	1	0	0	0	0	1	1.0	3	3	1	1	0	8	9.8
Hourly Total	4	1	0	0	0	5	5.0	5	7	2	1	0	15	17.3
08:00 - 08:15	1	0	0	0	0	1	1.0	1	1	3	1	0	6	8.8
08:15 - 08:30	1	0	0	0	0	1	1.0	2	3	2	0	0	7	8.0
08:30 - 08:45	1	0	0	0	0	1	1.0	3	0	1	0	0	4	4.5
08:45 - 09:00	1	1	0	0	0	2	2.0	6	0	0	0	0	6	6.0
Hourly Total	4	1	0	0	0	5	5.0	12	4	6	1	0	23	27.3
09:00 - 09:15	2	0	0	0	0	2	2.0	4	0	2	0	0	6	7.0
09:15 - 09:30	0	0	0	0	0	0	0.0	6	0	0	0	0	6	6.0
09:30 - 09:45	6	0	0	0	0	6	6.0	4	0	1	0	0	5	5.5
09:45 - 10:00	1	0	0	0	0	1	1.0	5	0	0	0	0	5	5.0
Hourly Total	9	0	0	0	0	9	9.0	19	0	3	0	0	22	23.5
10:00 - 10:15	5	0	0	0	0	5	5.0	4	0	0	0	0	4	4.0
10:15 - 10:30	5	2	0	0	0	7	7.0	8	0	0	0	0	8	8.0
10:30 - 10:45	5	1	0	0	0	6	6.0	9	1	0	0	0	10	10.0
10:45 - 11:00	6	0	0	0	0	6	6.0	6	0	0	0	0	6	6.0
Hourly Total	21	3	0	0	0	24	24.0	27	1	0	0	0	28	28.0
11:00 - 11:15	5	0	0	0	0	5	5.0	9	0	0	0	0	9	9.0
11:15 - 11:30	7	0	0	0	0	7	7.0	9	0	2	0	0	11	12.0
11:30 - 11:45	8	0	0	0	0	8	8.0	8	1	0	0	0	9	9.0
11:45 - 12:00	6	1	0	0	0	7	7.0	8	1	0	0	0	9	9.0
Hourly Total	26	1	0	0	0	27	27.0	34	2	2	0	0	38	39.0
12:00 - 12:15	6	0	1	0	0	7	7.5	10	1	0	0	0	11	11.0
12:15 - 12:30	7	0	0	0	0	7	7.0	6	0	0	0	0	6	6.0
12:30 - 12:45	3	0	0	0	0	3	3.0	9	0	0	0	0	9	9.0
12:45 - 13:00	6	1	0	0	0	7	7.0	10	0	0	0	0	10	10.0
Hourly Total	22	1	1	0	0	24	24.5	35	1	0	0	0	36	36.0
13:00 - 13:15	3	0	0	0	0	3	3.0	15	1	0	0	0	16	16.0
13:15 - 13:30	6	0	0	0	0	6	6.0	10	0	0	0	0	10	10.0
13:30 - 13:45	6	0	0	0	0	6	6.0	9	0	0	0	0	9	9.0
13:45 - 14:00	4	0	0	0	0	4	4.0	9	0	0	0	0	9	9.0
Hourly Total	19	0	0	0	0	19	19.0	43	1	0	0	0	44	44.0
14:00 - 14:15	5	0	0	0	0	5	5.0	7	0	1	0	0	8	8.5
14:15 - 14:30	8	1	0	0	0	9	9.0	7	2	0	0	0	9	9.0
14:30 - 14:45	3	0	0	0	0	3	3.0	8	1	2	0	0	11	12.0
14:45 - 15:00	4	0	0	0	0	4	4.0	9	1	1	1	0	12	13.8
Hourly Total	20	1	0	0	0	21	21.0	31	4	4	1	0	40	43.3
15:00 - 15:15	5	0	0	0	0	5	5.0	12	1	1	0	0	14	14.5
15:15 - 15:30	6	0	0	0	0	6	6.0	6	0	0	0	0	6	6.0
15:30 - 15:45	1	1	0	0	0	2	2.0	8	0	2	0	0	10	11.0
15:45 - 16:00	4	1	0	0	0	5	5.0	11	6	2	0	0	19	20.0
Hourly Total	16	2	0	0	0	18	18.0	37	7	5	0	0	49	51.5
16:00 - 16:15	3	0	0	0	0	3	3.0	9	3	2	0	0	14	15.0
16:15 - 16:30	3	1	0	0	0	4	4.0	10	0	0	0	0	10	10.0
16:30 - 16:45	3	0	0	0	0	3	3.0	4	1	0	0	0	5	5.0
16:45 - 17:00	3	1	0	0	0	4	4.0	4	0	0	0	0	4	4.0
Hourly Total	12	2	0	0	0	14	14.0	27	4	2	0	0	33	34.0
17:00 - 17:15	1	0	0	0	0	1	1.0	5	0	0	0	0	5	5.0
17:15 - 17:30	1	0	0	0	0	1	1.0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	2	0	0	0	0	2	2.0	7	0	0	0	0	7	7.0
18:00 - 18:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
TOTAL	155	12	4	0	0	171	173.0	279	31	28	3	0	341	358.9

Average													
TIME	Ahead to Churchfields Road (East)						Right to Access Road						PCUs
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
06:30 -06:45	6	3	3	0	1	13	14.8	0	0	0	0	0	0.2
06:45 -07:00	12	4	3	0	0	19	21.7	1	0	0	0	0	1 0.8
Hourly Total	18	7	5	1	1	32	36.5	1	0	0	0	0	1 1.0
07:00 -07:15	12	4	1	1	1	19	21.5	0	1	0	0	0	1 1.0
07:15 -07:30	15	4	1	0	1	20	21.1	1	0	0	0	0	2 1.6
07:30 -07:45	15	4	1	0	1	21	23.3	1	0	0	0	0	1 1.3
07:45 -08:00	22	4	1	0	0	28	28.7	1	0	0	0	0	2 1.9
Hourly Total	64	16	5	1	3	88	94.6	4	1	0	0	0	5 5.8
08:00 -08:15	34	6	2	0	1	42	43.7	1	0	0	0	0	1 1.2
08:15 -08:30	23	3	2	0	1	29	30.4	1	0	0	0	0	1 1.4
08:30 -08:45	19	3	1	0	1	24	26.5	1	0	0	0	0	1 0.8
08:45 -09:00	27	3	1	1	1	32	34.3	2	0	0	0	0	2 1.8
Hourly Total	103	14	6	1	3	128	134.9	5	1	0	0	0	5 5.2
09:00 -09:15	17	5	1	0	0	23	24.3	2	0	0	0	0	2 2.0
09:15 -09:30	14	1	1	0	1	18	19.4	2	0	0	0	0	2 2.5
09:30 -09:45	11	3	1	0	1	16	16.9	4	0	0	0	0	4 4.5
09:45 -10:00	17	4	1	0	1	22	23.3	4	1	0	0	0	4 4.4
Hourly Total	59	12	4	0	3	79	83.9	12	1	0	0	0	13 13.4
10:00 -10:15	13	4	2	0	0	18	19.7	4	0	0	0	0	4 4.3
10:15 -10:30	15	2	1	0	1	19	20.7	4	0	0	0	0	4 4.2
10:30 -10:45	12	3	3	0	1	19	21.4	5	0	0	0	0	5 5.2
10:45 -11:00	13	3	1	0	1	18	19.7	6	1	0	0	0	7 7.2
Hourly Total	52	12	7	0	3	74	81.4	18	2	1	0	0	21 20.9
11:00 -11:15	13	3	2	0	0	18	19.9	7	0	0	0	0	7 7.0
11:15 -11:30	12	3	2	0	1	18	19.5	8	0	0	0	0	8 8.4
11:30 -11:45	13	5	2	0	1	22	23.5	6	0	0	0	0	7 6.9
11:45 -12:00	17	2	2	0	1	22	24.7	4	0	0	0	0	5 4.8
Hourly Total	56	13	8	1	3	80	87.6	26	1	0	0	0	27 27.1
12:00 -12:15	14	4	2	0	0	20	21.3	6	0	0	0	0	6 6.2
12:15 -12:30	11	2	1	0	1	16	17.3	6	0	0	0	0	6 6.4
12:30 -12:45	14	4	3	0	1	22	24.9	8	0	0	0	0	9 8.6
12:45 -13:00	11	4	3	0	1	19	21.4	4	1	0	0	0	5 5.0
Hourly Total	50	15	9	1	2	77	84.9	25	1	0	0	0	26 26.2
13:00 -13:15	18	3	2	0	0	24	25.1	5	0	0	0	0	5 5.4
13:15 -13:30	15	4	2	0	1	22	23.3	7	0	0	0	0	7 6.9
13:30 -13:45	14	4	3	0	1	22	24.5	4	1	0	0	0	5 4.8
13:45 -14:00	13	3	4	0	1	20	23.1	6	1	0	0	0	7 7.0
Hourly Total	60	15	10	0	2	88	95.9	22	1	0	0	0	24 24.1
14:00 -14:15	13	4	2	0	0	19	20.3	5	0	0	0	0	5 5.0
14:15 -14:30	15	4	3	0	1	22	25.0	6	0	0	0	0	6 6.0
14:30 -14:45	15	4	2	0	1	21	23.3	5	0	0	0	0	5 5.1
14:45 -15:00	15	3	3	0	1	22	24.4	6	0	0	0	0	7 6.6
Hourly Total	57	15	9	1	3	85	93.0	22	1	0	0	0	23 22.7
15:00 -15:15	23	3	2	0	0	28	28.7	3	0	0	0	0	3 2.8
15:15 -15:30	23	2	2	0	1	27	29.0	4	0	0	0	0	4 4.4
15:30 -15:45	24	3	2	0	1	30	32.5	3	0	0	0	0	3 3.4
15:45 -16:00	18	3	1	0	1	23	24.7	3	0	0	0	0	4 3.7
Hourly Total	87	11	6	1	2	108	114.8	12	1	1	0	0	14 14.3
16:00 -16:15	15	3	1	0	0	20	20.7	4	0	0	0	0	4 4.3
16:15 -16:30	19	3	1	0	1	25	26.1	4	0	0	0	0	4 3.8
16:30 -16:45	25	5	1	0	0	30	31.1	4	0	0	0	0	5 4.8
16:45 -17:00	15	3	0	0	1	19	20.8	2	0	0	0	0	2 1.6
Hourly Total	74	14	4	0	2	94	98.7	14	0	1	0	0	14 14.5
17:00 -17:15	19	2	1	0	0	22	22.5	1	0	0	0	0	1 1.2
17:15 -17:30	26	3	0	0	1	30	31.1	1	0	0	0	0	1 0.6
17:30 -17:45	19	2	0	0	1	22	23.5	0	0	0	0	0	0 0.0
17:45 -18:00	24	3	0	0	1	27	27.6	0	0	0	0	0	0 0.0
Hourly Total	88	10	1	0	3	101	104.7	2	0	0	0	0	2 1.8
18:00 -18:15	23	2	0	0	0	25	25.5	0	0	0	0	0	0 0.0
18:15 -18:30	22	1	0	0	1	25	25.6	0	0	0	0	0	0 0.0
Hourly Total	45	3	1	0	1	50	51.1	0	0	0	0	0	0 0.0
TOTAL	813	156	76	7	32	1084	1162.0	161	10	3	0	0	175 177.0

Tuesday 19th November 2024														
TIME	Ahead to Churchfields Road (East)						Right to Access Road							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	8	3	2	1	0	14	16.3	0	0	0	0	0	0	0.0
06:45 - 07:00	15	3	1	1	0	20	21.8	1	0	0	0	0	0	1.0
Hourly Total	23	6	3	2	0	34	38.1	1	0	0	0	0	1	1.0
07:00 - 07:15	10	4	0	1	0	15	16.3	0	0	0	0	0	0	0.0
07:15 - 07:30	14	2	0	0	0	16	16.0	1	0	0	0	0	1	1.0
07:30 - 07:45	12	5	0	1	1	19	21.3	0	0	0	0	0	0	0.0
07:45 - 08:00	20	2	1	0	0	23	23.5	0	0	0	0	0	0	0.0
Hourly Total	56	13	1	2	1	73	77.1	1	0	0	0	0	1	1.0
08:00 - 08:15	39	8	2	0	1	50	52.0	1	0	0	0	0	1	1.0
08:15 - 08:30	25	1	1	0	0	27	27.5	1	0	0	0	0	1	1.0
08:30 - 08:45	21	3	0	0	2	26	28.0	1	0	0	0	0	1	1.0
08:45 - 09:00	36	4	1	0	0	41	41.5	2	0	0	0	0	2	2.0
Hourly Total	121	16	4	0	3	144	149.0	5	0	0	0	0	5	5.0
09:00 - 09:15	28	3	1	0	1	33	34.5	1	0	0	0	0	1	1.0
09:15 - 09:30	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0.0
09:30 - 09:45	12	1	0	0	0	13	13.0	2	0	1	0	0	3	3.5
09:45 - 10:00	18	4	1	0	2	25	27.5	4	1	0	0	0	5	5.0
Hourly Total	81	10	3	0	3	97	101.5	7	1	1	0	0	9	9.5
10:00 - 10:15	16	1	1	0	1	19	20.5	3	0	0	0	0	3	3.0
10:15 - 10:30	11	4	2	0	1	18	20.0	4	0	0	0	0	4	4.0
10:30 - 10:45	6	0	2	0	1	9	11.0	3	2	0	0	0	5	5.0
10:45 - 11:00	18	3	2	0	1	24	26.0	3	0	0	0	0	3	3.0
Hourly Total	51	8	7	0	4	70	77.5	13	2	0	0	0	15	15.0
11:00 - 11:15	12	1	0	0	0	13	13.0	6	0	0	0	0	6	6.0
11:15 - 11:30	9	3	1	0	1	14	15.5	9	0	0	0	0	9	9.0
11:30 - 11:45	11	8	2	0	1	22	24.0	5	0	0	0	0	5	5.0
11:45 - 12:00	18	1	3	0	1	23	25.5	1	0	0	0	0	1	1.0
Hourly Total	50	13	6	0	3	72	78.0	21	0	0	0	0	21	21.0
12:00 - 12:15	10	5	2	0	0	17	18.0	3	0	0	0	0	3	3.0
12:15 - 12:30	6	0	0	0	1	7	8.0	6	2	0	0	0	8	8.0
12:30 - 12:45	9	5	4	0	1	19	22.0	8	0	0	0	0	8	8.0
12:45 - 13:00	12	2	5	2	1	22	28.1	4	0	0	0	0	4	4.0
Hourly Total	37	12	11	2	3	65	76.1	21	2	0	0	0	23	23.0
13:00 - 13:15	11	3	4	0	0	18	20.0	2	0	0	0	0	2	2.0
13:15 - 13:30	15	2	3	0	1	21	23.5	3	0	0	0	0	3	3.0
13:30 - 13:45	18	1	0	0	1	20	21.0	3	1	0	0	0	4	4.0
13:45 - 14:00	14	2	4	0	1	21	24.0	3	0	0	0	0	3	3.0
Hourly Total	58	8	11	0	3	80	88.5	11	1	0	0	0	12	12.0
14:00 - 14:15	11	5	2	0	0	18	19.0	1	0	0	0	0	1	1.0
14:15 - 14:30	15	3	6	1	1	26	31.3	4	0	0	0	0	4	4.0
14:30 - 14:45	19	5	2	0	1	27	29.0	3	0	1	0	0	4	4.5
14:45 - 15:00	13	4	4	1	1	23	27.3	4	0	0	0	0	4	4.0
Hourly Total	58	17	14	2	3	94	106.6	12	0	1	0	0	13	13.5
15:00 - 15:15	33	0	2	0	0	35	36.0	1	0	0	0	0	1	1.0
15:15 - 15:30	15	5	2	0	1	23	25.0	3	1	1	0	0	5	5.5
15:30 - 15:45	17	4	3	1	1	26	29.8	3	0	0	0	0	3	3.0
15:45 - 16:00	13	4	2	0	1	20	22.0	3	0	0	0	0	3	3.0
Hourly Total	78	13	9	1	3	104	112.8	10	1	1	0	0	12	12.5
16:00 - 16:15	17	2	2	0	0	21	22.0	2	0	0	0	0	2	2.0
16:15 - 16:30	16	0	1	0	1	18	19.5	3	0	0	0	0	3	3.0
16:30 - 16:45	19	4	0	0	0	23	23.0	2	0	0	0	0	2	2.0
16:45 - 17:00	18	2	0	0	2	22	24.0	0	0	0	0	0	0	0.0
Hourly Total	70	8	3	0	3	84	88.5	7	0	0	0	0	7	7.0
17:00 - 17:15	20	3	1	0	0	24	24.5	0	0	0	0	0	0	0.0
17:15 - 17:30	29	2	0	0	1	32	33.0	0	0	0	0	0	0	0.0
17:30 - 17:45	21	0	0	0	1	22	23.0	0	0	0	0	0	0	0.0
17:45 - 18:00	27	2	0	0	0	29	29.0	0	0	0	0	0	0	0.0
Hourly Total	97	7	1	0	2	107	109.5	0	0	0	0	0	0	0.0
18:00 - 18:15	21	1	0	0	1	23	24.0	0	0	0	0	0	0	0.0
18:15 - 18:30	16	1	1	0	1	19	20.5	0	0	0	0	0	0	0.0
Hourly Total	37	2	1	0	2	42	44.5	0	0	0	0	0	0	0.0
TOTAL	817	133	74	9	33	1066	1147.7	109	7	3	0	0	119	120.0

Thursday 21st November 2024

TIME	Ahead to Churchfields Road (East)							Right to Access Road						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	7	3	3	0	1	14	16.5	0	0	0	0	0	0	0.0
06:45 - 07:00	14	5	4	0	0	23	25.0	2	0	0	0	0	2	2.0
Hourly Total	21	8	7	0	1	37	41.5	2	0	0	0	0	2	2.0
07:00 - 07:15	11	5	1	0	1	18	19.5	0	1	0	0	0	1	1.0
07:15 - 07:30	17	3	2	0	1	23	25.0	1	0	0	0	0	1	1.0
07:30 - 07:45	14	4	2	0	1	21	23.0	0	0	1	0	0	1	1.5
07:45 - 08:00	24	4	0	0	0	28	28.0	0	0	0	0	0	0	0.0
Hourly Total	66	16	5	0	3	90	95.5	1	1	1	0	0	3	3.5
08:00 - 08:15	21	1	3	0	1	26	28.5	0	0	0	0	0	0	0.0
08:15 - 08:30	26	6	3	0	1	36	38.5	1	0	0	0	0	1	1.0
08:30 - 08:45	18	0	4	0	1	23	26.0	0	0	0	0	0	0	0.0
08:45 - 09:00	3	5	1	0	1	10	11.5	2	1	0	0	0	3	3.0
Hourly Total	68	12	11	0	4	95	104.5	3	1	0	0	0	4	4.0
09:00 - 09:15	11	8	0	0	0	19	19.0	3	1	0	0	0	4	4.0
09:15 - 09:30	13	0	0	1	1	15	17.3	2	0	1	0	0	3	3.5
09:30 - 09:45	12	6	1	0	1	20	21.5	5	0	0	0	0	5	5.0
09:45 - 10:00	15	5	2	0	1	23	25.0	2	2	0	0	0	4	4.0
Hourly Total	51	19	3	1	3	77	82.8	12	3	1	0	0	16	16.5
10:00 - 10:15	11	7	3	0	0	21	22.5	5	0	1	0	0	6	6.5
10:15 - 10:30	19	2	2	0	1	24	26.0	3	0	0	0	0	3	3.0
10:30 - 10:45	12	4	4	0	1	21	24.0	4	0	0	0	0	4	4.0
10:45 - 11:00	1	3	1	0	1	6	7.5	5	0	1	0	0	6	6.5
Hourly Total	43	16	10	0	3	72	80.0	17	0	2	0	0	19	20.0
11:00 - 11:15	11	5	4	1	0	21	24.3	6	1	0	0	0	7	7.0
11:15 - 11:30	15	2	1	0	1	19	20.5	11	1	0	0	0	12	12.0
11:30 - 11:45	12	6	2	0	1	21	23.0	6	0	0	0	0	6	6.0
11:45 - 12:00	16	2	3	0	1	22	24.5	6	1	0	0	0	7	7.0
Hourly Total	54	15	10	1	3	83	92.3	29	3	0	0	0	32	32.0
12:00 - 12:15	15	3	1	0	0	19	19.5	10	0	0	0	0	10	10.0
12:15 - 12:30	13	1	2	1	0	17	19.3	5	0	0	0	0	5	5.0
12:30 - 12:45	18	1	3	1	1	24	27.8	6	0	0	0	0	6	6.0
12:45 - 13:00	1	5	1	0	1	8	9.5	5	2	0	0	0	7	7.0
Hourly Total	47	10	7	2	2	68	76.1	26	2	0	0	0	28	28.0
13:00 - 13:15	21	2	4	0	0	27	29.0	7	0	0	0	0	7	7.0
13:15 - 13:30	17	3	1	0	1	22	23.5	3	0	0	0	0	3	3.0
13:30 - 13:45	15	6	3	0	0	24	25.5	2	0	0	0	0	2	2.0
13:45 - 14:00	14	4	4	1	1	24	28.3	8	0	0	0	0	8	8.0
Hourly Total	67	15	12	1	2	97	106.3	20	0	0	0	0	20	20.0
14:00 - 14:15	14	7	3	0	0	24	25.5	6	0	0	0	0	6	6.0
14:15 - 14:30	11	5	0	1	1	18	20.3	5	0	0	0	0	5	5.0
14:30 - 14:45	9	3	3	0	1	16	18.5	3	1	0	0	0	4	4.0
14:45 - 15:00	23	3	2	0	1	29	31.0	4	0	0	0	0	4	4.0
Hourly Total	57	18	8	1	3	87	95.3	18	1	0	0	0	19	19.0
15:00 - 15:15	21	2	3	1	0	27	29.8	2	1	0	0	0	3	3.0
15:15 - 15:30	26	1	2	0	1	30	32.0	6	0	0	0	0	6	6.0
15:30 - 15:45	28	2	3	1	1	35	38.8	1	0	0	0	0	1	1.0
15:45 - 16:00	12	2	1	1	1	17	19.8	4	0	0	0	0	4	4.0
Hourly Total	87	7	9	3	3	109	120.4	13	1	0	0	0	14	14.0
16:00 - 16:15	2	1	1	0	0	4	4.5	2	0	0	0	0	2	2.0
16:15 - 16:30	23	5	3	0	1	32	34.5	5	0	0	0	0	5	5.0
16:30 - 16:45	22	5	1	0	1	29	30.5	6	0	0	0	0	6	6.0
16:45 - 17:00	2	4	1	0	0	7	7.5	0	0	0	0	0	0	0.0
Hourly Total	49	15	6	0	2	72	77.0	13	0	0	0	0	13	13.0
17:00 - 17:15	21	2	1	0	1	25	26.5	3	0	0	0	0	3	3.0
17:15 - 17:30	27	7	1	0	1	36	37.5	1	0	0	0	0	1	1.0
17:30 - 17:45	15	1	0	0	1	17	18.0	0	0	0	0	0	0	0.0
17:45 - 18:00	23	1	0	0	1	25	26.0	0	0	0	0	0	0	0.0
Hourly Total	86	11	2	0	4	103	108.0	4	0	0	0	0	4	4.0
18:00 - 18:15	25	2	1	0	0	28	28.5	0	0	0	0	0	0	0.0
18:15 - 18:30	23	1	1	0	1	26	27.5	0	0	0	0	0	0	0.0
Hourly Total	48	3	2	0	1	54	56.0	0	0	0	0	0	0	0.0
TOTAL	744	165	92	9	34	1044	1135.7	158	12	4	0	0	174	176.0

Friday 22nd November 2024

TIME	Ahead to Churchfields Road (East)							Right to Access Road						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	9	2	2	0	1	14	16.0	0	0	0	0	0	0	0.0
06:45 - 07:00	4	2	2	0	1	9	11.0	0	1	0	0	0	1	1.0
Hourly Total	13	4	4	0	2	23	27.0	0	1	0	0	0	1	1.0
07:00 - 07:15	12	8	2	0	1	23	25.0	0	2	0	0	0	2	2.0
07:15 - 07:30	11	5	1	0	1	18	19.5	0	0	0	0	0	0	0.0
07:30 - 07:45	16	3	2	0	1	22	24.0	1	0	0	0	0	1	1.0
07:45 - 08:00	21	6	4	0	1	32	35.0	2	0	0	1	0	3	4.3
Hourly Total	60	22	9	0	4	95	103.5	3	2	0	1	0	6	7.3
08:00 - 08:15	38	5	3	0	0	46	47.5	0	0	0	0	0	0	0.0
08:15 - 08:30	28	5	3	0	1	37	39.5	1	0	0	0	0	1	1.0
08:30 - 08:45	15	5	0	0	1	21	22.0	2	0	0	0	0	2	2.0
08:45 - 09:00	31	3	1	0	1	36	37.5	2	0	0	0	0	2	2.0
Hourly Total	112	18	7	0	3	140	146.5	5	0	0	0	0	5	5.0
09:00 - 09:15	17	4	1	0	0	22	22.5	0	0	0	0	0	0	0.0
09:15 - 09:30	11	3	5	0	1	20	23.5	1	0	0	0	0	1	1.0
09:30 - 09:45	11	2	2	0	0	15	16.0	4	0	0	0	0	4	4.0
09:45 - 10:00	22	3	1	0	0	26	26.5	3	0	0	0	0	3	3.0
Hourly Total	61	12	9	0	1	83	88.5	8	0	0	0	0	8	8.0
10:00 - 10:15	9	4	2	0	0	15	16.0	5	0	0	0	0	5	5.0
10:15 - 10:30	16	0	1	1	0	18	19.8	2	1	0	0	0	3	3.0
10:30 - 10:45	10	2	3	0	1	16	18.5	4	0	0	0	0	4	4.0
10:45 - 11:00	16	3	2	0	1	22	24.0	5	2	0	0	0	7	7.0
Hourly Total	51	9	8	1	2	71	78.3	16	3	0	0	0	19	19.0
11:00 - 11:15	15	2	0	0	0	17	17.0	8	0	0	0	0	8	8.0
11:15 - 11:30	13	4	4	0	0	21	23.0	9	1	0	0	0	10	10.0
11:30 - 11:45	18	6	1	0	0	25	25.5	8	0	0	0	0	8	8.0
11:45 - 12:00	15	0	3	0	0	18	19.5	2	0	0	0	0	2	2.0
Hourly Total	61	12	8	0	0	81	85.0	27	1	0	0	0	28	28.0
12:00 - 12:15	17	8	2	0	0	27	28.0	7	0	0	0	0	7	7.0
12:15 - 12:30	13	5	1	0	0	19	19.5	6	0	0	0	0	6	6.0
12:30 - 12:45	18	6	3	0	0	27	28.5	9	1	0	0	0	10	10.0
12:45 - 13:00	14	6	4	0	0	24	26.0	3	0	0	0	0	3	3.0
Hourly Total	62	25	10	0	0	97	102.0	25	1	0	0	0	26	26.0
13:00 - 13:15	24	3	2	0	0	29	30.0	5	1	0	0	0	6	6.0
13:15 - 13:30	15	2	0	0	0	17	17.0	13	0	1	0	0	14	14.5
13:30 - 13:45	14	3	4	0	0	21	23.0	6	0	0	0	0	6	6.0
13:45 - 14:00	13	5	4	0	0	22	24.0	0	1	0	0	0	1	1.0
Hourly Total	66	13	10	0	0	89	94.0	24	2	1	0	0	27	27.5
14:00 - 14:15	14	2	1	0	0	17	17.5	4	0	0	0	0	4	4.0
14:15 - 14:30	16	3	3	0	1	23	25.5	8	1	0	0	0	9	9.0
14:30 - 14:45	20	3	1	0	1	25	26.5	4	0	0	0	0	4	4.0
14:45 - 15:00	13	5	3	0	0	21	22.5	7	1	0	0	0	8	8.0
Hourly Total	63	13	8	0	2	86	92.0	23	2	0	0	0	25	25.0
15:00 - 15:15	24	2	1	0	0	27	27.5	4	0	0	0	0	4	4.0
15:15 - 15:30	27	1	1	0	0	29	29.5	3	0	0	0	0	3	3.0
15:30 - 15:45	30	2	1	0	0	33	33.5	1	0	2	0	0	3	4.0
15:45 - 16:00	28	3	1	0	0	32	32.5	2	0	0	0	0	2	2.0
Hourly Total	109	8	4	0	0	121	123.0	10	0	2	0	0	12	13.0
16:00 - 16:15	21	5	2	0	1	29	31.0	4	0	0	0	0	4	4.0
16:15 - 16:30	27	5	1	0	0	33	33.5	6	0	0	0	0	6	6.0
16:30 - 16:45	25	4	1	0	0	30	30.5	2	0	2	0	0	4	5.0
16:45 - 17:00	15	2	0	0	0	17	17.0	5	0	0	0	0	5	5.0
Hourly Total	88	16	4	0	1	109	112.0	17	0	2	0	0	19	20.0
17:00 - 17:15	19	3	1	0	1	24	25.5	2	0	0	0	0	2	2.0
17:15 - 17:30	26	4	0	0	1	31	32.0	1	0	0	0	0	1	1.0
17:30 - 17:45	24	2	0	0	0	26	26.0	0	0	0	0	0	0	0.0
17:45 - 18:00	17	1	0	0	0	18	18.0	0	0	0	0	0	0	0.0
Hourly Total	86	10	1	0	2	99	101.5	3	0	0	0	0	3	3.0
18:00 - 18:15	23	2	0	0	1	26	27.0	0	0	0	0	0	0	0.0
18:15 - 18:30	29	1	0	0	1	31	32.0	0	0	0	0	0	0	0.0
Hourly Total	52	3	0	0	2	57	58.0	0	0	0	0	0	0	0.0
TOTAL	884	165	82	1	19	1151	1212.3	161	12	5	1	0	179	182.0

Shared Access / Recycling Centre

Average														
TIME	Ahead to Access Road (South)						Right to Recycling							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	3	2	0	0	6	7.9	0	0	0	0	0	0	0.0
06:45 - 07:00	1	1	1	0	0	4	4.4	0	0	0	0	0	0	0.4
Hourly Total	2	4	3	0	0	10	12.2	0	0	0	0	0	0	0.4
07:00 - 07:15	0	2	0	0	0	2	2.6	3	0	0	0	0	3	3.2
07:15 - 07:30	0	2	1	0	0	2	2.7	2	0	0	0	0	2	2.4
07:30 - 07:45	0	1	1	0	0	2	2.8	3	0	0	0	0	3	3.2
07:45 - 08:00	1	1	1	0	0	3	3.2	3	0	0	0	0	3	3.4
Hourly Total	1	6	2	0	0	10	11.2	11	1	0	0	0	12	12.2
08:00 - 08:15	0	1	0	0	0	1	1.3	3	0	0	0	0	3	3.0
08:15 - 08:30	0	0	0	0	0	0	0.6	4	0	0	0	0	4	4.2
08:30 - 08:45	0	0	0	0	0	1	1.2	4	0	0	0	0	4	3.6
08:45 - 09:00	0	1	1	0	0	2	2.6	5	0	0	0	0	5	5.0
Hourly Total	1	2	2	0	0	5	5.7	15	0	0	0	0	16	15.8
09:00 - 09:15	1	0	0	0	0	1	1.5	5	0	0	0	0	5	5.0
09:15 - 09:30	0	1	0	0	0	1	1.1	7	0	0	0	0	7	6.8
09:30 - 09:45	0	0	1	0	0	2	2.3	7	0	0	0	0	7	7.5
09:45 - 10:00	1	1	0	0	0	2	1.7	8	1	0	0	0	9	8.6
Hourly Total	2	2	2	0	0	6	6.6	27	1	0	0	0	28	27.9
10:00 - 10:15	1	1	0	0	0	2	2.0	9	0	0	0	0	10	10.0
10:15 - 10:30	0	1	0	0	0	1	1.3	9	0	0	0	0	10	9.8
10:30 - 10:45	1	1	0	0	0	2	1.8	12	0	0	0	0	12	12.2
10:45 - 11:00	0	1	1	0	0	2	2.7	13	1	0	0	0	13	13.4
Hourly Total	1	3	2	0	0	7	7.8	43	2	0	0	0	45	45.4
11:00 - 11:15	1	0	1	0	0	2	1.9	15	0	0	0	0	16	15.6
11:15 - 11:30	1	0	1	0	0	2	2.8	14	1	0	0	0	15	14.6
11:30 - 11:45	1	1	1	0	0	2	2.5	15	1	0	0	0	15	15.4
11:45 - 12:00	1	0	0	0	0	2	1.7	12	1	0	0	0	13	12.8
Hourly Total	3	2	2	0	0	8	8.9	56	3	0	0	0	58	58.4
12:00 - 12:15	2	0	0	0	0	2	1.8	11	0	0	0	0	12	11.9
12:15 - 12:30	1	0	0	0	0	2	1.9	13	1	0	0	0	14	14.1
12:30 - 12:45	2	1	0	0	0	3	3.0	13	1	0	0	0	14	14.1
12:45 - 13:00	1	1	1	0	0	2	2.4	12	1	0	0	0	13	12.8
Hourly Total	5	2	1	0	0	8	9.1	50	2	1	0	0	53	52.9
13:00 - 13:15	1	1	0	0	0	2	1.9	12	1	0	0	0	13	12.8
13:15 - 13:30	1	1	0	0	0	2	2.1	13	0	0	0	0	14	13.6
13:30 - 13:45	0	1	0	0	0	1	1.1	11	1	0	0	0	12	11.8
13:45 - 14:00	1	1	0	0	0	2	2.5	16	0	0	0	0	16	15.8
Hourly Total	3	3	1	0	0	7	7.6	52	2	0	0	0	54	54.0
14:00 - 14:15	0	0	0	0	0	1	1.5	13	0	0	0	0	14	13.6
14:15 - 14:30	0	0	1	0	0	2	2.2	13	1	0	0	0	14	13.8
14:30 - 14:45	0	1	0	0	0	1	0.8	14	0	0	0	0	15	14.9
14:45 - 15:00	0	0	1	0	0	1	1.7	13	0	0	0	0	14	13.7
Hourly Total	1	1	2	0	0	5	6.2	54	1	0	0	0	56	56.0
15:00 - 15:15	0	1	2	0	0	3	3.5	8	0	0	0	0	8	8.4
15:15 - 15:30	0	2	3	0	0	6	7.3	10	0	0	0	0	11	10.6
15:30 - 15:45	0	3	4	0	0	7	9.6	6	1	0	0	0	7	7.4
15:45 - 16:00	0	1	1	0	0	2	2.8	7	1	0	0	0	8	8.4
Hourly Total	1	6	10	0	0	18	23.2	32	3	0	0	0	35	34.8
16:00 - 16:15	0	0	1	0	0	1	1.4	8	0	0	0	0	8	7.6
16:15 - 16:30	0	0	0	0	0	1	1.4	6	0	0	0	0	7	6.6
16:30 - 16:45	1	0	1	0	0	2	2.4	7	0	0	0	0	7	7.4
16:45 - 17:00	0	0	0	0	0	0	0.2	4	0	0	0	0	4	4.3
Hourly Total	2	1	2	0	0	4	5.4	25	1	0	0	0	26	25.9
17:00 - 17:15	0	0	0	0	0	0	0.0	3	0	0	0	0	3	2.8
17:15 - 17:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.4
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	4	0	0	0	0	4	4.2
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	0	0	1	0.9	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	0.9	0	0	0	0	0	0	0.0
TOTAL	24	33	30	2	0	88	104.7	369	17	2	0	0	387	387.9

Tuesday 19th November 2024														
TIME	Ahead to Access Road (South)						Right to Recycling							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	1	0	0	1	1.5	2	0	0	0	0	2	2.0
Hourly Total	0	2	1	0	0	3	3.5	2	0	0	0	0	2	2.0
07:00 - 07:15	0	2	1	0	0	3	3.5	0	1	0	0	0	1	1.0
07:15 - 07:30	0	1	0	0	0	1	1.0	1	0	0	0	0	1	1.0
07:30 - 07:45	0	1	1	0	0	2	2.5	3	0	0	0	0	3	3.0
07:45 - 08:00	0	2	0	0	0	2	2.0	1	1	0	0	0	2	2.0
Hourly Total	0	6	2	0	0	8	9.0	5	2	0	0	0	7	7.0
08:00 - 08:15	1	0	0	0	0	1	1.0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	0	0	0	0	0.0	3	0	0	0	0	3	3.0
08:30 - 08:45	0	0	0	0	0	0	0.0	4	0	0	0	0	4	4.0
08:45 - 09:00	0	0	0	0	0	0	0.0	4	0	0	0	0	4	4.0
Hourly Total	1	0	0	0	0	1	1.0	12	0	0	0	0	12	12.0
09:00 - 09:15	1	0	0	0	0	1	1.0	5	0	0	0	0	5	5.0
09:15 - 09:30	0	0	0	0	0	0	0.0	3	0	0	0	0	3	3.0
09:30 - 09:45	1	0	2	0	0	3	4.0	3	1	1	0	0	5	5.5
09:45 - 10:00	0	0	0	0	0	0	0.0	6	1	0	0	0	7	7.0
Hourly Total	2	0	2	0	0	4	5.0	17	2	1	0	0	20	20.5
10:00 - 10:15	0	1	1	0	0	2	2.5	10	0	0	0	0	10	10.0
10:15 - 10:30	0	2	0	0	0	2	2.0	4	0	0	0	0	4	4.0
10:30 - 10:45	0	1	0	0	0	1	1.0	6	1	0	0	0	7	7.0
10:45 - 11:00	0	0	0	0	0	0	0.0	11	0	0	0	0	11	11.0
Hourly Total	0	4	1	0	0	5	5.5	31	1	0	0	0	32	32.0
11:00 - 11:15	1	1	0	0	0	2	2.0	12	0	0	0	0	12	12.0
11:15 - 11:30	3	1	1	1	0	6	7.8	12	1	0	0	0	13	13.0
11:30 - 11:45	0	0	0	0	0	0	0.0	11	0	0	0	0	11	11.0
11:45 - 12:00	1	0	0	0	0	1	1.0	4	1	0	0	0	5	5.0
Hourly Total	5	2	1	1	0	9	10.8	39	2	0	0	0	41	41.0
12:00 - 12:15	0	1	0	0	0	1	1.0	6	2	0	0	0	8	8.0
12:15 - 12:30	3	1	0	0	0	4	4.0	11	3	1	0	0	15	15.5
12:30 - 12:45	0	0	1	0	0	1	1.5	12	0	0	0	0	12	12.0
12:45 - 13:00	1	0	1	0	0	2	2.5	7	0	0	0	0	7	7.0
Hourly Total	4	2	2	0	0	8	9.0	36	5	1	0	0	42	42.5
13:00 - 13:15	1	0	1	0	0	2	2.5	7	1	0	0	0	8	8.0
13:15 - 13:30	0	1	0	0	0	1	1.0	5	2	0	0	0	7	7.0
13:30 - 13:45	0	0	0	0	0	0	0.0	7	1	0	0	0	8	8.0
13:45 - 14:00	0	0	0	0	0	0	0.0	7	0	0	0	0	7	7.0
Hourly Total	1	1	1	0	0	3	3.5	26	4	0	0	0	30	30.0
14:00 - 14:15	0	0	0	0	0	0	0.0	9	1	0	0	0	10	10.0
14:15 - 14:30	0	0	1	0	0	1	1.5	10	1	0	0	0	11	11.0
14:30 - 14:45	0	1	0	0	0	1	1.0	10	0	1	0	0	11	11.5
14:45 - 15:00	0	0	0	0	0	0	0.0	12	0	0	0	0	12	12.0
Hourly Total	0	1	1	0	0	2	2.5	41	2	1	0	0	44	44.5
15:00 - 15:15	0	1	2	0	0	3	4.0	4	0	0	0	0	4	4.0
15:15 - 15:30	0	4	4	0	0	8	10.0	7	1	0	0	0	8	8.0
15:30 - 15:45	0	1	3	0	0	4	5.5	5	1	0	0	0	6	6.0
15:45 - 16:00	0	0	2	0	0	2	3.0	7	1	0	0	0	8	8.0
Hourly Total	0	6	11	0	0	17	22.5	23	3	0	0	0	26	26.0
16:00 - 16:15	0	0	1	0	0	1	1.5	2	0	0	0	0	2	2.0
16:15 - 16:30	0	0	0	0	0	0	0.0	6	0	0	0	0	6	6.0
16:30 - 16:45	0	0	0	0	0	0	0.0	6	1	0	0	0	7	7.0
16:45 - 17:00	0	0	0	0	0	0	0.0	2	0	1	0	0	3	3.5
Hourly Total	0	0	1	0	0	1	1.5	16	1	1	0	0	18	18.5
17:00 - 17:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
17:15 - 17:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	13	24	23	1	0	61	73.8	250	22	4	0	0	276	278.8

Thursday 21st November 2024

TIME	Ahead to Access Road (South)							Right to Recycling						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	1	4	4	0	0	9	11.0	0	0	0	0	0	0	0.0
06:45 - 07:00	4	1	0	0	0	5	5.0	0	0	0	0	0	0	0.0
Hourly Total	5	5	4	0	0	14	16.0	0	0	0	0	0	0	0.0
07:00 - 07:15	0	2	0	0	0	2	2.0	4	0	0	0	0	4	4.0
07:15 - 07:30	0	2	1	0	0	3	3.5	1	0	0	0	0	1	1.0
07:30 - 07:45	0	3	2	0	0	5	6.0	2	1	0	0	0	3	3.0
07:45 - 08:00	2	1	1	0	0	4	4.5	2	0	0	0	0	2	2.0
Hourly Total	2	8	4	0	0	14	16.0	9	1	0	0	0	10	10.0
08:00 - 08:15	0	1	0	0	0	1	1.0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	1	0	0	1	1.5	1	0	0	0	0	1	1.0
08:30 - 08:45	0	1	0	0	0	1	1.0	2	0	0	0	0	2	2.0
08:45 - 09:00	2	2	1	0	0	5	5.5	4	0	0	0	0	4	4.0
Hourly Total	2	4	2	0	0	8	9.0	8	0	0	0	0	8	8.0
09:00 - 09:15	0	0	0	0	0	0	0.0	5	1	0	0	0	6	6.0
09:15 - 09:30	0	3	1	0	0	4	4.5	4	0	0	0	0	4	4.0
09:30 - 09:45	0	0	1	0	0	1	1.5	8	0	0	0	0	8	8.0
09:45 - 10:00	1	3	0	0	0	4	4.0	5	1	0	0	0	6	6.0
Hourly Total	1	6	2	0	0	9	10.0	22	2	0	0	0	24	24.0
10:00 - 10:15	2	1	0	0	0	3	3.0	9	0	2	0	0	11	12.0
10:15 - 10:30	0	2	0	0	0	2	2.0	9	0	0	0	0	9	9.0
10:30 - 10:45	1	0	0	0	0	1	1.0	14	0	0	0	0	14	14.0
10:45 - 11:00	0	1	2	0	0	3	4.0	13	0	0	0	0	13	13.0
Hourly Total	3	4	2	0	0	9	10.0	45	0	2	0	0	47	48.0
11:00 - 11:15	0	0	2	0	0	2	3.0	11	1	0	0	0	12	12.0
11:15 - 11:30	0	1	0	0	0	1	1.0	18	0	0	0	0	18	18.0
11:30 - 11:45	0	0	0	0	0	0	0.0	14	1	0	0	0	15	15.0
11:45 - 12:00	0	0	0	0	0	0	0.0	17	1	0	0	0	18	18.0
Hourly Total	0	1	2	0	0	3	4.0	60	3	0	0	0	63	63.0
12:00 - 12:15	1	0	0	0	0	1	1.0	18	0	0	0	0	18	18.0
12:15 - 12:30	0	0	0	0	0	0	0.0	13	0	0	0	0	13	13.0
12:30 - 12:45	1	0	1	0	0	2	2.5	12	2	1	0	0	15	15.5
12:45 - 13:00	1	0	1	0	0	2	2.5	15	3	0	0	0	18	18.0
Hourly Total	3	0	2	0	0	5	6.0	58	5	1	0	0	64	64.5
13:00 - 13:15	0	2	0	0	0	2	2.0	19	0	0	0	0	19	19.0
13:15 - 13:30	0	1	0	0	0	1	1.0	13	0	0	0	0	13	13.0
13:30 - 13:45	0	1	0	0	0	1	1.0	9	0	0	0	0	9	9.0
13:45 - 14:00	1	2	0	0	0	3	3.0	16	0	0	0	0	16	16.0
Hourly Total	1	6	0	0	0	7	7.0	57	0	0	0	0	57	57.0
14:00 - 14:15	0	0	0	0	0	0	0.0	14	0	0	0	0	14	14.0
14:15 - 14:30	0	0	3	0	0	3	4.5	15	0	0	0	0	15	15.0
14:30 - 14:45	0	2	0	0	0	2	2.0	14	0	0	0	0	14	14.0
14:45 - 15:00	1	0	0	0	0	1	1.0	7	1	0	0	0	8	8.0
Hourly Total	1	2	3	0	0	6	7.5	50	1	0	0	0	51	51.0
15:00 - 15:15	1	0	1	0	0	2	2.5	7	1	0	0	0	8	8.0
15:15 - 15:30	2	3	4	0	0	9	11.0	10	0	0	0	0	10	10.0
15:30 - 15:45	0	3	5	0	0	8	10.5	3	0	0	0	0	3	3.0
15:45 - 16:00	0	0	1	0	0	1	1.5	5	0	0	0	0	5	5.0
Hourly Total	3	6	11	0	0	20	25.5	25	1	0	0	0	26	26.0
16:00 - 16:15	0	0	1	0	0	1	1.5	5	0	0	0	0	5	5.0
16:15 - 16:30	0	2	1	0	0	3	3.5	6	1	0	0	0	7	7.0
16:30 - 16:45	0	1	1	0	0	2	2.5	9	0	0	0	0	9	9.0
16:45 - 17:00	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
Hourly Total	0	3	3	0	0	6	7.5	22	1	0	0	0	23	23.0
17:00 - 17:15	0	0	0	0	0	0	0.0	4	0	0	0	0	4	4.0
17:15 - 17:30	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	6	0	0	0	0	6	6.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	21	45	35	0	0	101	118.5	362	14	3	0	0	379	380.5

Friday 22nd November 2024

TIME	Ahead to Access Road (South)							Right to Recycling						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	4	5	1	0	10	13.8	0	0	0	0	0	0	0.0
06:45 - 07:00	1	2	1	0	0	4	4.5	0	0	0	0	0	0	0.0
Hourly Total	1	6	6	1	0	14	18.3	0	0	0	0	0	0	0.0
07:00 - 07:15	0	2	0	1	0	3	4.3	2	1	0	0	0	3	3.0
07:15 - 07:30	0	1	0	0	0	1	1.0	3	0	0	0	0	3	3.0
07:30 - 07:45	1	1	1	0	0	3	3.5	2	0	0	0	0	2	2.0
07:45 - 08:00	1	1	0	1	0	3	4.3	4	0	0	0	0	4	4.0
Hourly Total	2	5	1	2	0	10	13.1	11	1	0	0	0	12	12.0
08:00 - 08:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	0	0	0	0	0.0	4	0	0	0	0	4	4.0
08:30 - 08:45	1	0	1	0	0	2	2.5	5	0	0	0	0	5	5.0
08:45 - 09:00	0	0	1	0	0	1	1.5	6	0	0	0	0	6	6.0
Hourly Total	1	0	2	0	0	3	4.0	16	0	0	0	0	16	16.0
09:00 - 09:15	3	0	0	0	0	3	3.0	5	0	0	0	0	5	5.0
09:15 - 09:30	0	0	0	0	0	0	0.0	10	0	0	0	0	10	10.0
09:30 - 09:45	0	0	1	0	0	1	1.5	5	0	0	0	0	5	5.0
09:45 - 10:00	0	0	0	0	0	0	0.0	7	0	0	0	0	7	7.0
Hourly Total	3	0	1	0	0	4	4.5	27	0	0	0	0	27	27.0
10:00 - 10:15	1	0	0	0	0	1	1.0	15	0	0	0	0	15	15.0
10:15 - 10:30	0	1	1	0	0	2	2.5	13	1	0	0	0	14	14.0
10:30 - 10:45	1	1	1	0	0	3	3.5	10	0	0	0	0	10	10.0
10:45 - 11:00	0	3	0	0	0	3	3.0	9	0	0	0	0	9	9.0
Hourly Total	2	5	2	0	0	9	10.0	47	1	0	0	0	48	48.0
11:00 - 11:15	1	1	0	0	0	2	2.0	21	0	0	0	0	21	21.0
11:15 - 11:30	2	0	0	0	0	2	2.0	16	2	0	0	0	18	18.0
11:30 - 11:45	0	4	1	0	0	5	5.5	16	0	0	0	0	16	16.0
11:45 - 12:00	0	0	0	0	0	0	0.0	10	1	0	0	0	11	11.0
Hourly Total	3	5	1	0	0	9	9.5	63	3	0	0	0	66	66.0
12:00 - 12:15	2	0	0	0	0	2	2.0	12	0	1	0	0	13	13.5
12:15 - 12:30	0	0	0	0	0	0	0.0	13	0	0	0	0	13	13.0
12:30 - 12:45	1	2	0	0	0	3	3.0	18	1	0	0	0	19	19.0
12:45 - 13:00	1	0	1	0	0	2	2.5	15	0	0	0	0	15	15.0
Hourly Total	4	2	1	0	0	7	7.5	58	1	1	0	0	60	60.5
13:00 - 13:15	1	1	0	0	0	2	2.0	12	1	0	0	0	13	13.0
13:15 - 13:30	4	0	1	0	0	5	5.5	21	0	0	0	0	21	21.0
13:30 - 13:45	0	0	0	0	0	0	0.0	12	1	0	0	0	13	13.0
13:45 - 14:00	0	1	1	0	0	2	2.5	12	0	0	0	0	12	12.0
Hourly Total	5	2	2	0	0	9	10.0	57	2	0	0	0	59	59.0
14:00 - 14:15	1	1	1	1	0	4	5.8	13	0	0	0	0	13	13.0
14:15 - 14:30	0	1	0	0	0	1	1.0	14	1	0	0	0	15	15.0
14:30 - 14:45	1	0	0	0	0	1	1.0	8	0	0	0	0	8	8.0
14:45 - 15:00	0	1	2	0	0	3	4.0	16	0	0	0	0	16	16.0
Hourly Total	2	3	3	1	0	9	11.8	51	1	0	0	0	52	52.0
15:00 - 15:15	0	1	2	0	0	3	4.0	12	0	0	0	0	12	12.0
15:15 - 15:30	0	0	2	0	0	2	3.0	15	0	0	0	0	15	15.0
15:30 - 15:45	0	4	6	0	0	10	13.0	4	1	0	0	0	5	5.0
15:45 - 16:00	0	0	0	0	0	0	0.0	11	1	0	0	0	12	12.0
Hourly Total	0	5	10	0	0	15	20.0	42	2	0	0	0	44	44.0
16:00 - 16:15	0	0	0	1	0	1	2.3	9	0	0	0	0	9	9.0
16:15 - 16:30	0	0	0	0	0	0	0.0	9	0	0	0	0	9	9.0
16:30 - 16:45	0	0	3	0	0	3	4.5	6	0	0	0	0	6	6.0
16:45 - 17:00	0	0	0	0	0	0	0.0	7	0	0	0	0	7	7.0
Hourly Total	0	0	3	1	0	4	6.8	31	0	0	0	0	31	31.0
17:00 - 17:15	0	0	0	0	0	0	0.0	4	0	0	0	0	4	4.0
17:15 - 17:30	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	6	0	0	0	0	6	6.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
Hourly Total	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
TOTAL	24	33	33	5	0	95	118.0	409	11	1	0	0	421	421.5

Average														
TIME	Left to Recycling							Ahead to Access Road (North)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	3	0	0	4	5.3
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	2	0	0	3	4.3
Hourly Total	0	0	0	0	0	0	0.0	0	0	6	0	0	6	9.6
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	1	0	0	2	2.5
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.8
07:30 - 07:45	0	0	0	0	0	0	0.0	0	2	1	0	0	2	2.5
07:45 - 08:00	0	0	0	0	0	0	0.0	0	3	3	0	0	6	7.6
Hourly Total	0	0	0	0	0	0	0.0	0	5	5	0	0	11	13.4
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	2	0	0	3	4.5
08:15 - 08:30	0	0	0	0	0	0	0.0	0	2	2	0	0	3	4.2
08:30 - 08:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.2
08:45 - 09:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	1	4	4	0	0	9	10.9
09:00 - 09:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.7
09:30 - 09:45	0	0	0	0	0	0	0.0	1	1	1	0	0	2	2.5
09:45 - 10:00	0	0	0	0	0	0	0.0	0	1	0	0	0	2	1.8
Hourly Total	0	0	0	0	0	0	0.0	1	3	2	0	0	6	7.5
10:00 - 10:15	0	0	0	0	0	0	0.0	0	1	1	0	0	1	1.8
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.0
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.6
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.3
Hourly Total	0	0	0	0	0	0	0.0	0	2	2	0	0	4	4.7
11:00 - 11:15	0	0	0	0	0	0	0.0	1	1	1	0	0	2	2.3
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.4
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.2
11:45 - 12:00	0	0	0	0	0	0	0.0	0	1	1	0	0	1	2.0
Hourly Total	0	0	0	0	0	0	0.0	1	2	2	0	0	5	6.9
12:00 - 12:15	0	0	0	0	0	0	0.0	1	1	0	0	0	1	1.5
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.1
12:30 - 12:45	0	0	0	0	0	0	0.0	1	0	0	0	0	2	1.7
12:45 - 13:00	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.1
Hourly Total	0	0	0	0	0	0	0.0	3	1	1	0	0	5	5.4
13:00 - 13:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.4
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.5
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.6
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
Hourly Total	0	0	0	0	0	0	0.0	1	1	1	0	0	3	3.7
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.1
14:15 - 14:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.2
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.2
Hourly Total	0	0	0	0	0	0	0.0	1	2	1	0	0	4	5.0
15:00 - 15:15	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.4
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.9
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.6
15:45 - 16:00	0	0	0	0	0	0	0.0	3	4	3	0	0	9	10.8
Hourly Total	0	0	0	0	0	0	0.0	5	5	4	0	0	14	15.7
16:00 - 16:15	0	0	0	0	0	0	0.0	2	5	2	0	0	10	11.4
16:15 - 16:30	0	0	0	0	0	0	0.0	2	1	0	0	0	3	3.3
16:30 - 16:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.2
16:45 - 17:00	0	0	0	0	0	0	0.0	2	1	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0.0	7	8	2	0	0	17	18.9
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.4
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.3
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.1
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.4
18:15 - 18:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	0.8
Hourly Total	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.2
TOTAL	0	0	0	0	0	0	0.0	20	34	31	1	0	87	103.8

Tuesday 19th November 2024														
TIME	Left to Recycling							Ahead to Access Road (North)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	0	0	3	0	0	3	4.5
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	3	0	0	3	4.5
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	5	4	0	0	9	11.0
Hourly Total	0	0	0	0	0	0	0.0	0	5	7	0	0	12	15.5
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
08:15 - 08:30	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	4	2	0	0	6	7.0
09:00 - 09:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	3	0	0	3	4.5
11:00 - 11:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	0	1	0	1	2.3
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	1	0	2	3.8
12:00 - 12:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
13:00 - 13:15	0	0	0	0	0	0	0.0	1	2	2	0	0	5	6.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	3	2	2	0	0	7	8.0
14:00 - 14:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
14:15 - 14:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
15:00 - 15:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:45 - 16:00	0	0	0	0	0	0	0.0	1	6	3	0	0	10	11.5
Hourly Total	0	0	0	0	0	0	0.0	1	6	4	0	0	11	13.0
16:00 - 16:15	0	0	0	0	0	0	0.0	2	3	2	0	0	7	8.0
16:15 - 16:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
Hourly Total	0	0	0	0	0	0	0.0	5	4	2	0	0	11	12.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
18:15 - 18:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
TOTAL	0	0	0	0	0	0	0.0	12	22	27	1	0	62	76.0

Thursday 21st November 2024														
TIME	Left to Recycling							Ahead to Access Road (North)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	1	0	6	0	0	7	10.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	8	0	0	9	13.0
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	5	3	0	0	8	9.5
07:45 - 08:00	0	0	0	0	0	0	0.0	0	2	3	0	0	5	6.5
Hourly Total	0	0	0	0	0	0	0.0	0	7	8	0	0	15	19.0
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	2	0	0	4	5.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
08:30 - 08:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
08:45 - 09:00	0	0	0	0	0	0	0.0	1	2	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0.0	1	5	3	0	0	9	10.5
09:00 - 09:15	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	0	3	1	0	0	4	4.5
09:45 - 10:00	0	0	0	0	0	0	0.0	0	5	0	0	0	5	5.0
Hourly Total	0	0	0	0	0	0	0.0	0	10	2	0	0	12	13.0
10:00 - 10:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
10:30 - 10:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
11:00 - 11:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
11:15 - 11:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	2	0	0	0	2	2.0
Hourly Total	0	0	0	0	0	0	0.0	0	4	2	0	0	6	7.0
12:00 - 12:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
12:15 - 12:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	1	2	1	0	0	4	4.5
13:00 - 13:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
13:15 - 13:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	2	2	0	0	4	5.0
14:00 - 14:15	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
14:15 - 14:30	0	0	0	0	0	0	0.0	1	2	0	0	0	3	3.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	2	3	1	0	0	6	6.5
15:00 - 15:15	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:45 - 16:00	0	0	0	0	0	0	0.0	1	0	2	0	0	3	4.0
Hourly Total	0	0	0	0	0	0	0.0	2	1	4	0	0	7	9.0
16:00 - 16:15	0	0	0	0	0	0	0.0	1	6	3	1	0	11	13.8
16:15 - 16:30	0	0	0	0	0	0	0.0	1	6	1	0	0	8	8.5
16:30 - 16:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
16:45 - 17:00	0	0	0	0	0	0	0.0	3	0	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0.0	5	13	4	1	0	23	26.3
17:00 - 17:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0.0	12	51	38	1	0	102	122.3

Friday 22nd November 2024														
TIME	Left to Recycling							Ahead to Access Road (North)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	5	0	0	5	7.5
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	7	0	0	7	10.5
07:00 - 07:15	0	0	0	0	0	0	0.0	0	2	0	0	0	2	2.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
07:30 - 07:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	3	1	1	0	5	6.8
Hourly Total	0	0	0	0	0	0	0.0	0	7	2	1	0	10	12.3
08:00 - 08:15	0	0	0	0	0	0	0.0	0	1	3	1	0	5	7.8
08:15 - 08:30	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
08:45 - 09:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	0	5	6	1	0	12	16.3
09:00 - 09:15	0	0	0	0	0	0	0.0	1	0	2	0	0	3	4.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	2	0	3	0	0	5	6.5
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
10:30 - 10:45	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	2	0	0	0	3	3.0
11:00 - 11:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
11:30 - 11:45	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	2	2	2	0	0	6	7.0
12:00 - 12:15	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:15 - 14:30	0	0	0	0	0	0	0.0	0	2	0	0	0	2	2.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
14:45 - 15:00	0	0	0	0	0	0	0.0	1	1	1	1	0	4	5.8
Hourly Total	0	0	0	0	0	0	0.0	1	3	4	1	0	9	12.3
15:00 - 15:15	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
15:15 - 15:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	1	2	0	0	3	4.0
15:45 - 16:00	0	0	0	0	0	0	0.0	8	7	2	0	0	17	18.0
Hourly Total	0	0	0	0	0	0	0.0	10	8	5	0	0	23	25.5
16:00 - 16:15	0	0	0	0	0	0	0.0	2	3	2	0	0	7	8.0
16:15 - 16:30	0	0	0	0	0	0	0.0	4	1	0	0	0	5	5.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	6	5	2	0	0	13	14.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
TOTAL	0	0	0	0	0	0	0.0	25	32	31	3	0	91	110.0

Average													
TIME	Left to Access Road (North)						Right to Access Road (South)						PCUs
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
07:00 - 07:15	2	0	0	0	0	2	2.4	0	0	0	0	0	0.0
07:15 - 07:30	3	0	0	0	0	3	3.0	0	0	0	0	0	0.0
07:30 - 07:45	2	0	0	0	0	3	2.6	0	0	0	0	0	0.0
07:45 - 08:00	3	0	0	0	0	3	3.0	0	0	0	0	0	0.0
Hourly Total	10	1	0	0	0	11	11.0	0	0	0	0	0	0.0
08:00 - 08:15	2	0	0	0	0	2	2.4	0	0	0	0	0	0.0
08:15 - 08:30	4	0	0	0	0	4	4.2	0	0	0	0	0	0.0
08:30 - 08:45	3	0	0	0	0	3	3.4	0	0	0	0	0	0.0
08:45 - 09:00	5	0	0	0	0	5	5.4	0	0	0	0	0	0.0
Hourly Total	15	1	0	0	0	15	15.4	0	0	0	0	0	0.0
09:00 - 09:15	3	0	0	0	0	4	3.8	0	0	0	0	0	0.0
09:15 - 09:30	6	0	0	0	0	6	6.4	0	0	0	0	0	0.0
09:30 - 09:45	7	0	0	0	0	7	6.8	0	0	0	0	0	0.0
09:45 - 10:00	8	0	0	0	0	9	8.7	0	0	0	0	0	0.0
Hourly Total	24	1	0	0	0	26	25.7	0	0	0	0	0	0.0
10:00 - 10:15	8	0	0	0	0	8	8.1	0	0	0	0	0	0.0
10:15 - 10:30	10	1	0	0	0	11	11.0	0	0	0	0	0	0.0
10:30 - 10:45	11	1	0	0	0	11	11.2	0	0	0	0	0	0.0
10:45 - 11:00	12	1	0	0	0	13	13.2	0	0	0	0	0	0.0
Hourly Total	41	3	0	0	0	43	43.5	0	0	0	0	0	0.0
11:00 - 11:15	14	0	0	0	0	14	14.2	0	0	0	0	0	0.0
11:15 - 11:30	15	0	0	0	0	15	15.0	0	0	0	0	0	0.0
11:30 - 11:45	12	1	0	0	0	13	12.8	0	0	0	0	0	0.2
11:45 - 12:00	14	0	0	0	0	15	14.8	0	0	0	0	0	0.0
Hourly Total	55	2	0	0	0	57	56.8	0	0	0	0	0	0.2
12:00 - 12:15	11	1	0	0	0	13	12.9	0	0	0	0	0	0.0
12:15 - 12:30	13	1	0	0	0	13	13.2	0	0	0	0	0	0.0
12:30 - 12:45	14	0	0	0	0	15	15.0	0	0	0	0	0	0.0
12:45 - 13:00	11	1	0	0	0	12	11.9	0	0	0	0	0	0.0
Hourly Total	49	3	1	0	0	53	53.0	0	0	0	0	0	0.0
13:00 - 13:15	14	1	0	0	0	15	15.0	0	0	0	0	0	0.0
13:15 - 13:30	10	1	0	0	0	11	11.2	0	0	0	0	0	0.0
13:30 - 13:45	14	0	0	0	0	14	13.8	0	0	0	0	0	0.0
13:45 - 14:00	14	0	0	0	0	14	14.0	0	0	0	0	0	0.0
Hourly Total	52	2	0	0	0	54	54.0	0	0	0	0	0	0.0
14:00 - 14:15	13	0	0	0	0	14	13.6	0	0	0	0	0	0.2
14:15 - 14:30	14	1	0	0	0	14	14.4	0	0	0	0	0	0.2
14:30 - 14:45	14	0	0	0	0	14	14.5	0	0	0	0	0	0.0
14:45 - 15:00	13	1	0	0	0	14	13.8	0	0	0	0	0	0.0
Hourly Total	54	2	0	0	0	56	56.3	0	0	0	0	0	0.4
15:00 - 15:15	11	0	0	0	0	11	11.0	0	0	0	0	0	0.0
15:15 - 15:30	8	0	0	0	0	8	8.5	0	0	0	0	0	0.0
15:30 - 15:45	8	0	0	0	0	9	8.6	0	0	0	0	0	0.0
15:45 - 16:00	8	1	0	0	0	9	9.0	0	0	0	0	0	0.2
Hourly Total	35	2	0	0	0	37	37.1	0	0	0	0	0	0.2
16:00 - 16:15	6	0	0	0	0	6	6.4	0	0	0	0	0	0.0
16:15 - 16:30	8	0	0	0	0	8	8.4	0	0	0	0	0	0.0
16:30 - 16:45	6	0	0	0	0	7	6.6	0	0	0	0	0	0.2
16:45 - 17:00	5	0	0	0	0	6	5.6	0	0	0	0	0	0.0
Hourly Total	26	1	0	0	0	27	27.0	0	0	0	0	0	0.2
17:00 - 17:15	4	0	0	0	0	4	4.5	0	0	0	0	0	0.0
17:15 - 17:30	2	0	0	0	0	2	2.4	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	6	0	0	0	0	7	6.9	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
TOTAL	368	17	2	0	0	386	387.1	1	0	0	0	1	1.0

Tuesday 19th November 2024														
TIME	Left to Access Road (North)						Right to Access Road (South)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
06:45 - 07:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:00 - 07:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:15 - 07:30	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
07:30 - 07:45	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
07:45 - 08:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
08:00 - 08:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
08:15 - 08:30	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
08:30 - 08:45	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0.0
08:45 - 09:00	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0.0
Hourly Total	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
09:00 - 09:15	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0.0
09:15 - 09:30	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0.0
09:30 - 09:45	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0.0
09:45 - 10:00	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0.0
Hourly Total	15	1	0	0	0	16	16.0	0	0	0	0	0	0	0.0
10:00 - 10:15	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0.0
10:15 - 10:30	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0.0
10:30 - 10:45	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0.0
10:45 - 11:00	6	2	0	0	0	8	8.0	0	0	0	0	0	0	0.0
Hourly Total	27	4	0	0	0	31	31.0	0	0	0	0	0	0	0.0
11:00 - 11:15	13	0	0	0	0	13	13.0	0	0	0	0	0	0	0.0
11:15 - 11:30	12	2	0	0	0	14	14.0	0	0	0	0	0	0	0.0
11:30 - 11:45	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0.0
11:45 - 12:00	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
Hourly Total	42	3	0	0	0	45	45.0	0	0	0	0	0	0	0.0
12:00 - 12:15	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0.0
12:15 - 12:30	6	3	0	0	0	9	9.0	0	0	0	0	0	0	0.0
12:30 - 12:45	14	0	1	0	0	15	15.5	0	0	0	0	0	0	0.0
12:45 - 13:00	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0.0
Hourly Total	35	5	2	0	0	42	43.0	0	0	0	0	0	0	0.0
13:00 - 13:15	8	1	0	0	0	9	9.0	0	0	0	0	0	0	0.0
13:15 - 13:30	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0.0
13:30 - 13:45	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0.0
13:45 - 14:00	9	2	0	0	0	11	11.0	0	0	0	0	0	0	0.0
Hourly Total	29	5	0	0	0	34	34.0	0	0	0	0	0	0	0.0
14:00 - 14:15	5	0	0	0	0	5	5.0	1	0	0	0	0	1	1.0
14:15 - 14:30	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
14:30 - 14:45	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0.0
14:45 - 15:00	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0.0
Hourly Total	36	1	0	0	0	37	37.0	1	0	0	0	0	1	1.0
15:00 - 15:15	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0.0
15:15 - 15:30	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0.0
15:30 - 15:45	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0.0
15:45 - 16:00	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0.0
Hourly Total	26	2	1	0	0	29	29.5	0	0	0	0	0	0	0.0
16:00 - 16:15	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0.0
16:15 - 16:30	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0.0
16:30 - 16:45	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0.0
16:45 - 17:00	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0.0
Hourly Total	20	1	0	0	0	21	21.0	0	0	0	0	0	0	0.0
17:00 - 17:15	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	249	22	4	0	0	275	277.0	1	0	0	0	0	1	1.0

[illegible]

TIME	Left to Access Road (North)						Right to Access Road (South)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
06:45 - 07:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:00 - 07:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:15 - 07:30	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0.0
07:30 - 07:45	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
07:45 - 08:00	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0.0
Hourly Total	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0.0
08:00 - 08:15	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
08:15 - 08:30	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0.0
08:30 - 08:45	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0.0
08:45 - 09:00	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0.0
Hourly Total	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0.0
09:00 - 09:15	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0.0
09:15 - 09:30	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
09:30 - 09:45	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
09:45 - 10:00	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
Hourly Total	26	0	0	0	0	26	26.0	0	0	0	0	0	0	0.0
10:00 - 10:15	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
10:15 - 10:30	13	1	0	0	0	14	14.0	0	0	0	0	0	0	0.0
10:30 - 10:45	13	1	0	0	0	14	14.0	0	0	0	0	0	0	0.0
10:45 - 11:00	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0.0
Hourly Total	47	2	0	0	0	49	49.0	0	0	0	0	0	0	0.0
11:00 - 11:15	13	0	0	0	0	13	13.0	0	0	0	0	0	0	0.0
11:15 - 11:30	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0.0
11:30 - 11:45	15	0	0	0	0	15	15.0	0	0	0	0	0	0	0.0
11:45 - 12:00	14	1	0	0	0	15	15.0	0	0	0	0	0	0	0.0
Hourly Total	58	1	0	0	0	59	59.0	0	0	0	0	0	0	0.0
12:00 - 12:15	14	1	1	0	0	16	16.5	0	0	0	0	0	0	0.0
12:15 - 12:30	13	0	0	0	0	13	13.0	0	0	0	0	0	0	0.0
12:30 - 12:45	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0.0
12:45 - 13:00	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0.0
Hourly Total	55	2	1	0	0	58	58.5	0	0	0	0	0	0	0.0
13:00 - 13:15	18	1	0	0	0	19	19.0	0	0	0	0	0	0	0.0
13:15 - 13:30	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0.0
13:30 - 13:45	15	0	0	0	0	15	15.0	0	0	0	0	0	0	0.0
13:45 - 14:00	13	0	0	0	0	13	13.0	0	0	0	0	0	0	0.0
Hourly Total	62	1	0	0	0	63	63.0	0	0	0	0	0	0	0.0
14:00 - 14:15	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0.0
14:15 - 14:30	15	1	0	0	0	16	16.0	0	0	0	0	0	0	0.0
14:30 - 14:45	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0.0
14:45 - 15:00	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0.0
Hourly Total	50	2	0	0	0	52	52.0	0	0	0	0	0	0	0.0
15:00 - 15:15	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0.0
15:15 - 15:30	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0.0
15:30 - 15:45	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
15:45 - 16:00	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0.0
Hourly Total	43	1	0	0	0	44	44.0	0	0	0	0	0	0	0.0
16:00 - 16:15	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0.0
16:15 - 16:30	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
16:30 - 16:45	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0.0
16:45 - 17:00	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0.0
Hourly Total	33	1	0	0	0	34	34.0	0	0	0	0	0	0	0.0
17:00 - 17:15	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
17:15 - 17:30	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	409	11	1	0	0	421	421.5	0	0	0	0	0	0	0.0

Monday 25th November 2024														
TIME	Left to Access Road (North)						Right to Access Road (South)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:00 - 07:15	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0.0
07:15 - 07:30	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0.0
07:30 - 07:45	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0.0
07:45 - 08:00	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
Hourly Total	20	1	0	0	0	21	21.0	0	0	0	0	0	0	0.0
08:00 - 08:15	4	1	0	0	0	5	5.0	0	0	0	0	0	0	0.0
08:15 - 08:30	11	1	0	0	0	12	12.0	0	0	0	0	0	0	0.0
08:30 - 08:45	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
08:45 - 09:00	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0.0
Hourly Total	28	2	0	0	0	30	30.0	0	0	0	0	0	0	0.0
09:00 - 09:15	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0.0
09:15 - 09:30	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0.0
09:30 - 09:45	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
09:45 - 10:00	15	1	0	0	0	16	16.0	0	0	0	0	0	0	0.0
Hourly Total	38	1	0	0	0	39	39.0	0	0	0	0	0	0	0.0
10:00 - 10:15	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0.0
10:15 - 10:30	10	0	0	0	0	10	10.0	0	0	0	0	0	0	0.0
10:30 - 10:45	18	1	0	0	0	19	19.0	0	0	0	0	0	0	0.0
10:45 - 11:00	23	2	0	0	0	25	25.0	0	0	0	0	0	0	0.0
Hourly Total	60	4	0	0	0	64	64.0	0	0	0	0	0	0	0.0
11:00 - 11:15	19	1	0	0	0	20	20.0	0	0	0	0	0	0	0.0
11:15 - 11:30	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0.0
11:30 - 11:45	14	2	0	0	0	16	16.0	0	0	0	0	0	0	0.0
11:45 - 12:00	18	1	0	0	0	19	19.0	0	0	0	0	0	0	0.0
Hourly Total	67	4	0	0	0	71	71.0	0	0	0	0	0	0	0.0
12:00 - 12:15	15	3	0	0	0	18	18.0	0	0	0	0	0	0	0.0
12:15 - 12:30	23	0	0	0	0	23	23.0	0	0	0	0	0	0	0.0
12:30 - 12:45	15	0	0	0	0	15	15.0	0	0	0	0	0	0	0.0
12:45 - 13:00	7	1	0	0	0	8	8.0	0	0	0	0	0	0	0.0
Hourly Total	60	4	0	0	0	64	64.0	0	0	0	0	0	0	0.0
13:00 - 13:15	15	0	0	0	0	15	15.0	0	0	0	0	0	0	0.0
13:15 - 13:30	10	1	0	0	0	11	11.0	0	0	0	0	0	0	0.0
13:30 - 13:45	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0.0
13:45 - 14:00	20	0	0	0	0	20	20.0	0	0	0	0	0	0	0.0
Hourly Total	61	2	0	0	0	63	63.0	0	0	0	0	0	0	0.0
14:00 - 14:15	19	1	0	0	0	20	20.0	0	0	0	0	0	0	0.0
14:15 - 14:30	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0.0
14:30 - 14:45	18	0	0	0	0	18	18.0	0	0	0	0	0	0	0.0
14:45 - 15:00	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0.0
Hourly Total	69	2	0	0	0	71	71.0	0	0	0	0	0	0	0.0
15:00 - 15:15	12	0	0	0	0	12	12.0	0	0	0	0	0	0	0.0
15:15 - 15:30	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0.0
15:30 - 15:45	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0.0
15:45 - 16:00	14	2	0	0	0	16	16.0	1	0	0	0	0	1	1.0
Hourly Total	42	2	0	0	0	44	44.0	1	0	0	0	0	1	1.0
16:00 - 16:15	6	1	0	0	0	7	7.0	0	0	0	0	0	0	0.0
16:15 - 16:30	14	0	0	0	0	14	14.0	0	0	0	0	0	0	0.0
16:30 - 16:45	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0.0
16:45 - 17:00	6	0	0	0	0	6	6.0	0	0	0	0	0	0	0.0
Hourly Total	34	1	0	0	0	35	35.0	0	0	0	0	0	0	0.0
17:00 - 17:15	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0.0
17:15 - 17:30	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	488	23	0	0	0	511	511.0	1	0	0	0	0	1	1.0

Scaffolding Site Access

Average													
TIME	Left to Gated Access						Ahead to Access Road (South)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	PCUs
06:30 - 06:45	0	3	2	0	0	5	6.4	0	0	0	0	0	1
06:45 - 07:00	1	1	1	0	0	3	3.1	1	0	0	0	0	1
Hourly Total	1	4	3	0	0	8	9.5	1	0	0	0	0	2
07:00 - 07:15	0	1	0	0	0	2	1.7	0	0	0	0	0	1
07:15 - 07:30	0	2	1	0	0	2	2.5	0	0	0	0	0	0
07:30 - 07:45	0	1	1	0	0	2	2.0	0	1	0	0	0	1
07:45 - 08:00	0	0	1	0	0	1	1.7	0	1	0	0	0	1
Hourly Total	1	4	2	0	0	7	7.9	0	2	0	0	0	3
08:00 - 08:15	0	0	0	0	0	0	0.5	0	1	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0.6	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	1	1.0	0	0	0	0	0	0
08:45 - 09:00	0	1	1	0	0	1	1.7	0	0	0	0	0	1
Hourly Total	0	1	2	0	0	3	3.8	1	1	0	0	0	2
09:00 - 09:15	0	0	0	0	0	0	0.5	1	0	0	0	0	1
09:15 - 09:30	0	0	0	0	0	1	0.9	0	0	0	0	0	0
09:30 - 09:45	0	0	1	0	0	1	1.7	0	0	0	0	0	1
09:45 - 10:00	0	0	0	0	0	1	0.9	1	0	0	0	0	1
Hourly Total	1	1	2	0	0	3	4.0	2	1	0	0	0	3
10:00 - 10:15	0	0	0	0	0	1	0.9	0	0	0	0	0	1
10:15 - 10:30	0	1	0	0	0	1	0.9	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	1	1.4	0	0	0	0	0	0
10:45 - 11:00	0	1	1	0	0	1	1.7	0	0	0	0	0	1
Hourly Total	1	2	1	0	0	4	4.9	1	1	1	0	0	3
11:00 - 11:15	0	0	0	0	0	1	1.0	0	0	0	0	0	1
11:15 - 11:30	1	0	1	0	0	1	1.7	0	0	0	0	0	1
11:30 - 11:45	0	0	1	0	0	1	1.7	0	1	0	0	0	1
11:45 - 12:00	1	0	0	0	0	1	1.1	1	0	0	0	0	1
Hourly Total	2	1	2	0	0	5	5.5	2	1	0	0	0	3
12:00 - 12:15	1	0	0	0	0	1	1.0	1	0	0	0	0	1
12:15 - 12:30	1	0	0	0	0	1	1.3	0	0	0	0	0	1
12:30 - 12:45	1	0	0	0	0	1	1.3	1	0	0	0	0	2
12:45 - 13:00	0	0	1	0	0	1	1.7	0	0	0	0	0	1
Hourly Total	3	1	1	0	0	5	5.3	2	1	0	0	0	4
13:00 - 13:15	0	0	0	0	0	1	0.7	1	1	0	0	0	1
13:15 - 13:30	0	0	0	0	0	1	1.1	1	0	0	0	0	1
13:30 - 13:45	0	1	0	0	0	1	0.9	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	1	0.9	1	1	0	0	0	2
Hourly Total	1	1	1	0	0	3	3.6	2	2	0	0	0	4
14:00 - 14:15	0	0	0	0	0	0	0.6	0	0	0	0	0	1
14:15 - 14:30	0	0	1	0	0	1	1.3	0	0	1	0	0	1
14:30 - 14:45	0	0	0	0	0	0	0.4	0	0	0	0	0	0
14:45 - 15:00	0	0	1	0	0	1	1.1	0	0	0	0	0	1
Hourly Total	1	0	2	0	0	3	3.4	1	1	1	0	0	3
15:00 - 15:15	0	1	1	0	0	2	2.3	0	0	1	0	0	1
15:15 - 15:30	0	2	2	0	0	5	5.9	0	0	1	0	0	1
15:30 - 15:45	0	2	2	0	0	4	5.1	0	0	3	0	0	3
15:45 - 16:00	0	1	0	0	0	1	1.6	0	0	1	0	0	1
Hourly Total	1	6	5	0	0	12	14.9	1	0	5	0	0	6
16:00 - 16:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1
16:15 - 16:30	0	0	0	0	0	1	0.9	0	0	0	0	0	0
16:30 - 16:45	1	0	0	0	0	1	1.0	0	0	1	0	0	1
16:45 - 17:00	0	0	0	0	0	0	0.2	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	2	2.1	1	0	2	0	0	2
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0.4	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0.4	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0.4	0	0	0	0	0	0
TOTAL	12	22	21	0	0	55	65.3	13	11	9	2	0	34

Tuesday 19th November 2024														
TIME	Left to Gated Access						Ahead to Access Road (South)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	0	2	1	0	0	3	3.5	0	0	0	0	0	0	0.0
07:00 - 07:15	0	2	1	0	0	3	3.5	0	0	0	0	0	0	0.0
07:15 - 07:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	1	0	0	1	1.5	0	1	0	0	0	1	1.0
07:45 - 08:00	0	1	0	0	0	1	1.0	0	1	0	0	0	1	1.0
Hourly Total	0	4	2	0	0	6	7.0	0	2	0	0	0	2	2.0
08:00 - 08:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
09:00 - 09:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	2	0	0	2	3.0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	2	0	0	2	3.0	2	0	0	0	0	2	2.0
10:00 - 10:15	0	1	0	0	0	1	1.0	0	0	1	0	0	1	1.5
10:15 - 10:30	0	1	0	0	0	1	1.0	0	1	0	0	0	1	1.0
10:30 - 10:45	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	3	0	0	0	3	3.0	0	1	1	0	0	2	2.5
11:00 - 11:15	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0.0
11:15 - 11:30	1	1	1	0	0	3	3.5	2	0	0	1	0	3	4.3
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:45 - 12:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	3	2	1	0	0	6	6.5	2	0	0	1	0	3	4.3
12:00 - 12:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
12:15 - 12:30	1	1	0	0	0	2	2.0	2	0	0	0	0	2	2.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
12:45 - 13:00	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
Hourly Total	1	1	0	0	0	2	2.0	3	1	2	0	0	6	7.0
13:00 - 13:15	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	1	0	0	2	2.5	0	1	0	0	0	1	1.0
14:00 - 14:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
14:15 - 14:30	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
14:30 - 14:45	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	1	1	0	0	2	2.5	1	0	0	0	0	1	1.0
15:00 - 15:15	0	1	1	0	0	2	2.5	0	0	1	0	0	1	1.5
15:15 - 15:30	0	4	3	0	0	7	8.5	0	0	1	0	0	1	1.5
15:30 - 15:45	0	1	2	0	0	3	4.0	0	0	1	0	0	1	1.5
15:45 - 16:00	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
Hourly Total	0	6	6	0	0	12	15.0	0	0	5	0	0	5	7.5
16:00 - 16:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
16:15 - 16:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	5	19	14	0	0	38	45.0	9	5	9	1	0	24	29.8

Thursday 21st November 2024														
TIME	Left to Gated Access						Ahead to Access Road (South)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	4	4	0	0	8	10.0	1	0	0	0	0	1	1.0
06:45 - 07:00	2	0	0	0	0	2	2.0	2	1	0	0	0	3	3.0
Hourly Total	2	4	4	0	0	10	12.0	3	1	0	0	0	4	4.0
07:00 - 07:15	0	1	0	0	0	1	1.0	0	1	0	0	0	1	1.0
07:15 - 07:30	0	1	1	0	0	2	2.5	0	1	0	0	0	1	1.0
07:30 - 07:45	0	2	2	0	0	4	5.0	0	1	0	0	0	1	1.0
07:45 - 08:00	1	1	1	0	0	3	3.5	1	0	0	0	0	1	1.0
Hourly Total	1	5	4	0	0	10	12.0	1	3	0	0	0	4	4.0
08:00 - 08:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
08:15 - 08:30	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
08:30 - 08:45	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
08:45 - 09:00	1	2	1	0	0	4	4.5	1	0	0	0	0	1	1.0
Hourly Total	1	3	2	0	0	6	7.0	1	1	0	0	0	2	2.0
09:00 - 09:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	2	1	0	0	3	3.5	0	1	0	0	0	1	1.0
09:30 - 09:45	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
09:45 - 10:00	1	2	0	0	0	3	3.0	0	1	0	0	0	1	1.0
Hourly Total	1	4	2	0	0	7	8.0	0	2	0	0	0	2	2.0
10:00 - 10:15	1	0	0	0	0	1	1.0	1	1	0	0	0	2	2.0
10:15 - 10:30	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0.0
10:30 - 10:45	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	1	1	0	0	2	2.5	0	0	1	0	0	1	1.5
Hourly Total	2	3	1	0	0	6	6.5	1	1	1	0	0	3	3.5
11:00 - 11:15	0	0	2	0	0	2	3.0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
11:30 - 11:45	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	2	0	0	3	4.0	0	1	0	0	0	1	1.0
12:00 - 12:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
12:45 - 13:00	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
Hourly Total	3	0	2	0	0	5	6.0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	2	0	0	0	2	2.0
13:15 - 13:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	1	0	0	0	1	1.0	1	1	0	0	0	2	2.0
Hourly Total	0	3	0	0	0	3	3.0	1	3	0	0	0	4	4.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	1	0	0	1	1.5	0	0	2	0	0	2	3.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	2	0	0	0	2	2.0
14:45 - 15:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	1	0	0	2	2.5	0	2	2	0	0	4	5.0
15:00 - 15:15	1	0	0	0	0	1	1.0	0	0	1	0	0	1	1.5
15:15 - 15:30	2	3	2	0	0	7	8.0	0	0	2	0	0	2	3.0
15:30 - 15:45	0	3	3	0	0	6	7.5	0	0	2	0	0	2	3.0
15:45 - 16:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	3	6	6	0	0	15	18.0	0	0	5	0	0	5	7.5
16:00 - 16:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
16:15 - 16:30	0	2	1	0	0	3	3.5	0	0	0	0	0	0	0.0
16:30 - 16:45	1	1	0	0	0	2	2.0	0	0	1	0	0	1	1.5
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	3	1	0	0	5	5.5	0	0	2	0	0	2	3.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	16	31	25	0	0	72	84.5	7	14	10	0	0	31	36.0

Friday 22nd November 2024														
TIME	Left to Gated Access						Ahead to Access Road (South)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	4	3	0	0	7	8.5	0	0	2	1	0	3	5.3
06:45 - 07:00	1	2	1	0	0	4	4.5	0	0	0	0	0	0	0.0
Hourly Total	1	6	4	0	0	11	13.0	0	0	2	1	0	3	5.3
07:00 - 07:15	0	1	0	0	0	1	1.0	0	1	0	1	0	2	3.3
07:15 - 07:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:30 - 07:45	1	0	1	0	0	2	2.5	0	1	0	0	0	1	1.0
07:45 - 08:00	1	0	0	0	0	1	1.0	0	1	0	1	0	2	3.3
Hourly Total	2	2	1	0	0	5	5.5	0	3	0	2	0	5	7.6
08:00 - 08:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:30 - 08:45	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	1	0	2	0	0	3	4.0	0	0	0	0	0	0	0.0
09:00 - 09:15	1	0	0	0	0	1	1.0	2	0	0	0	0	2	2.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	1	0	0	2	2.5	2	0	0	0	0	2	2.0
10:00 - 10:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
10:15 - 10:30	0	0	1	0	0	1	1.5	0	1	0	0	0	1	1.0
10:30 - 10:45	0	1	1	0	0	2	2.5	1	0	0	0	0	1	1.0
10:45 - 11:00	0	1	0	0	0	1	1.0	0	2	0	0	0	2	2.0
Hourly Total	0	2	2	0	0	4	5.0	2	3	0	0	0	5	5.0
11:00 - 11:15	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
11:15 - 11:30	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	1	1	0	0	2	2.5	0	3	0	0	0	3	3.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	2	1	1	0	0	4	4.5	1	4	0	0	0	5	5.0
12:00 - 12:15	1	0	0	0	0	1	1.0	1	0	0	0	0	1	1.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	1	1	0	0	0	2	2.0	0	1	0	0	0	1	1.0
12:45 - 13:00	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
Hourly Total	3	1	1	0	0	5	5.5	1	1	0	0	0	2	2.0
13:00 - 13:15	1	0	0	0	0	1	1.0	0	1	0	0	0	1	1.0
13:15 - 13:30	1	0	1	0	0	2	2.5	3	0	0	0	0	3	3.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	1	0	0	1	1.5	0	1	0	0	0	1	1.0
Hourly Total	2	0	2	0	0	4	5.0	3	2	0	0	0	5	5.0
14:00 - 14:15	0	0	1	0	0	1	1.5	1	1	0	1	0	3	4.3
14:15 - 14:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
14:30 - 14:45	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	2	0	0	2	3.0	0	1	0	0	0	1	1.0
Hourly Total	1	1	3	0	0	5	6.5	1	2	0	1	0	4	5.3
15:00 - 15:15	0	1	2	0	0	3	4.0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	2	0	0	2	3.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	4	1	0	0	5	5.5	0	5	0	0	0	5	7.5
15:45 - 16:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	5	5	0	0	10	12.5	0	0	5	0	0	5	7.5
16:00 - 16:15	0	0	0	0	0	0	0.0	0	0	0	1	0	1	2.3
16:15 - 16:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	3	0	0	0	3	4.5
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	3	1	0	0	4	6.8
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
Hourly Total	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
TOTAL	13	18	22	0	0	53	64.0	11	15	11	5	0	42	54.0

Average														
TIME	Left to Access Road (South)						Right to Access Road (North)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	0.9
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.3
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.2
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.8
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.3
07:45 - 08:00	0	0	0	0	0	0	0.0	0	3	3	0	0	6	7.1
Hourly Total	0	0	0	0	0	0	0.0	0	5	4	0	0	8	10.2
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.7
08:15 - 08:30	0	0	0	0	0	0	0.0	0	1	2	0	0	3	4.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.2
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.6
Hourly Total	0	0	0	0	0	0	0.0	1	4	3	0	0	8	9.5
09:00 - 09:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.5
09:30 - 09:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.4
09:45 - 10:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.4
Hourly Total	0	0	0	0	0	0	0.0	1	2	2	0	0	4	5.3
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.1
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.8
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.4
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.6
Hourly Total	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.9
11:00 - 11:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.6
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.2
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	1	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	1	1	2	0	0	4	5.3
12:00 - 12:15	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.7
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	1	0.7
12:30 - 12:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.1
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
Hourly Total	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.7
13:00 - 13:15	0	0	0	0	0	0	0.0	0	1	1	0	0	1	1.5
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.5
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
Hourly Total	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.4
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.1
14:15 - 14:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.3
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	0.9
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.5
Hourly Total	0	0	0	0	0	0	0.0	1	1	1	0	0	3	3.8
15:00 - 15:15	0	0	0	0	0	0	0.0	0	0	0	0	0	1	1.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.4
15:45 - 16:00	0	0	0	0	0	0	0.2	2	3	3	0	0	8	9.0
Hourly Total	0	0	0	0	0	0	0.2	2	3	4	0	0	10	11.6
16:00 - 16:15	0	0	0	0	0	0	0.0	0	5	2	0	0	7	8.3
16:15 - 16:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.3
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.2
Hourly Total	0	0	0	0	0	0	0.0	1	6	2	0	0	9	10.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.3
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.3
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0.2	8	24	22	0	0	54	65.2

Tuesday 19th November 2024														
TIME	Left to Access Road (South)						Right to Access Road (North)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	5	4	0	0	9	11.0
Hourly Total	0	0	0	0	0	0	0.0	0	5	4	0	0	9	11.0
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
08:15 - 08:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
09:00 - 09:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
10:00 - 10:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	0	2	0	0	0	2	3.0
11:00 - 11:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
12:00 - 12:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	2	1	0	0	4	4.5
14:00 - 14:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
14:15 - 14:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
15:00 - 15:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.5
15:45 - 16:00	0	0	0	0	0	0	0.0	0	6	3	0	0	9	10.5
Hourly Total	0	0	0	0	0	0	0.0	0	6	4	0	0	10	12.0
16:00 - 16:15	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
16:15 - 16:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0.0	3	19	18	0	0	40	49.0

Wednesday 20th November 2024														
TIME	Left to Access Road (South)						Right to Access Road (North)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUis
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	3	3	0	0	6	7.5
Hourly Total	0	0	0	0	0	0	0.0	0	4	3	0	0	7	8.5
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
08:15 - 08:30	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
08:30 - 08:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	5	2	0	0	7	8.0
09:00 - 09:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
09:30 - 09:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
Hourly Total	0	0	0	0	0	0	0.0	1	2	2	0	0	5	6.0
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
10:15 - 10:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	1	3	0	0	4	5.5
11:00 - 11:15	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
11:30 - 11:45	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	2	1	3	0	0	6	7.5
12:00 - 12:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
12:45 - 13:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	0	2	2	0	0	4	5.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:00 - 15:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0.0	1	3	4	0	0	8	10.0
Hourly Total	0	0	0	0	0	0	0.0	1	3	5	0	0	9	11.5
16:00 - 16:15	0	0	0	0	0	0	0.0	1	6	1	0	0	8	8.5
16:15 - 16:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	6	1	0	0	8	8.5
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0.0	5	25	23	0	0	53	64.0

Thursday 21st November 2024

TIME	Left to Access Road (South)							Right to Access Road (North)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	5	3	0	0	8	9.5
07:45 - 08:00	0	0	0	0	0	0	0.0	0	2	3	0	0	5	6.5
Hourly Total	0	0	0	0	0	0	0.0	0	7	8	0	0	15	19.0
08:00 - 08:15	0	0	0	0	0	0	0.0	0	2	2	0	0	4	5.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
08:30 - 08:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
08:45 - 09:00	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
Hourly Total	0	0	0	0	0	0	0.0	1	4	3	0	0	8	9.5
09:00 - 09:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
09:45 - 10:00	0	0	0	0	0	0	0.0	0	3	0	0	0	3	3.0
Hourly Total	0	0	0	0	0	0	0.0	0	5	2	0	0	7	8.0
10:00 - 10:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
10:30 - 10:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	2	1	0	0	3	3.5
11:00 - 11:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	2	0	0	0	2	2.0
Hourly Total	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
12:00 - 12:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
13:00 - 13:15	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
13:15 - 13:30	0	0	0	0	0	0	0.0	0	1	1	0	0	2	2.5
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	2	2	0	0	4	5.0
14:00 - 14:15	0	0	0	0	0	0	0.0	1	1	0	0	0	2	2.0
14:15 - 14:30	0	0	0	0	0	0	0.0	1	2	0	0	0	3	3.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	2	3	1	0	0	6	6.5
15:00 - 15:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:45 - 16:00	0	0	0	0	0	0	0.0	1	0	2	0	0	3	4.0
Hourly Total	0	0	0	0	0	0	0.0	2	0	3	0	0	5	6.5
16:00 - 16:15	0	0	0	0	0	0	0.0	0	6	3	0	0	9	10.5
16:15 - 16:30	0	0	0	0	0	0	0.0	0	3	1	0	0	4	4.5
16:30 - 16:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	10	4	0	0	14	16.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
Hourly Total	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	0	0	0	0	0	0	0.0	5	36	29	0	0	70	84.5

Friday 22nd November 2024

TIME	Left to Access Road (South)							Right to Access Road (North)						
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
07:00 - 07:15	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	3	1	0	0	4	4.5
Hourly Total	0	0	0	0	0	0	0.0	0	4	1	0	0	5	5.5
08:00 - 08:15	0	0	0	0	0	0	0.0	0	1	2	0	0	3	4.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	3	2	0	0	5	6.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	4	5	0	0	9	11.5
09:00 - 09:15	0	0	0	0	0	0	0.0	1	0	2	0	0	3	4.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	2	0	3	0	0	5	6.5
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
11:00 - 11:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	2	0	0	2	3.0
11:30 - 11:45	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	1	2	2	0	0	5	6.0
12:00 - 12:15	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:15 - 14:30	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
14:45 - 15:00	0	0	0	0	0	0	0.0	1	0	1	0	0	2	2.5
Hourly Total	0	0	0	0	0	0	0.0	1	1	3	0	0	5	6.5
15:00 - 15:15	0	0	0	0	0	0	0.0	0	0	1	0	0	1	1.5
15:15 - 15:30	0	0	0	0	0	0	0.0	1	0	0	0	0	1	1.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	1	2	0	0	3	4.0
15:45 - 16:00	0	1	0	0	0	1	1.0	4	5	2	0	0	11	12.0
Hourly Total	0	1	0	0	0	1	1.0	5	6	5	0	0	16	18.5
16:00 - 16:15	0	0	0	0	0	0	0.0	1	1	2	0	0	4	5.0
16:15 - 16:30	0	0	0	0	0	0	0.0	2	0	0	0	0	2	2.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	1	0	0	0	1	1.0
Hourly Total	0	0	0	0	0	0	0.0	3	2	2	0	0	7	8.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
TOTAL	0	1	0	0	0	1	1.0	14	19	23	0	0	56	67.5

Average													
TIME	Left to Access Road (South)						Right to Access Road (North)						PCUs
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
06:30 - 06:45	0	0	3	0	0	3	5.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	2	0	0	2	3.4	0	0	0	0	0	0.0
Hourly Total	0	0	5	0	0	6	8.4	0	0	0	0	0	0.0
07:00 - 07:15	0	0	1	0	0	1	1.7	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	1	0.8	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0.5	0	0	0	0	0	0.0
Hourly Total	0	1	1	0	0	2	3.2	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0.8	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	1	1.4	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0.5	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	1	1.1	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	2	2.2	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	1	0.7	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	1	0.7	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	2	1.8	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	1	0.7	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0.5	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	1	1.6	0	0	0	0	0	0.0
12:00 - 12:15	0	1	0	0	0	1	0.8	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
12:30 - 12:45	1	0	0	0	0	1	0.6	0	0	0	0	0	0.0
12:45 - 13:00	1	0	0	0	0	1	0.9	0	0	0	0	0	0.0
Hourly Total	2	1	0	0	0	3	2.7	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	1	0.9	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.3	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0.3	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0.7	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	1	1.2	0	0	0	0	0	0.0
15:00 - 15:15	1	1	0	0	0	1	1.4	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	1	0.7	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
15:45 - 16:00	1	0	0	0	0	2	1.8	0	0	0	0	0	0.0
Hourly Total	2	1	0	0	0	4	4.1	0	0	0	0	0	0.0
16:00 - 16:15	2	1	0	0	0	3	3.1	0	0	0	0	0	0.0
16:15 - 16:30	1	1	0	0	0	2	2.0	0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	0	0	1	1.0	0	0	0	0	0	0.0
16:45 - 17:00	2	1	0	0	0	3	2.8	0	0	0	0	0	0.0
Hourly Total	6	2	0	0	0	9	8.9	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.2	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	1	0.8	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.4	0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	0	0	1	0.8	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.2	0	0	0	0	0	0.0
TOTAL	13	11	8	1	0	33	38.6	0	0	0	0	0	0.0

Tuesday 19th November 2024														
TIME	Left to Access Road (South)						Right to Access Road (North)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	2	0	0	2	3.0	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0.0
07:00 - 07:15	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	3	0	0	3	4.5	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
Hourly Total	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
13:00 - 13:15	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:45 - 16:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
16:00 - 16:15	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:30 - 16:45	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0.0
16:45 - 17:00	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0.0
Hourly Total	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0.0
TOTAL	9	3	9	1	0	22	27.8	0	0	0	0	0	0	0.0

Thursday 21st November 2024													
TIME	Left to Access Road (South)						Right to Access Road (North)						PCUs
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
06:30 - 06:45	1	0	6	0	0	7	10.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	1	0	0	1	1.5	0	0	0	0	0	0.0
Hourly Total	1	0	7	0	0	8	11.5	0	0	0	0	0	0.0
07:00 - 07:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
08:45 - 09:00	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
09:00 - 09:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
09:30 - 09:45	0	2	0	0	0	2	2.0	0	0	0	0	0	0.0
09:45 - 10:00	0	2	0	0	0	2	2.0	0	0	0	0	0	0.0
Hourly Total	0	5	0	0	0	5	5.0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	1	0	0	1	1.5	0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
10:30 - 10:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
10:45 - 11:00	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
Hourly Total	0	1	1	0	0	2	2.5	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
11:15 - 11:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
12:00 - 12:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
12:15 - 12:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
12:45 - 13:00	1	0	0	0	0	1	1.0	0	0	0	0	0	0.0
Hourly Total	1	2	0	0	0	3	3.0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
15:00 - 15:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	1	0	0	1	1.5	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	1	1	0	0	2	2.5	0	0	0	0	0	0.0
16:00 - 16:15	1	0	0	1	0	2	3.3	0	0	0	0	0	0.0
16:15 - 16:30	1	3	0	0	0	4	4.0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
16:45 - 17:00	3	0	0	0	0	3	3.0	0	0	0	0	0	0.0
Hourly Total	5	3	0	1	0	9	10.3	0	0	0	0	0	0.0
17:00 - 17:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	1	0	0	0	1	1.0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0.0
TOTAL	7	15	9	1	0	32	37.8	0	0	0	0	0	0.0

Friday 22nd November 2024														
TIME	Left to Access Road (South)						Right to Access Road (North)							
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
06:30 - 06:45	0	0	5	0	0	5	7.5	0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	5	0	0	5	7.5	0	0	0	0	0	0	0.0
07:00 - 07:15	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	1	1	0	0	2	2.5	0	0	0	0	0	0	0.0
07:30 - 07:45	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0.0
Hourly Total	0	3	1	1	0	5	6.8	0	0	0	0	0	0	0.0
08:00 - 08:15	0	0	1	1	0	2	3.8	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
08:45 - 09:00	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
Hourly Total	0	1	1	1	0	3	4.8	0	0	0	0	0	0	0.0
09:00 - 09:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
10:15 - 10:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
10:30 - 10:45	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
10:45 - 11:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	2	0	0	0	2	2.0	0	0	0	0	0	0	0.0
11:00 - 11:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
11:30 - 11:45	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
12:00 - 12:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
14:15 - 14:30	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0.0
14:30 - 14:45	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0.0
14:45 - 15:00	0	1	0	1	0	2	3.3	0	0	0	0	0	0	0.0
Hourly Total	0	2	1	1	0	4	5.8	0	0	0	0	0	0	0.0
15:00 - 15:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
15:15 - 15:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:30 - 15:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
15:45 - 16:00	4	2	0	0	0	6	6.0	0	0	0	0	0	0	0.0
Hourly Total	5	2	0	0	0	7	7.0	0	0	0	0	0	0	0.0
16:00 - 16:15	1	2	0	0	0	3	3.0	0	0	0	0	0	0	0.0
16:15 - 16:30	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	3	3	0	0	0	6	6.0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
18:00 - 18:15	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0.0
Hourly Total	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0.0
TOTAL	11	13	8	3	0	35	42.9	0	0	0	0	0	0	0.0



# Appendix B    Technical Drawings

## Highways Proof of Evidence

**London Electricity Board Depot, Churchfields Road**

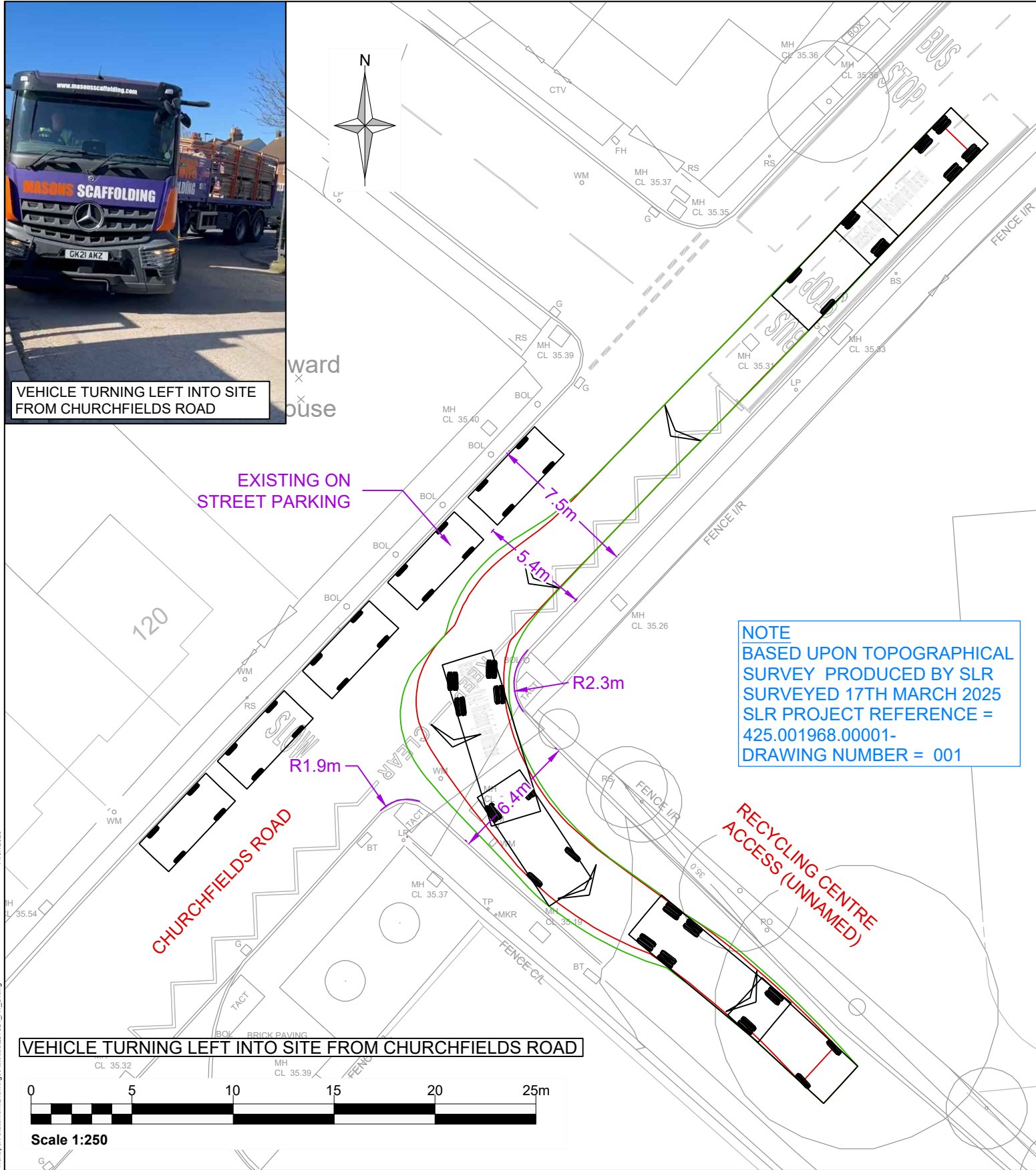
**Churchfields Road BR3**

SLR Project No.: 237324

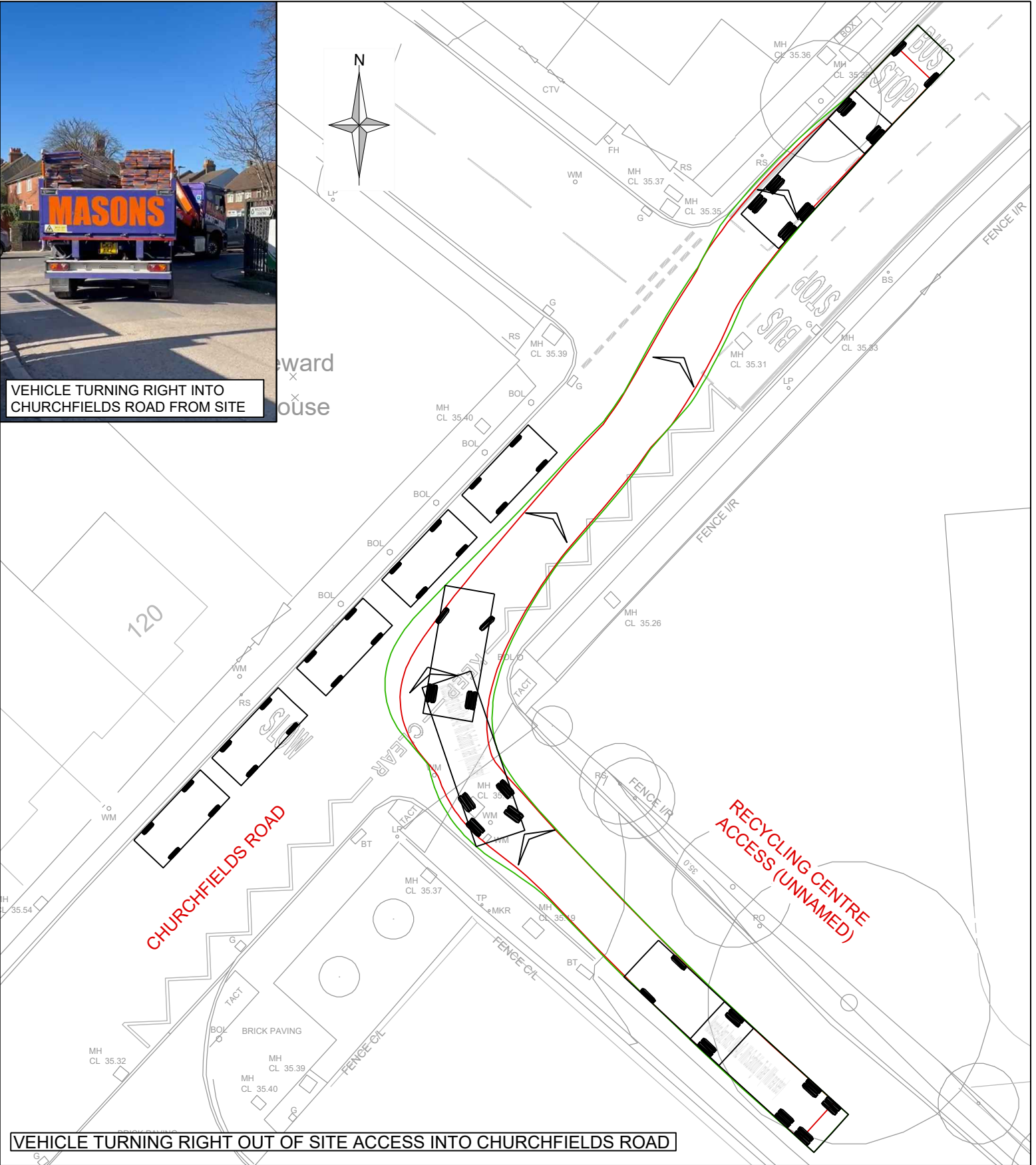
22 July 2025




VEHICLE TURNING LEFT INTO SITE FROM CHURCHFIELDS ROAD



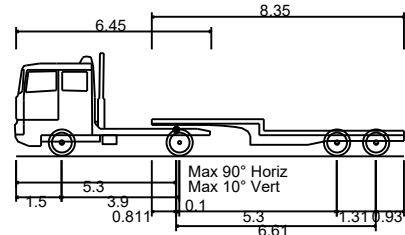
VEHICLE TURNING RIGHT INTO CHURCHFIELDS ROAD FROM SITE



 <a href="http://www.slrconsulting.com">www.slrconsulting.com</a>				Client Urban Provincial
Drawing Status & Suitability Code <b>INFORMATION</b>				Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE
Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A	Drawing Title SWEPT PATH ANALYSIS OF EXISTING RECYCLING CENTRE SITE ACCESS/EGRESS MERCEDES-BENZ AROCS 18T LS 4X2 - WITH SCAFFOLDING TRAILER
Date 21/03/25	Date 21/03/25	Date 21/03/25	Date N/A	
Drawing Number <b>AT-D01</b>		Rev. <b>A</b>	Scale 1:250 @ A3	SLR Project No. 237324

A	ON SITE VEHICLE IMAGES SHOWN	03/04/25	SCJ	JB	N/A
Rev	Amendments	Date	By	Chk	Auth

#### VEHICLE DETAIL



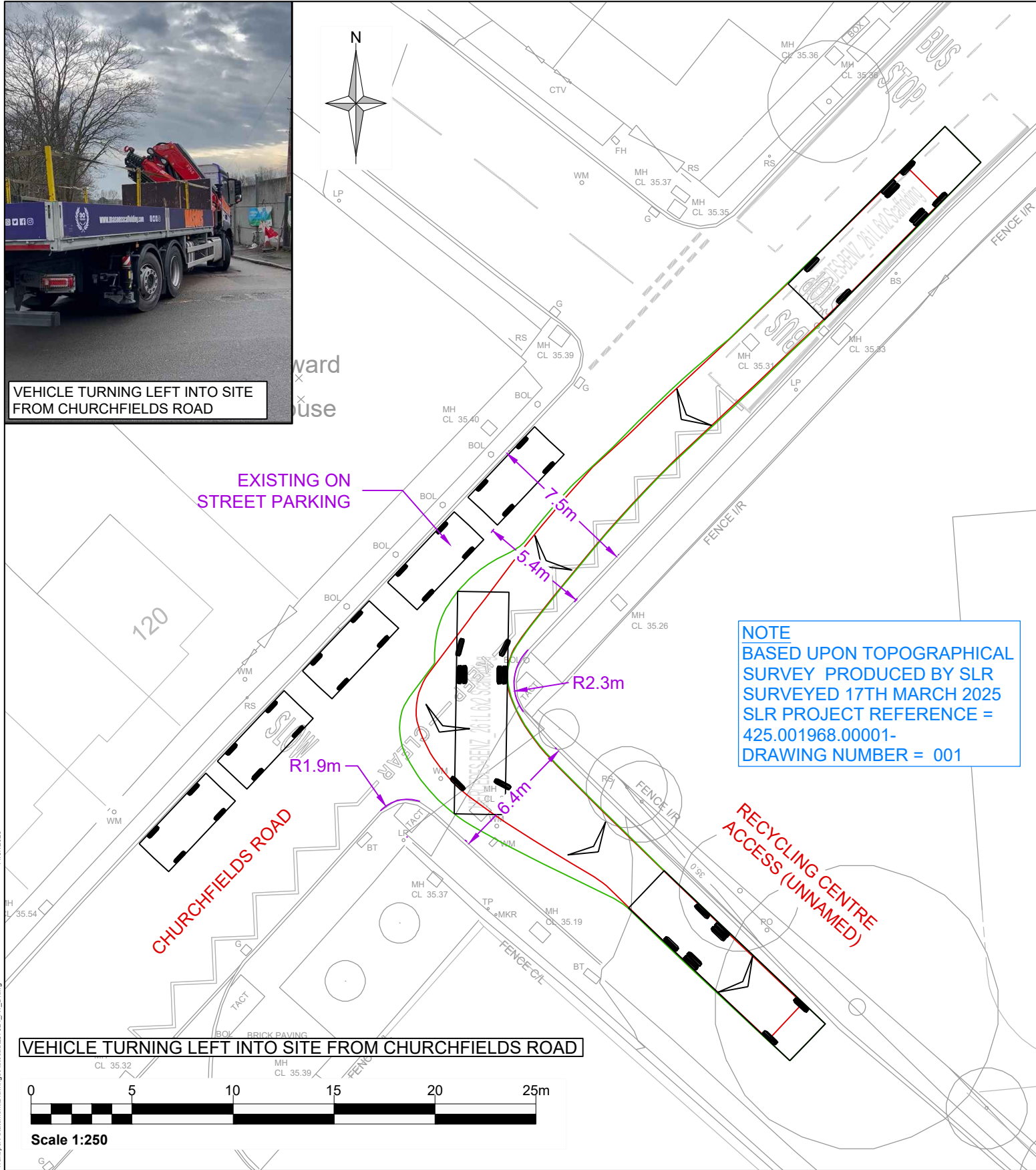
MERCEDES-BENZ AROCS 18T LS 4X2 - WITH SCAFFOLDING TRAILER (REAR STEER)

OVERALL LENGTH 12.840m  
OVERALL WIDTH 2.540m  
OVERALL BODY HEIGHT 3.408m  
MIN BODY GROUND CLEARANCE 0.332m  
MAX TRACK WIDTH 2.520m  
LOCK TO LOCK TIME 6.00s  
KERB TO KERB TURNING RADIUS 6.350m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED USING DATA FROM DRAWING INFORMATION: MASONS F215A.0.25 MERCEDES AROCS UNIT MONTRACON N128120 & MERCEDES TECHNICAL SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.



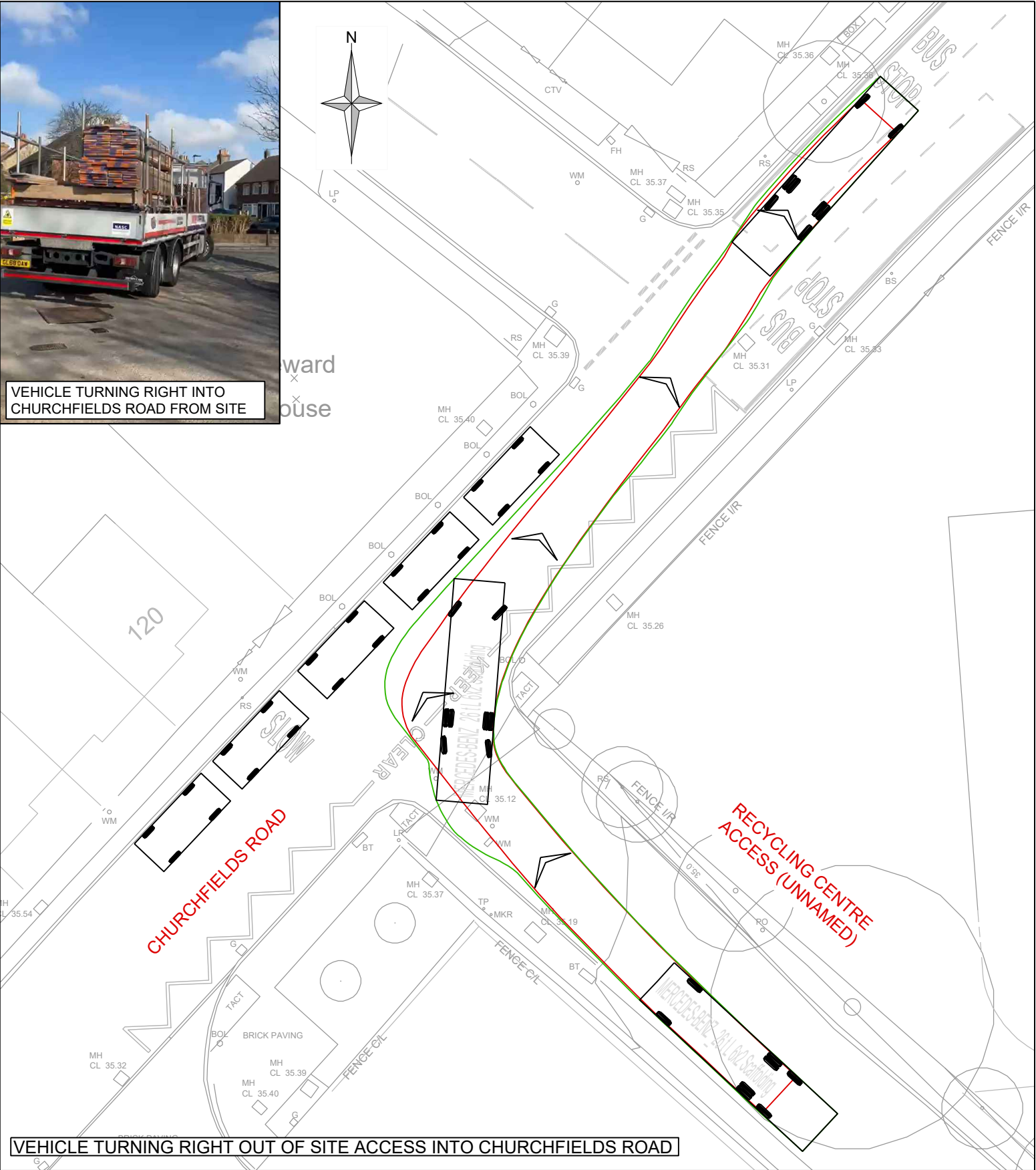
VEHICLE TURNING LEFT INTO SITE FROM CHURCHFIELDS ROAD



NOTE  
BASED UPON TOPOGRAPHICAL  
SURVEY PRODUCED BY SLR  
SURVEYED 17TH MARCH 2025  
SLR PROJECT REFERENCE =  
425.001968.00001-  
DRAWING NUMBER = 001



VEHICLE TURNING RIGHT INTO CHURCHFIELDS ROAD FROM SITE



VEHICLE TURNING RIGHT OUT OF SITE ACCESS INTO CHURCHFIELDS ROAD



www.slrconsulting.com

### INFORMATION

Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A
Date 21/03/25	Date 21/03/25	Date 21/03/25	Date N/A

Drawing Number  
**AT-D02**

Rev.  
**A**

Client  
Urban Provincial

Project  
CHURCHFIELDS ROAD HOUSEHOLD  
RECYCLING CENTRE

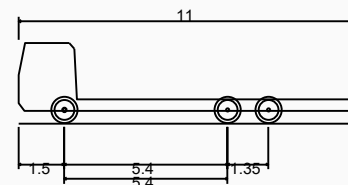
Drawing Title  
SWEPT PATH ANALYSIS OF EXISTING  
RECYCLING CENTRE SITE ACCESS/EGRESS  
MERCEDES-BENZ 26 T L 6X2 RIGID  
SCAFFOLDING VEHICLE

Scale  
1:250

@ A3

SLR Project No.  
237324

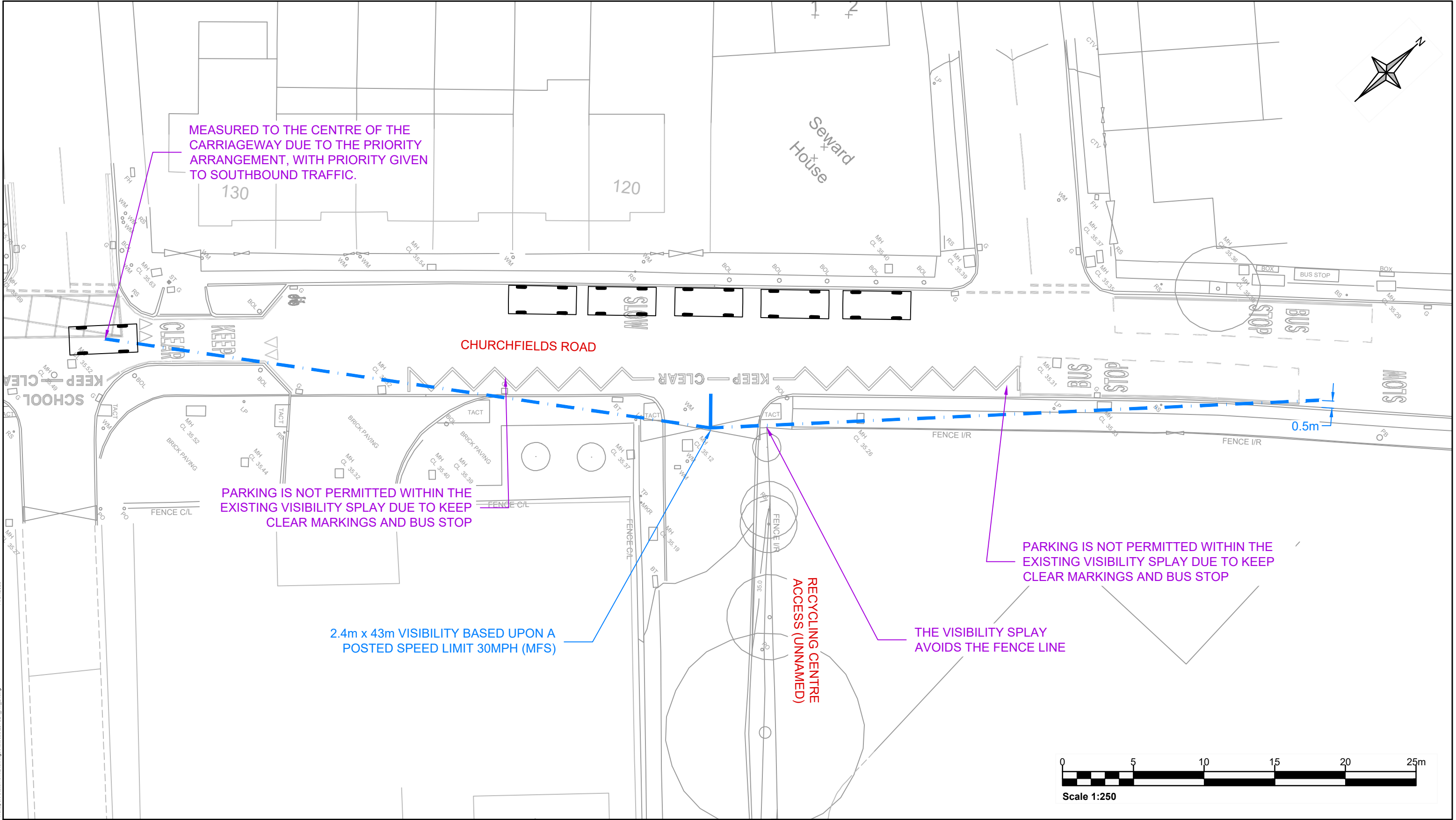
A	ON SITE VEHICLE IMAGES SHOWN	03/04/25	SCJ	JB	N/A
Rev	Amendments	Date	By	Chk	Auth



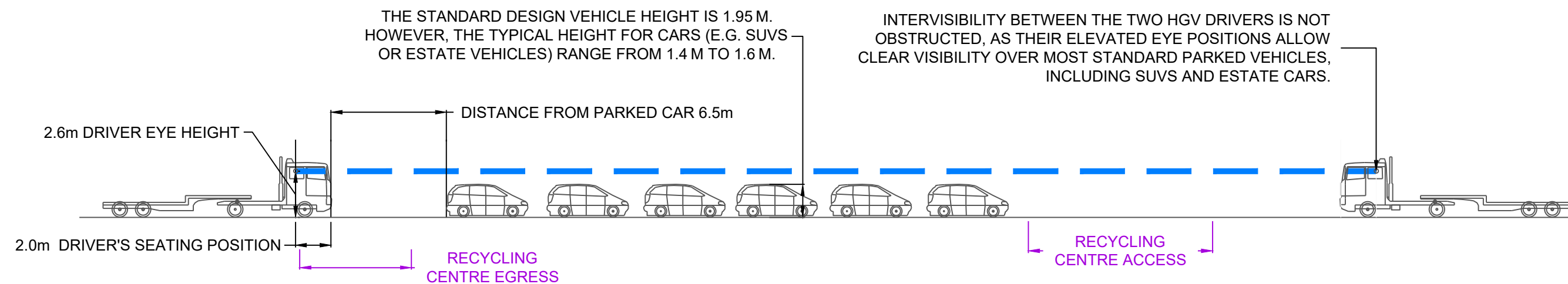
MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING  
VEHICLE (REAR STEER)

OVERALL LENGTH 11.000m  
OVERALL WIDTH 2.530m  
OVERALL BODY HEIGHT 2.656m  
MIN BODY GROUND CLEARANCE 0.422m  
TRACK WIDTH 2.470m  
LOCK TO LOCK TIME 4.00s  
KERB TO KERB TURNING RADIUS 7.500m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED BASED ON DRAWING INFORMATION FROM MASONS  
SCAFFOLDING F345B.2.27 AND MERCEDES TECHNICAL SPECIFICATIONS. ASSUMPTIONS HAVE BEEN  
MADE WHERE SPECIFIC VEHICLE DETAILS ARE UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR  
REFERENCE.

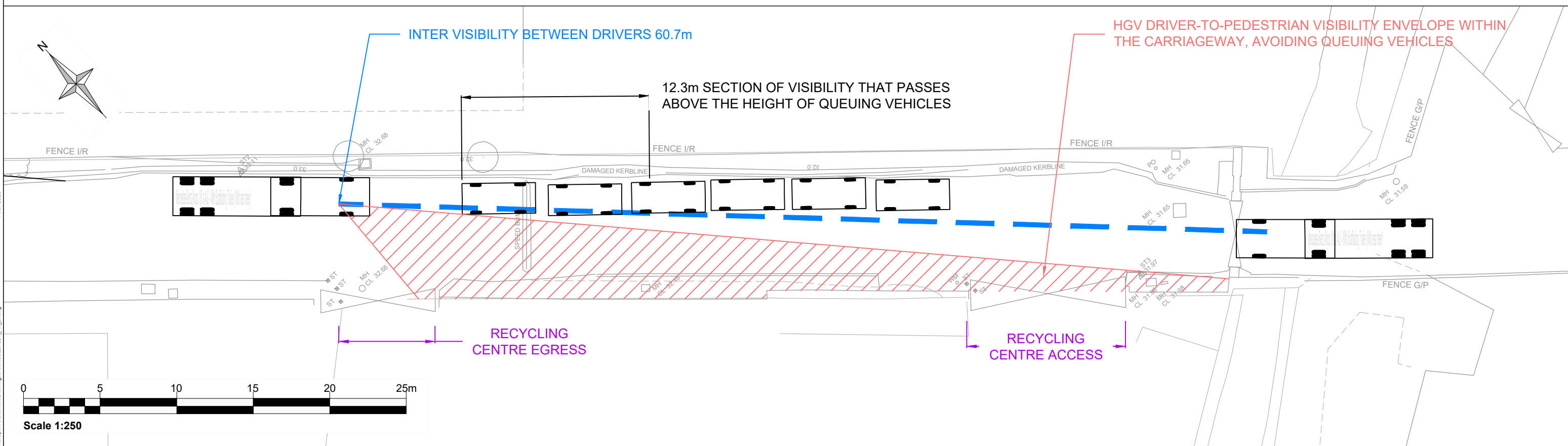


				Client Urban Provincial			
www.slrconsulting.com				Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE			
Drawing Status & Suitability Code <b>INFORMATION</b>				Drawing Title EXISTING SITE ACCESS VISIBILITY SPLAYS			
Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A				
Date 21/03/25	Date 21/03/25	Date 21/03/25	Date N/A				
Drawing Number <b>AT-D03</b>		Rev. -	Scale 1:250	@ A3	SLR Project No. 237324	Rev	Amendments
						Date	By
						Chk	Auth



DRIVER EYE POSITION FOR THE MERCEDES-BENZ AROCS 18T LS 4X2 ASSUMED AT 2.0M BEHIND THE FRONT OF THE VEHICLE AND AT A HEIGHT OF 2.6 M ABOVE GROUND LEVEL. WHILE MFS FIGURE 7.17 SHOWS 2.4M SETBACK AND DRIVER EYE HEIGHT AT 2.0M, IT IS BASED ON A GENERIC VEHICLE TYPE (E.G. VAN OR SMALL LORRY) AND DOES NOT ACCURATELY REPRESENT THE SIZE OR VISIBILITY CHARACTERISTICS OF MODERN HEAVY GOODS VEHICLES.

## VERTICAL VISIBILITY ENVELOPE



www.slrconsulting.com

## INFORMATION

Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A
Date 11/07/25	Date 11/07/25	Date 21/03/25	Date N/A

Drawing Number  
**AT-D04**

Client  
Urban Provincial

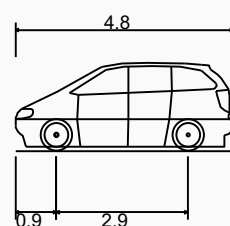
Project  
CHURCHFIELDS ROAD HOUSEHOLD  
RECYCLING CENTRE

Drawing Title  
HGV DRIVER INTER-VISIBILITY OVER QUEUING  
VEHICLES AT RECYCLING CENTRE ACCESS

Scale  
1:250 @ A3

SLR Project No.  
237324

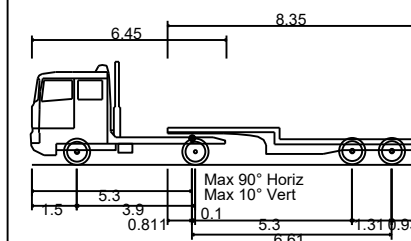
## VEHICLE DETAIL



STANDARD DESIGN VEHICLE (SDV)

OVERALL LENGTH	4.800m
OVERALL WIDTH	2.000m
OVERALL BODY HEIGHT	1.950m
MIN BODY GROUND CLEARANCE	0.100m
TRACK WIDTH	2.000m
LOCK TO LOCK TIME	4.00s
WALL TO WALL TURNING RADIUS	6.000m

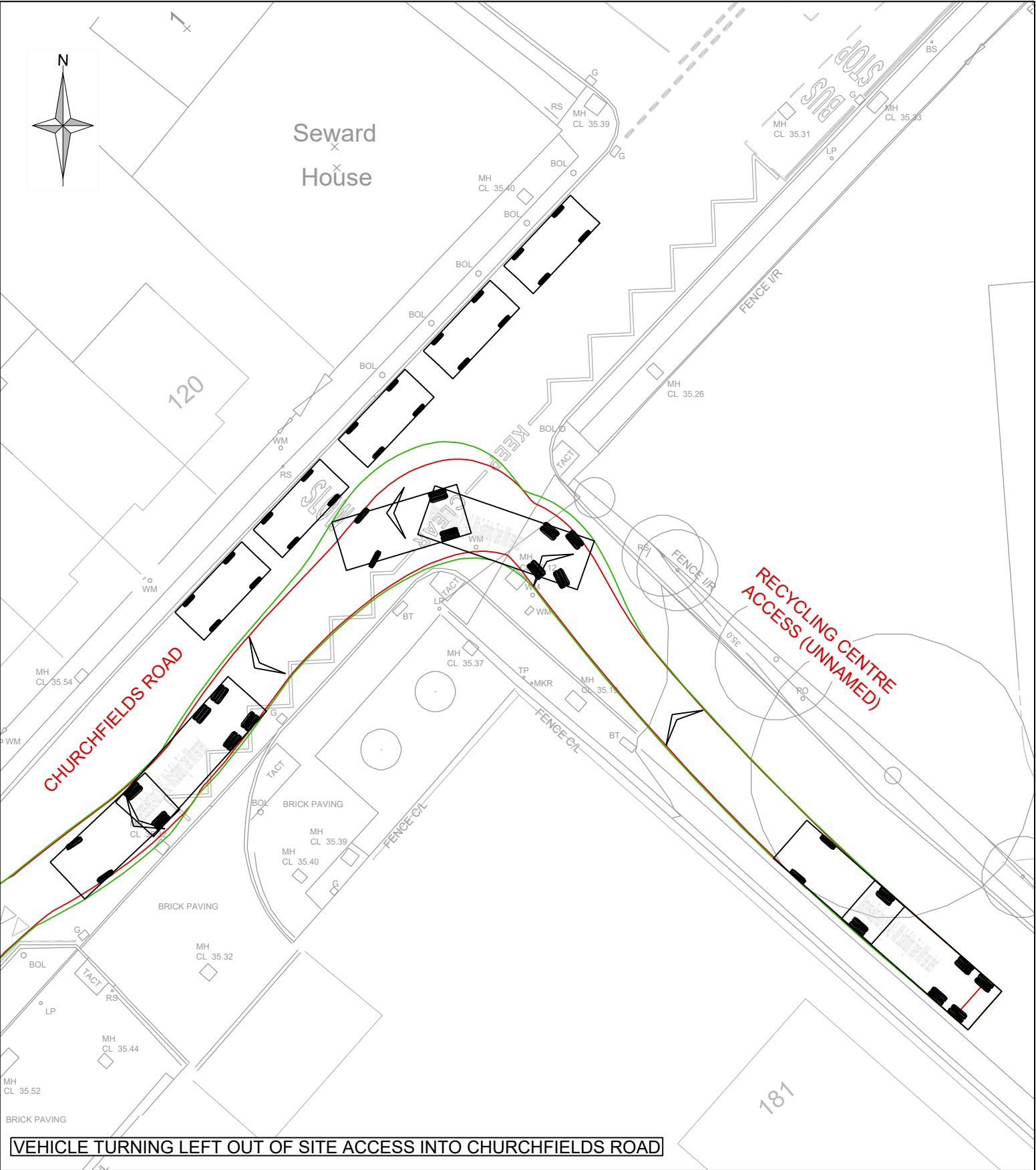
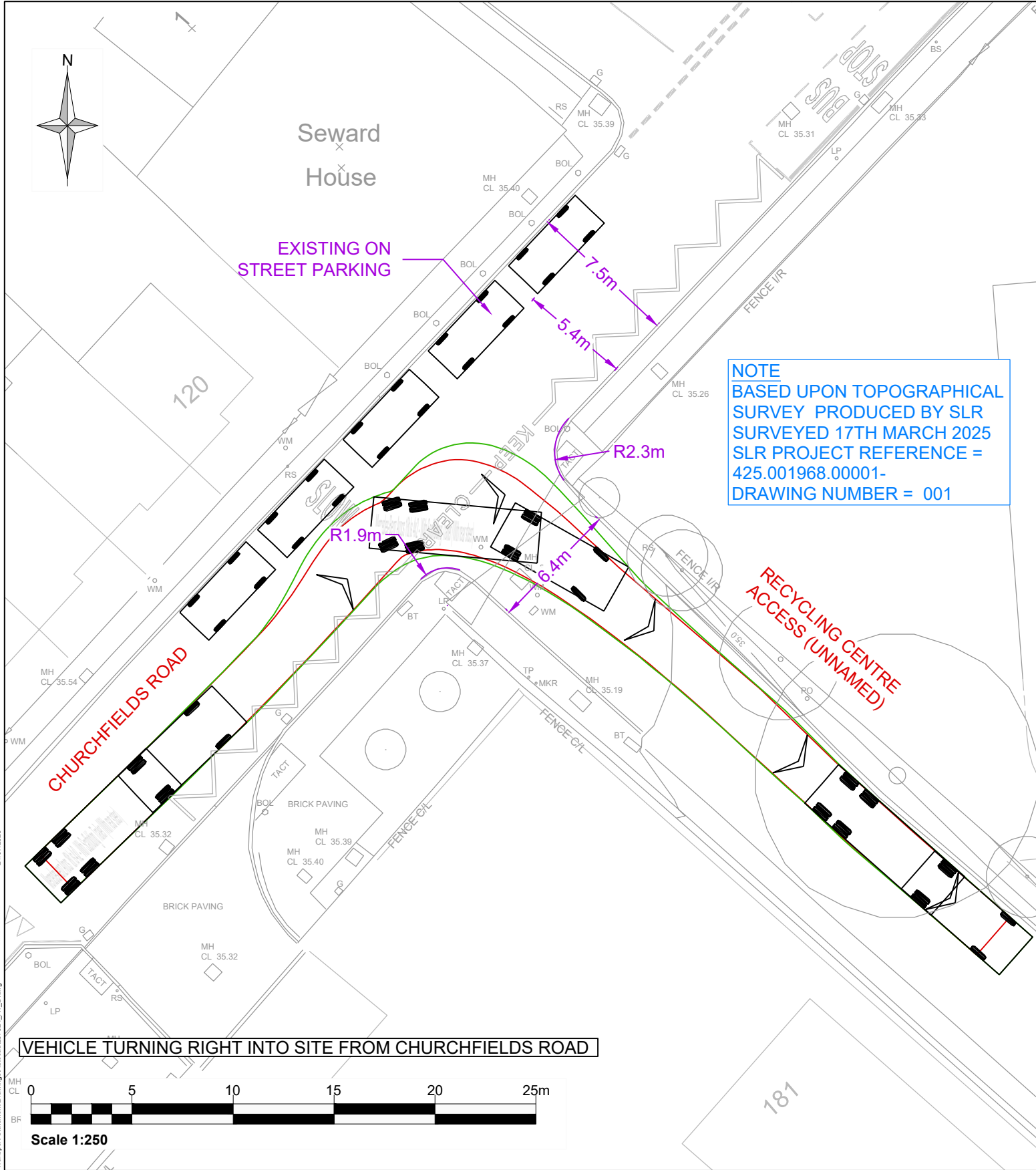
## VEHICLE DETAIL



MERCEDES-BENZ AROCS 18T LS 4X2 - WITH  
SCAFFOLDING TRAILER (REAR STEER)

OVERALL LENGTH	12.840m
OVERALL WIDTH	2.540m
OVERALL BODY HEIGHT	3.408m
MIN BODY GROUND CLEARANCE	0.332m
MAX TRACK WIDTH	2.520m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.350m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED USING DATA FROM DRAWING INFORMATION:  
MASON'S F215A.0.25 MERCEDES AROCS UNIT MONTRACON N128120 & MERCEDES TECHNICAL  
SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE  
UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.



		Client Urban Provincial	
<a href="http://www.slrconsulting.com">www.slrconsulting.com</a>		Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE	
Drawing Status & Suitability Code <b>INFORMATION</b>		Drawing Title SWEPT PATH ANALYSIS OF EXISTING RECYCLING CENTRE SITE ACCESS/EGRESS MERCEDES-BENZ AROCS 18T LS 4X2 - WITH SCAFFOLDING TRAILER	
Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A
Date 21/03/25	Date 21/03/25	Date 21/03/25	Date N/A
Drawing Number <b>AT-D10</b>		Rev. -	Scale 1:250 @ A3
SLR Project No. 237324		Rev Amendments	
		Date	By Chk Auth

**VEHICLE DETAIL**

6.45 8.35

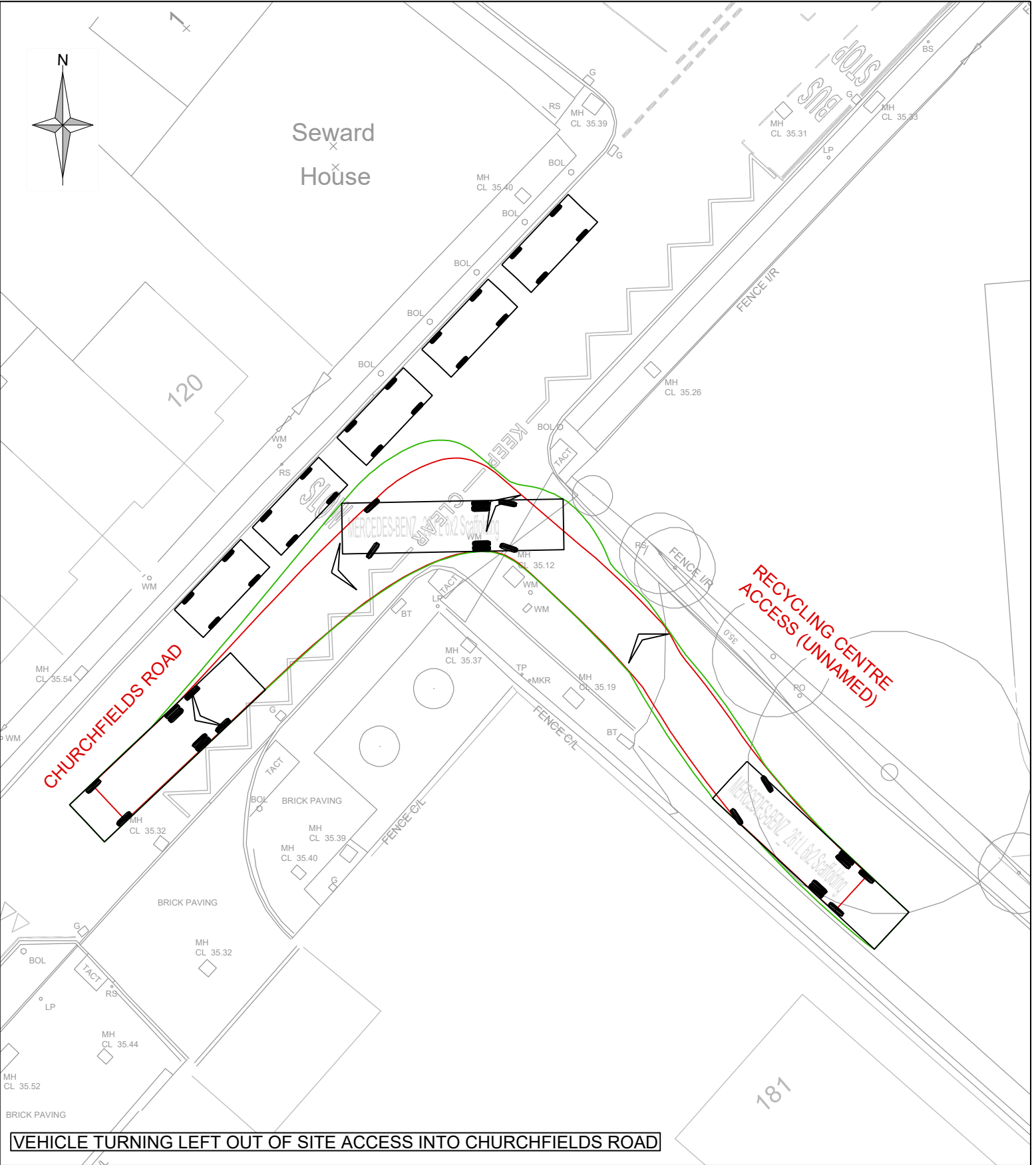
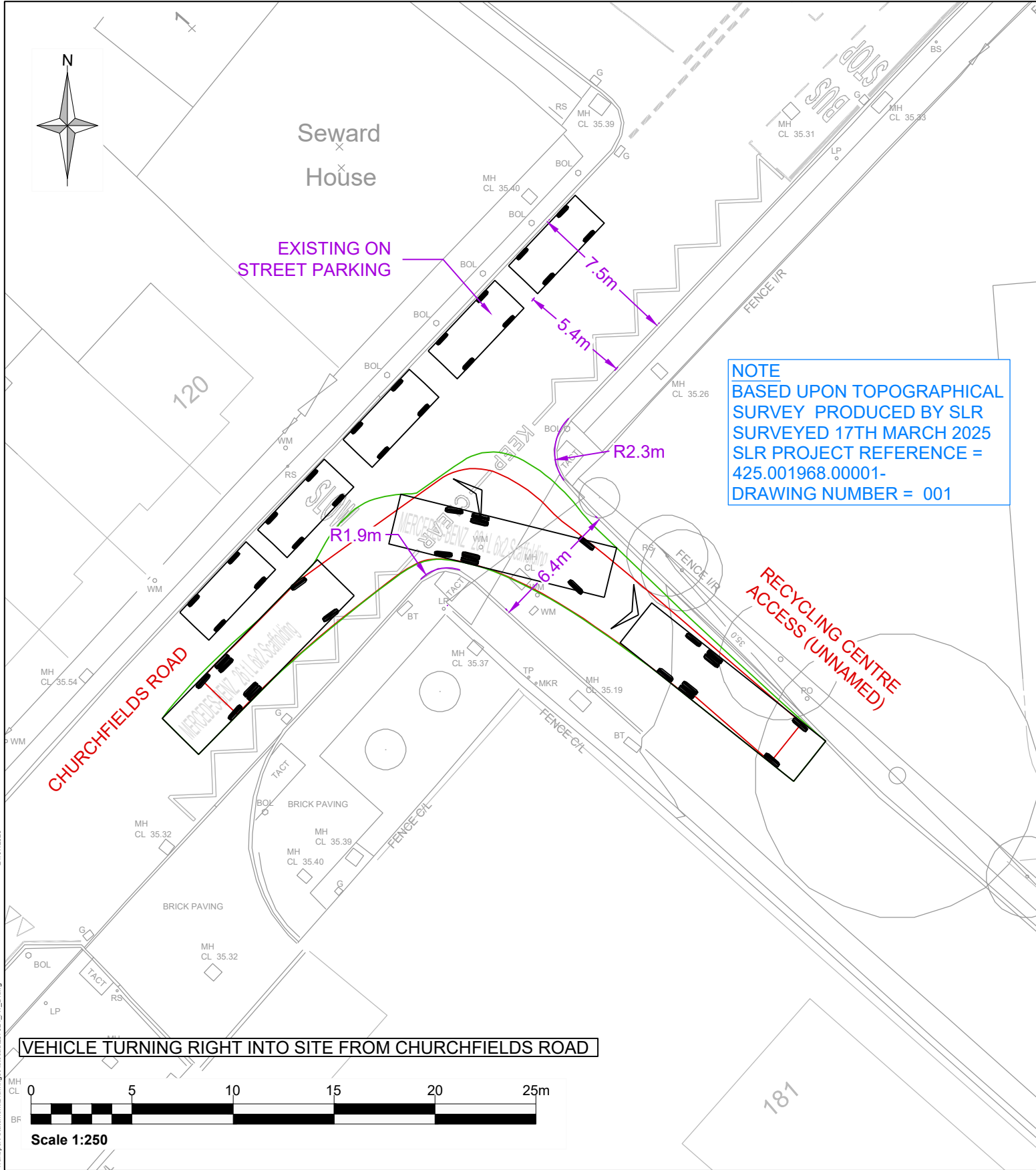
1.5 5.3 3.9 0.811 0.1 5.3 1.31 0.93 6.61


Max 90° Horiz  
Max 10° Vert

MERCEDES-BENZ AROCS 18T LS 4X2 - WITH SCAFFOLDING TRAILER (REAR STEER)

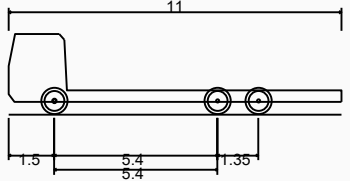
OVERALL LENGTH	12.840m
OVERALL WIDTH	2.540m
OVERALL BODY HEIGHT	3.408m
MIN BODY GROUND CLEARANCE	0.332m
MAX TRACK WIDTH	2.520m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.350m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED USING DATA FROM DRAWING INFORMATION: MASONS F215A.0.25 MERCEDES AROCS UNIT MONTRACON N128120 & MERCEDES TECHNICAL SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.



 <a href="http://www.slrconsulting.com">www.slrconsulting.com</a>				Client Urban Provincial			
Drawing Status & Suitability Code <b>INFORMATION</b>				Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE			
Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A	Drawing Title SWEPT PATH ANALYSIS OF EXISTING RECYCLING CENTRE SITE ACCESS/EGRESS MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING VEHICLE			
Date 21/03/25	Date 21/03/25	Date 21/03/25	Date N/A	Scale 1:250 @ A3			
Drawing Number AT-D11				SLR Project No. 237324			

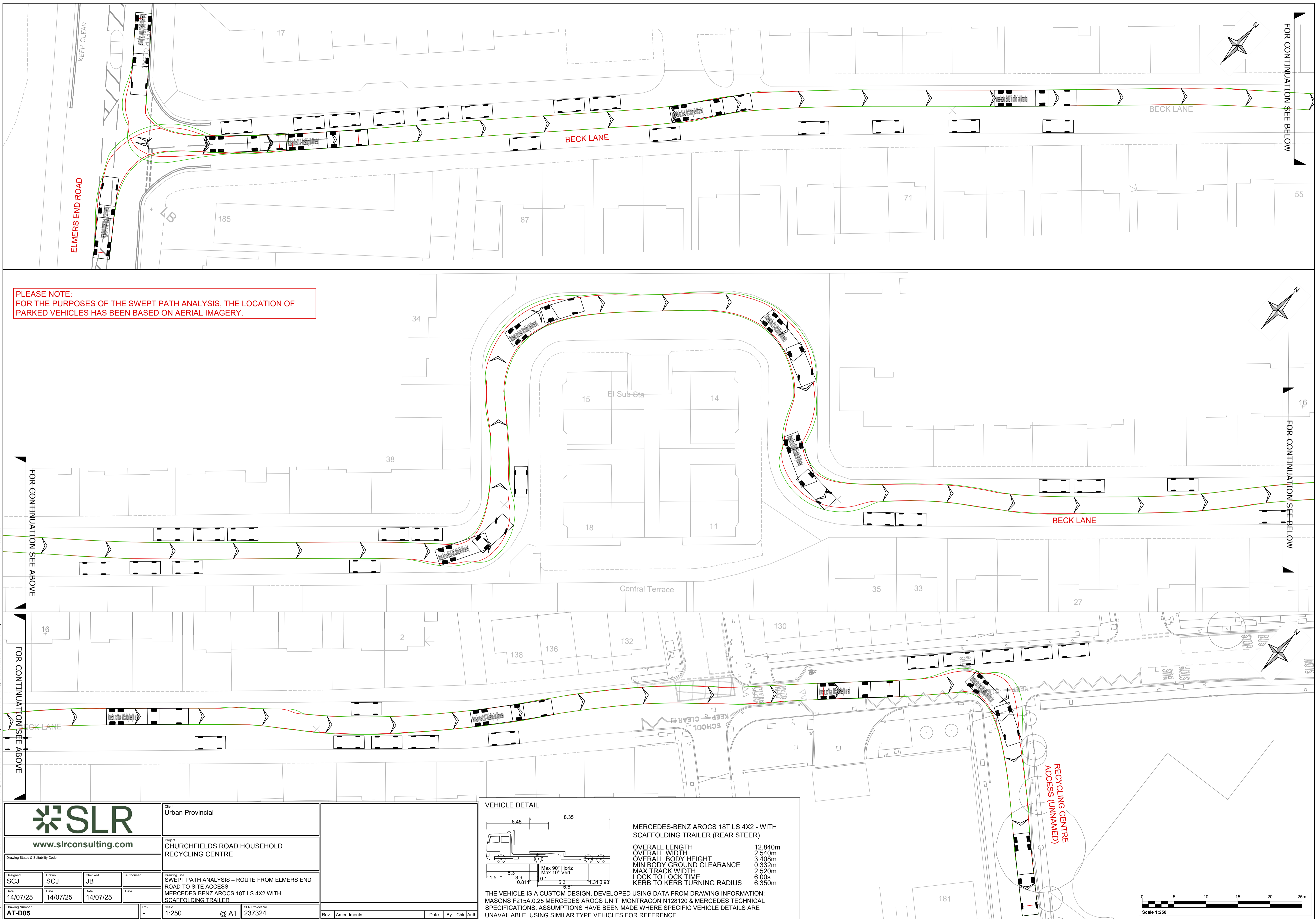
Rev	Amendments	Date	By	Chk	Auth

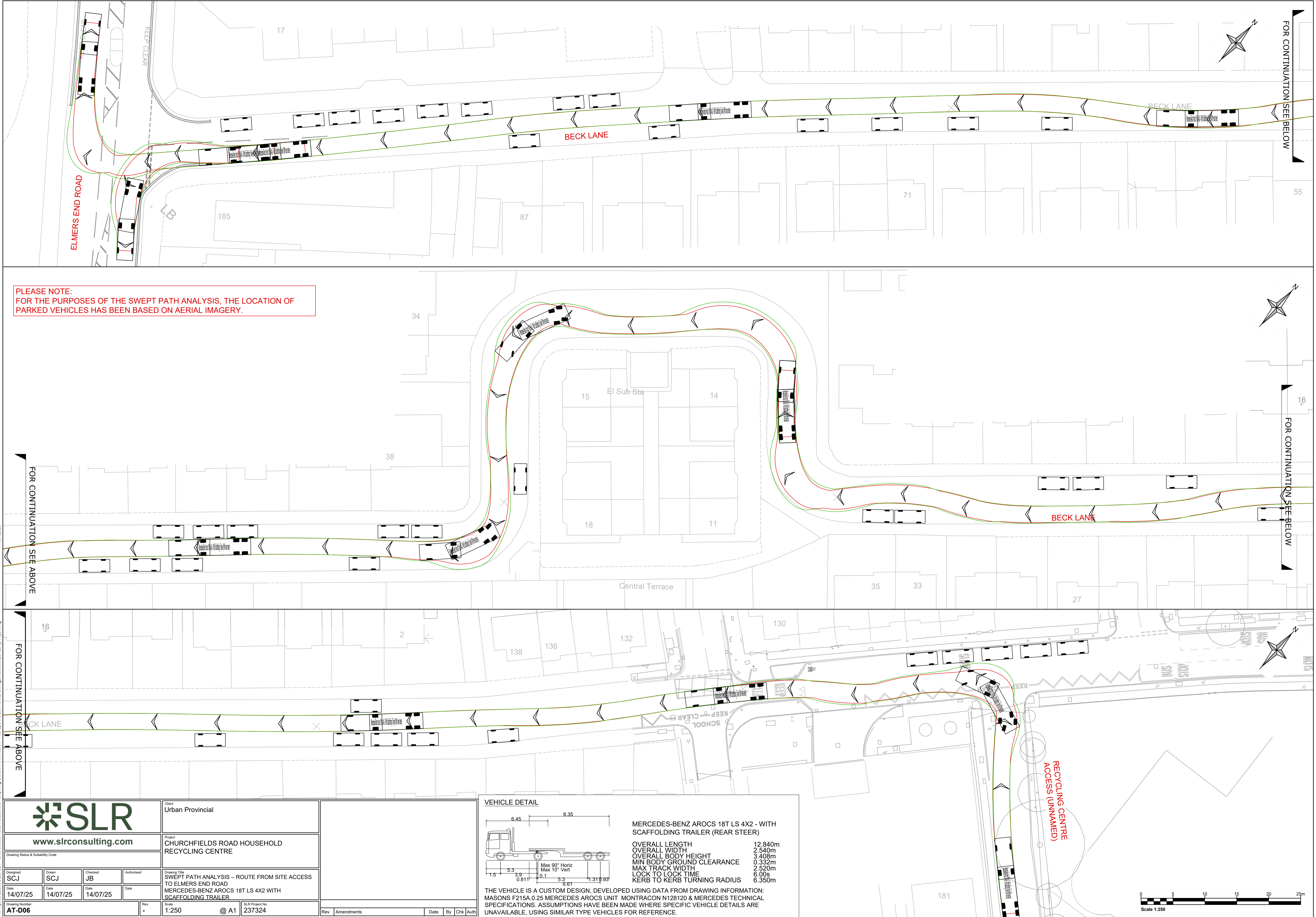


MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING VEHICLE (REAR STEER)

OVERALL LENGTH	11.000m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	2.656m
MIN BODY GROUND CLEARANCE	0.422m
TRACK WIDTH	2.470m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.500m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED BASED ON DRAWING INFORMATION FROM MASONS SCAFFOLDING F345B.2.27 AND MERCEDES TECHNICAL SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.






PLEASE NOTE:  
FOR THE PURPOSES OF THE SWEEP PATH ANALYSIS, THE LOCATION OF  
PARKED VEHICLES HAS BEEN BASED ON AERIAL IMAGERY.

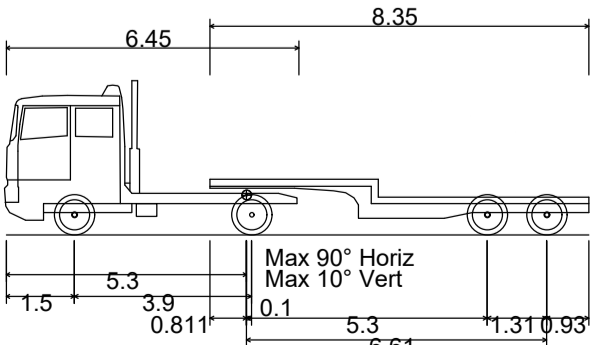
FOR CONTINUATION SEE ABOVE

FOR CONTINUATION SEE ABOVE

FOR CONTINUATION SEE BELOW

 www.slrconsulting.com				Client Urban Provincial			
Drawing Status & Suitability Code				Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE			
Designed SCJ	Drawn SCJ	Checked JB	Authorised	Drawing Title SWEEP PATH ANALYSIS – ROUTE FROM SITE ACCESS TO ELMERS END ROAD MERCEDES-BENZ AROCS 18T LS 4X2 WITH SCAFFOLDING TRAILER			
Date 14/07/25	Date 14/07/25	Date 14/07/25	Date	Scale 1:250			
Drawing Number AT-D06				Rev -	SLR Project No 237324	Date By Chk Auth	

VEHICLE DETAIL



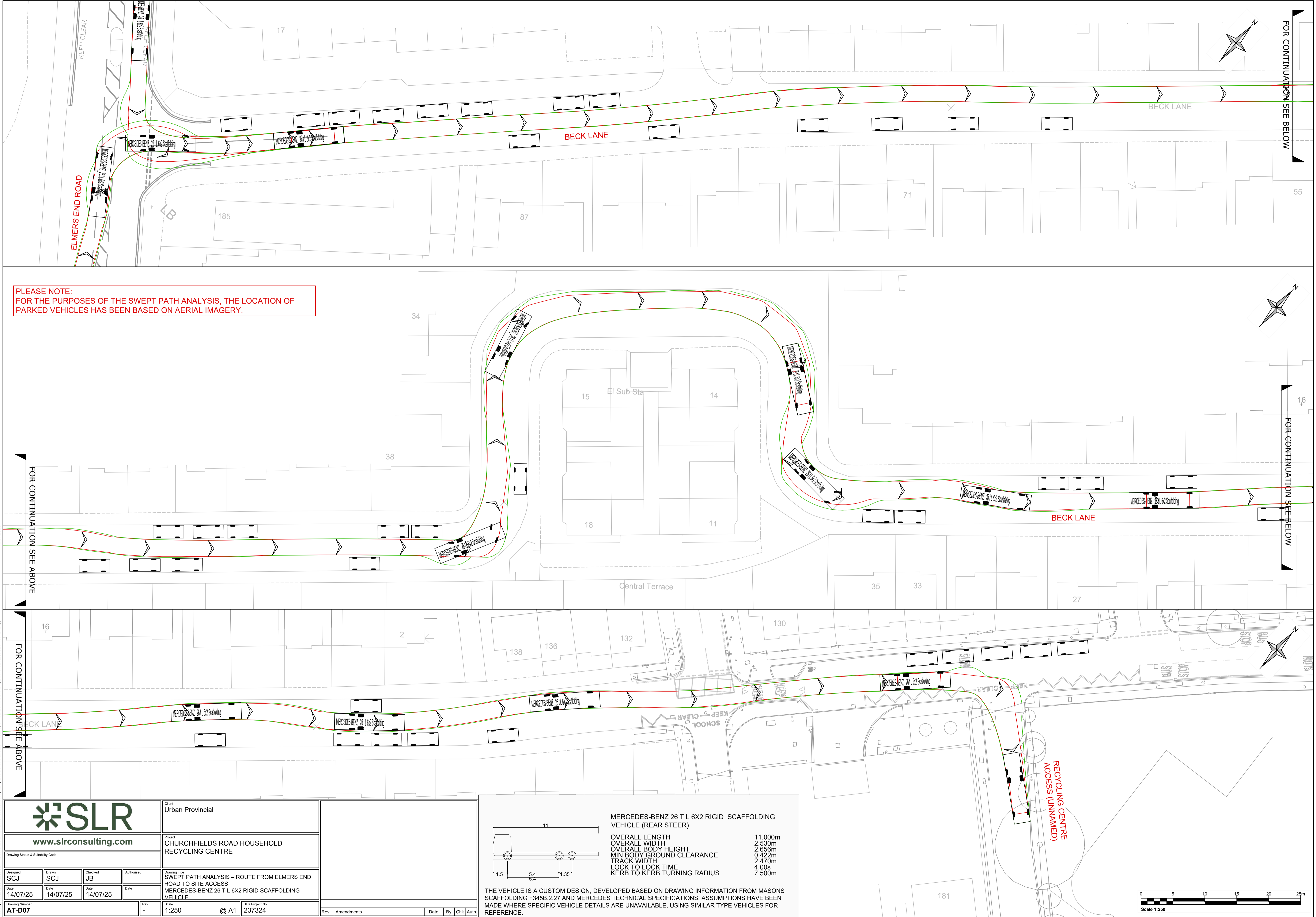
MERCEDES-BENZ AROCS 18T LS 4X2 - WITH  
SCAFFOLDING TRAILER (REAR STEER)

OVERALL LENGTH	12.840m
OVERALL WIDTH	2.540m
OVERALL BODY HEIGHT	3.408m
MIN BODY GROUND CLEARANCE	0.332m
MAX TRACK WIDTH	2.520m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.350m


THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED USING DATA FROM DRAWING INFORMATION:  
MASONS F215A.0 25 MERCEDES AROCS UNIT MONTRACON N128120 & MERCEDES TECHNICAL  
SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE  
UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.

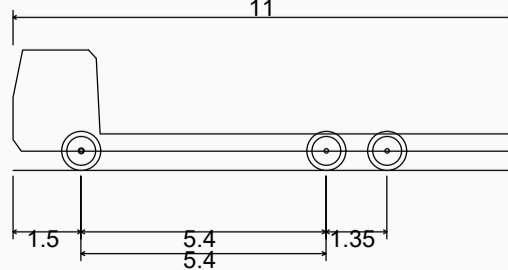


Y:\Projects\230000\0237324 - Churchfields Road Household Recycling Centre\Technical - Transport Statement\Drawings\Autocad\237324\_AT\_D.dwg



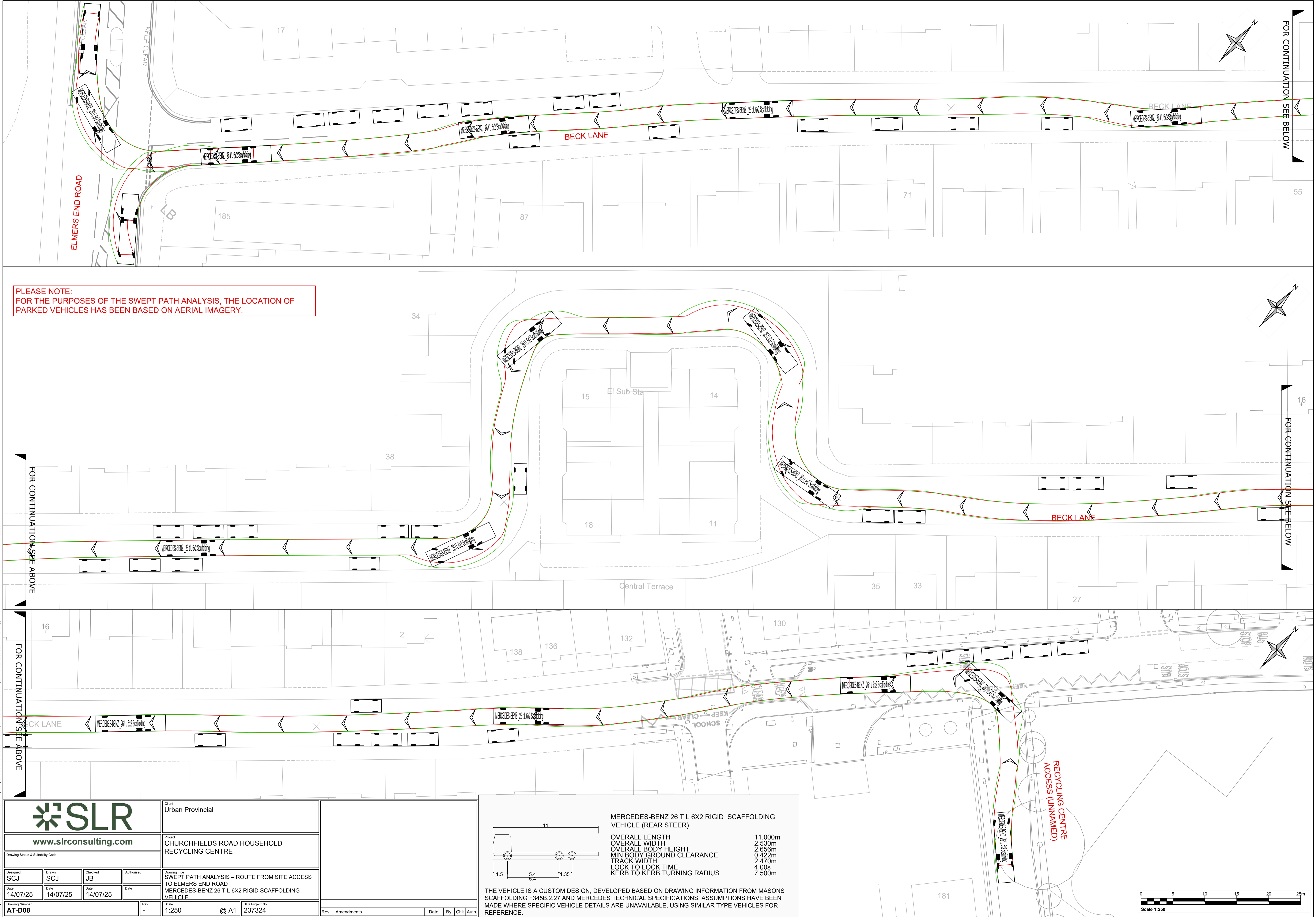
PLEASE NOTE:  
FOR THE PURPOSES OF THE SWEEP PATH ANALYSIS, THE LOCATION OF  
PARKED VEHICLES HAS BEEN BASED ON AERIAL IMAGERY.

				Client Urban Provincial			
www.slrconsulting.com				Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE			
Drawing Status & Suitability Code							
Designed SCJ		Drawn SCJ		Checked JB		Authorised	
Drawing Title SWEEP PATH ANALYSIS – ROUTE FROM ELMERS END ROAD TO SITE ACCESS MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING VEHICLE							
Date 14/07/25		Date 14/07/25		Date 14/07/25		Date	
Drawing Number AT-D07				Rev. -		Scale 1:250 @ A1	
						SLR Project No. 237324	



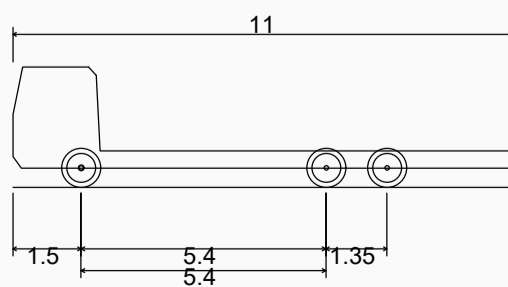
MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING VEHICLE (REAR STEER)	
OVERALL LENGTH	11.000m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	2.656m
MIN BODY GROUND CLEARANCE	0.422m
TRACK WIDTH	2.470m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.500m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED BASED ON DRAWING INFORMATION FROM MASONS SCAFFOLDING F345B.2.27 AND MERCEDES TECHNICAL SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.



PLEASE NOTE:  
FOR THE PURPOSES OF THE SWEEP PATH ANALYSIS, THE LOCATION OF  
PARKED VEHICLES HAS BEEN BASED ON AERIAL IMAGERY.

 www.slrconsulting.com				Client Urban Provincial			
Drawing Status & Suitability Code				Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE			
Designed SCJ	Drawn SCJ	Checked JB	Authorised	Drawing Title SWEEP PATH ANALYSIS – ROUTE FROM SITE ACCESS TO ELMERS END ROAD MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING VEHICLE			
Date 14/07/25	Date 14/07/25	Date 14/07/25	Date	SLR Project No. 237324			
Drawing Number AT-D08		Rev -	Scale 1:250	@ A1	Rev   Amendments   Date   By   Chk   Auth		



MERCEDES-BENZ 26 T L 6X2 RIGID SCAFFOLDING VEHICLE (REAR STEER)	
OVERALL LENGTH	11.000m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	2.658m
MIN BODY GROUND CLEARANCE	0.422m
TRACK WIDTH	2.470m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.500m

THE VEHICLE IS A CUSTOM DESIGN, DEVELOPED BASED ON DRAWING INFORMATION FROM MASONS SCAFFOLDING F345B.2.27 AND MERCEDES TECHNICAL SPECIFICATIONS. ASSUMPTIONS HAVE BEEN MADE WHERE SPECIFIC VEHICLE DETAILS ARE UNAVAILABLE, USING SIMILAR TYPE VEHICLES FOR REFERENCE.

Y:\Projects\230000\0237324 - Churchfield Road Household Recycling Centre\Technical\A - Transport Statement\Drawings\Autocad\237324\_AT\_D.dwg  
14/07/2025



# Appendix C Highway Damages Review

## Highways Proof of Evidence

London Electricity Board Depot, Churchfields Road

Churchfields Road BR3

SLR Project No.: 237324

22 July 2025

June 2008



September 2012



September 2014



July 2015



June 2016



September 2017



April 2018



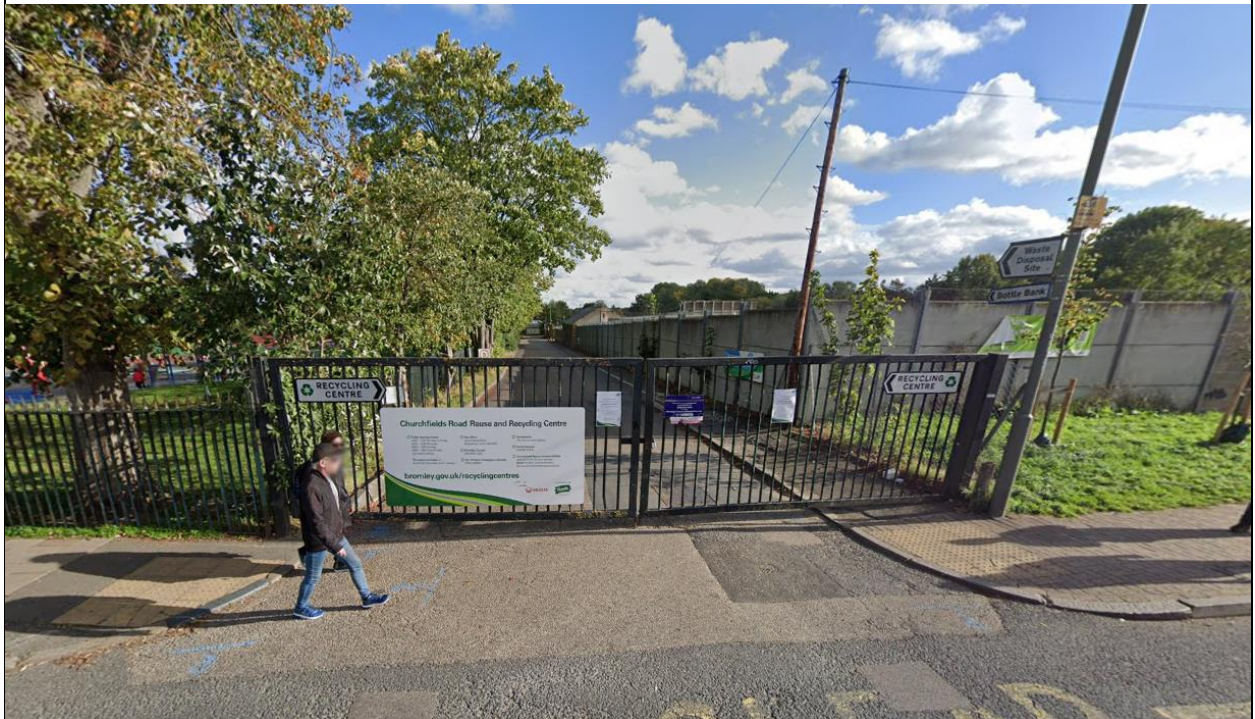
July 2019



April 2021



October 2022



May 2024



April 2025





# **Appendix D    Recycling Centre CCTV Footage**

## **Highways Proof of Evidence**

**London Electricity Board Depot, Churchfields Road**

**Churchfields Road BR3**

SLR Project No.: 237324

22 July 2025

Friday 2<sup>nd</sup> August 2024 (1600-1700)

1600



1605



1610



1615



1620



1625



1630



1635



1640



1645



1650



1655



1700



Monday 5<sup>th</sup> August 2024 (1600-1700)

1600



1605



1610



1615



1620



1625



1630



1635



1640



1645



1650



1655



1700



Friday 11<sup>th</sup> July 2025 (1600-1700)

1600



1605



1610



1615



1620



1625



1630



1635



1640



1645



1650



1655



1700



Wednesday 16<sup>th</sup> July 2025

1605



1610



1615



1620



1625



1630



1635



1640



1645



1650



1655



1700



Thursday 17<sup>th</sup> July 2025

1600



1605



1610



1615



1620



1625



1630



1635



1640



1645



1650



1655



1700





# **Appendix E    Stage 1 Road Safety Audit**

## **Highways Proof of Evidence**

**London Electricity Board Depot, Churchfields Road**

**Churchfields Road BR3**

SLR Project No.: 237324

22 July 2025

CHURCHFIELDS DEPOT, CHURCHFIELDS ROAD,  
BECKENHAM

Existing Site Access onto Churchfields Road

Stage 1 Road Safety Audit  
Overseeing Organisation: London Borough of Bromley

July 2025



*Road Safety Engineering*

Project: Churchfields Depot, Churchfields Road, Beckenham  
Existing Site Access onto Churchfields Road

Document: Stage 1 Road Safety Audit

Design Organisation: SLR Consulting

Overseeing Organisation: London Borough of Bromley

Client: SLR Consulting

Gateway RSE ref: SG/WP/2503-07 RSA1 v1.2

Issue date: 21/7/2025

Status: Issued as v1.2

Authorised by: SG

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## 1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of an existing private site access at Churchfields Road, Beckenham, within the London Borough of Bromley. The audit brief was provided by James Bancroft of SLR Consulting on 11<sup>th</sup> March 2025 and updated on 21<sup>st</sup> July 2025.
- 1.2 Churchfields Road is a 2-lane single carriageway road running broadly southwest to northeast. It is lit with footways running along both sides and is subject to a 30mph speed limit (20mph when school flashing amber signals are active). The local highway environment is further regulated in the form of school ‘keep clear’ markings, bus stops, traffic calming (narrowing/raised table), and a semi-box junction at Clement Road.
- 1.3 The site access road is about six metres wide and its junction with Churchfields Road benefits from an uncontrolled pedestrian crossing with dropped kerbs and tactile paving. It also has a footway running along the southwest side, becoming a virtual footway approximately 12 metres from Churchfields Road. In addition to the Council’s Reuse and Recycling Centre, the site accommodates an electricity undertaker’s yard and a Mason Scaffolding storage yard, both to the rear. Thermoplastic speed humps along the access road limit vehicle speeds.
- 1.4 Operational recycling vehicles, including refuse trucks and staff cars, enter and leave the site via a separate barrier-controlled and gated access 25 metres to the southwest.
- 1.5 The Audit Team understands that the recycling centre is open between 07:00 and 17:30 on weekdays, with slightly reduced hours at the weekend. Outside of those times the gates at the back of the public footway are closed. The Council has introduced a booking system, in which residents are allocated a 15-minute window to visit the site. The site’s capacity is 500 residents’ trips per weekday.
- 1.6 SLR Consulting has indicated that the electricity undertaker’s yard generates about 100 vehicle movements per day (including 40 HGVs), whilst Mason Scaffolding generates fewer than 70 daily movements, of which 20 are HGVs. Few of these trips occur during the conventional peak hours.
- 1.7 The recycling centre attracts 770 vehicle movements on the access road, almost all of which are light vehicles owing to the separate operational access.

- 1.8 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 10:45 and 11:30 on Friday 21<sup>st</sup> March 2025, when the weather was overcast and the road surfaces dry. Traffic flows, both on Churchfields Road and the site access, were moderate, and no significant congestion was observed. Some pedestrians were seen but no cyclist movements occurred. The site access was attended by up to three recycling site operatives.
- 1.9 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not advised on the site in any other capacity. The audit considers only the potential road safety implications of the existing situation and has not verified compliance with any design criteria.
- 1.10 The Audit Team has not been made aware of any Departures from Standard.
- 1.11 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

### Collision Data

- 1.12 Personal Injury Collision (PIC) information was obtained from the Crashmap database ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for the latest available five-year period (2019 to 2023). It indicates that no PICs occurred at or close to the site.

### Previous Road Safety Audit(s)

- 1.13 The Audit Team is not aware of any previous RSA having been undertaken of this site access.

## **2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT**

### **General Matters**

- 2.1 The Audit Team raises no concerns in respect of general matters.

### **Local Alignment**

- 2.2 The Audit Team raises no concerns in respect of local alignment.

### **Junctions**

- 2.3 The Audit Team raises no concerns in respect of junctions.

### **Walking, Cycling and Horse Riding**

- 2.4 The Audit Team raises no concerns in respect of walking, cycling and horse riding.

### **Road Signs, Carriageway Markings and Lighting**

- 2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

### 3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

#### Audit Team Leader

Steve Giles  
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 21/7/2025

#### Audit Team Member(s)

Wendy Palmer  
MCIHT, MSoRSA, FIHE, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 21/7/2025

## APPENDIX A

### Items Considered by this RSA

### Items Considered by this Road Safety Audit

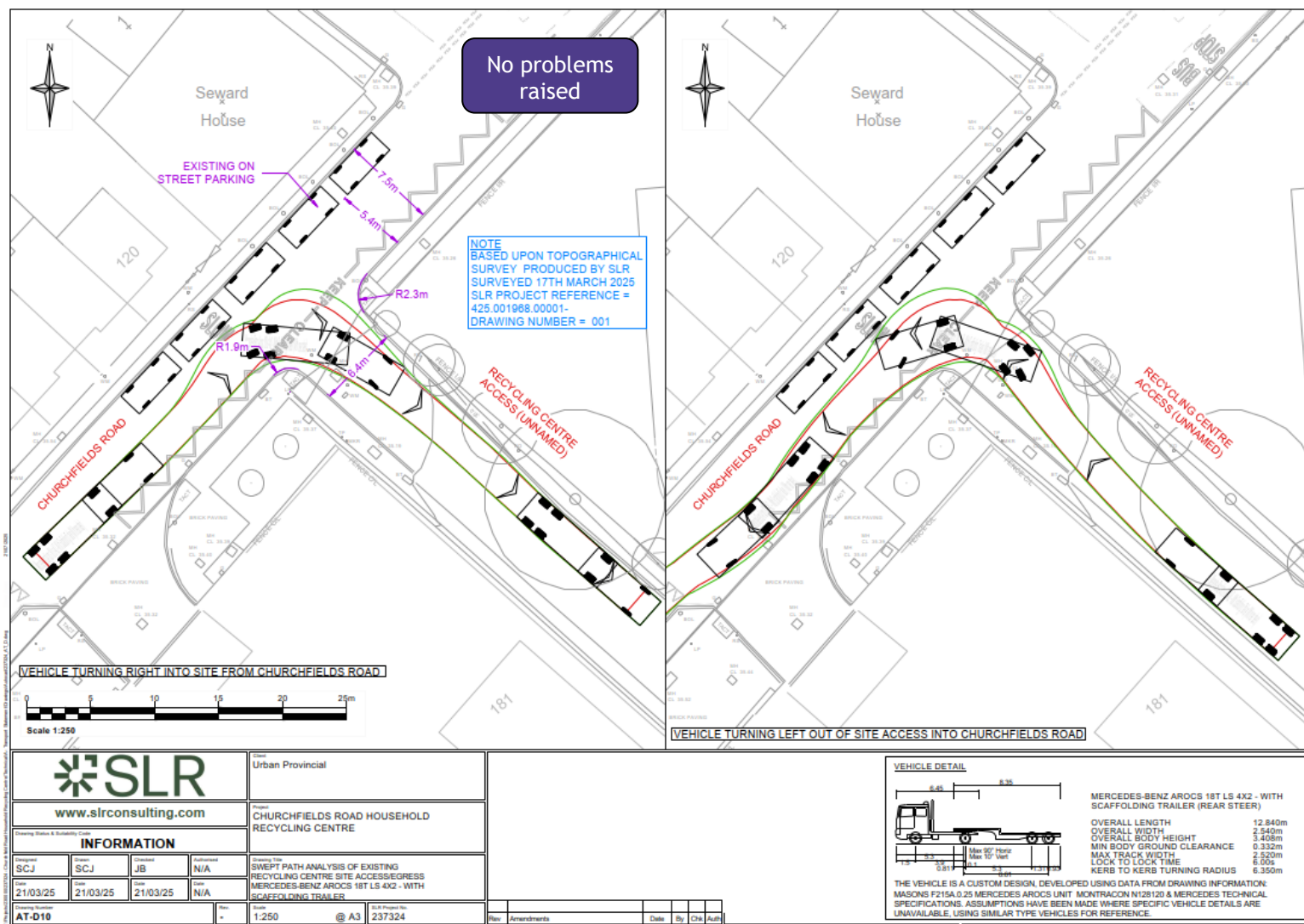
Document ref.	Rev.	Originator	Title
237324/AT-D10	-	SLR Consulting	Swept Path Analysis of Existing Recycling Centre Site Access/Egress. Mercedes Benz AROCS 18T 4x2 - With Scaffolding Trailer.
237324/AT-D11	-	SLR Consulting	Swept Path Analysis of Existing Recycling Centre Site Access/Egress. Mercedes Benz AROCS 26T 6x2 Rigid Scaffolding Trailer.

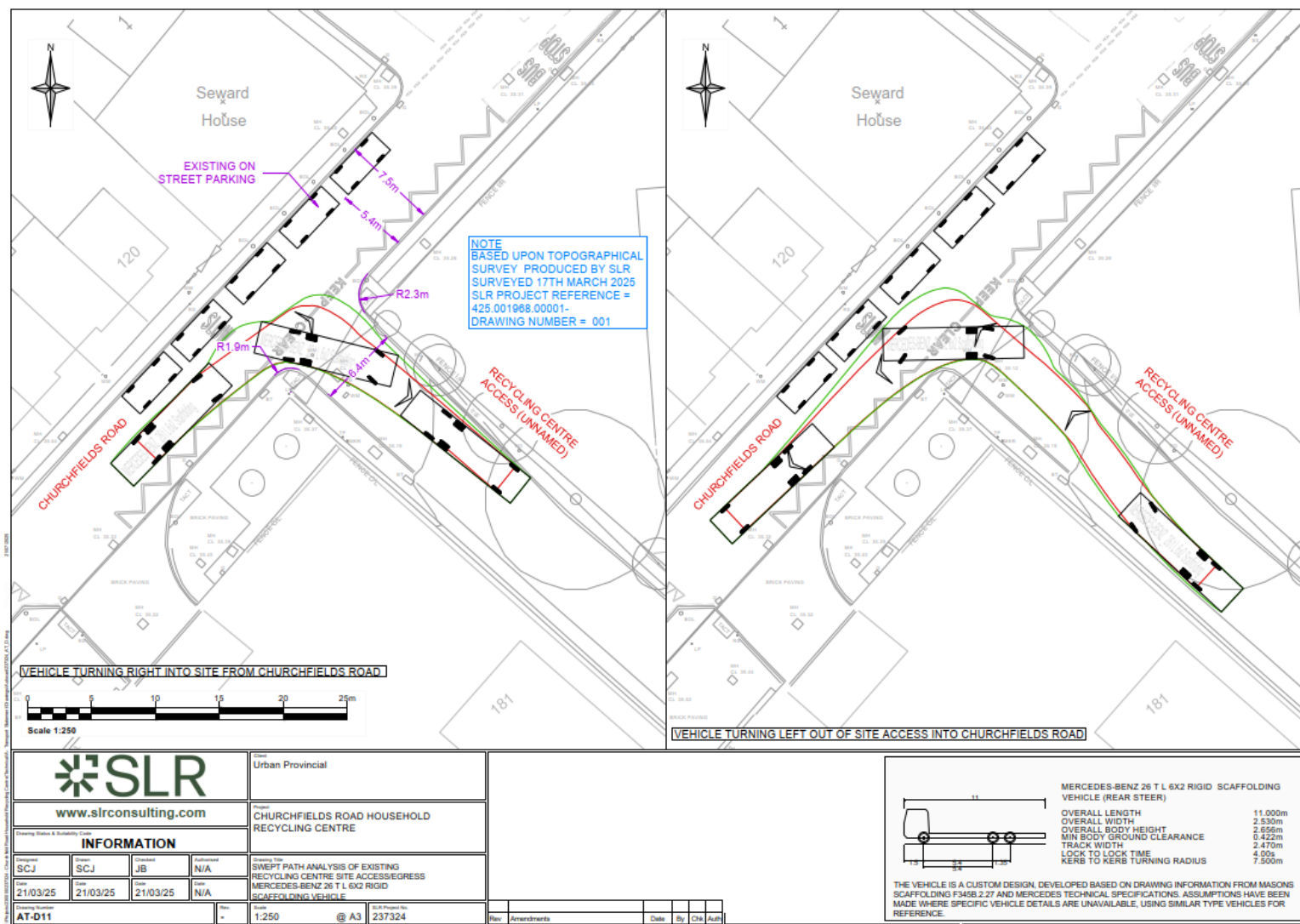
### Additional/background information provided to the Audit Team

- Audit Brief dated 11/3/2025 and updated 21/7/2025 (SLR Consulting)

## APPENDIX B

### Location Plan(s)







# Appendix F    Vehicle Management Plan

## Highways Proof of Evidence

**London Electricity Board Depot, Churchfields Road**

**Churchfields Road BR3**

SLR Project No.: 237324

22 July 2025

## Churchfields Road BR3

### London Electricity Board Depot, Churchfields Road

SLR Project No.: 237324

21 July 2025

Revision: Draft

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## VEHICLE MANAGEMENT PLAN

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### Overview

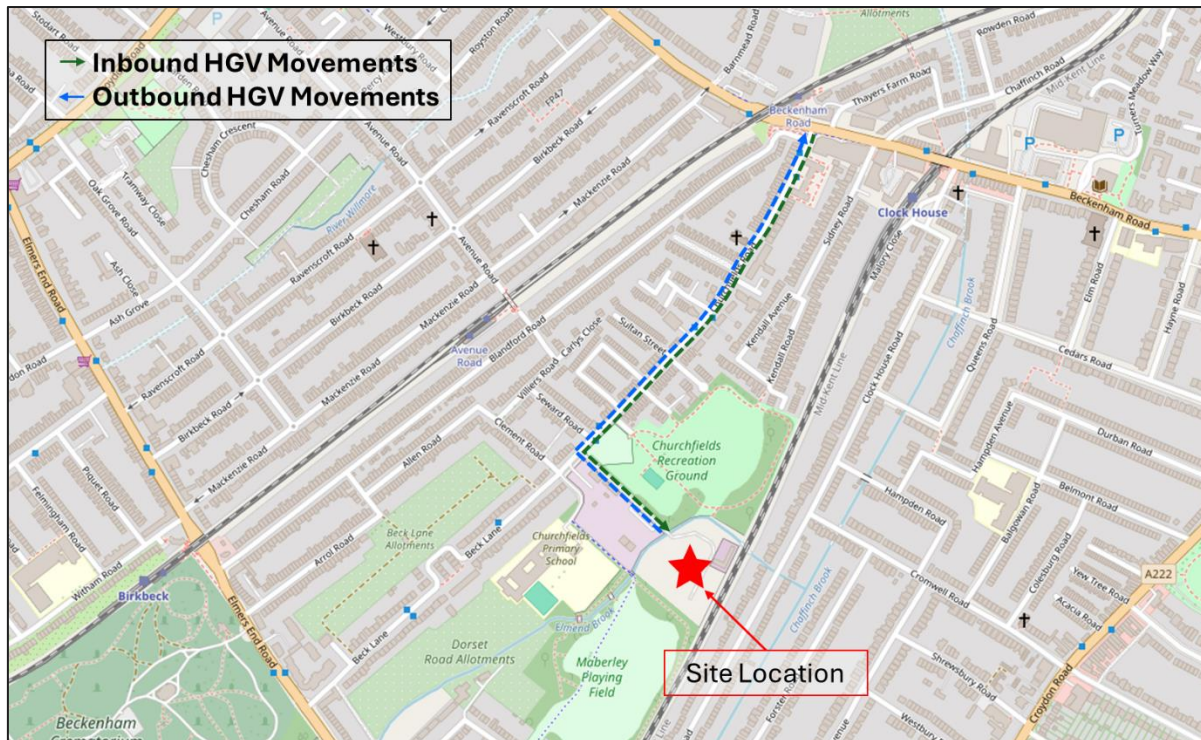
This Vehicle Management Plan has been prepared to outline the strategies that will be implemented by Churchfields Road BR3 at the London Electricity Board Depot site, Beckenham within the London Borough of Bromley. The Plan applies specifically to the Operator, Masons Scaffolding, who presently occupy a proportion of the London Electricity Board Depot site with a Scaffold Yard.

This is designed to be a live document that can be updated throughout operations at the Scaffold Yard to ensure that it is suitable for purpose. The elements described below are therefore those considered pertinent at this time and do not preclude additional requirements being added should these be deemed necessary by the Operator or LBB.

### Vehicle Routeing

The site is accessed via Churchfields Road. To the north west of the site Churchfields Road joins the A234 routeing alongside predominantly residential dwellings. To the south east of the site Churchfields Road joins the A214 via Beck Lane, this route passes Churchfields Primary School as well as residential dwellings.

A review of the two routeing options has been undertaken and the swept path analysis included at **Appendix A** demonstrates that HGVs could reasonably route to/from the Scaffold Yard from either the east or west. However, it is considered most appropriate to route all HGVs to and from the east of the Scaffold Yard (as per the current advisory situation) so as to minimise any potential conflict with movements directly outside the primary school. With this in mind, a vehicle routeing plan is shown below.



## Vehicle Restrictions

A restriction on the maximum size of HGV vehicles able to access the site, this is as per LBB requests and would be limited to 12.84 metres in length. This limit allows for the longest vehicle requiring access to serve the site.

## Supervision of Vehicle Manoeuvres

Given the proximity of the site to Churchfields Primary School, the Operator ensures that a banksman is at the site to supervise the minimal vehicle manoeuvres that occur during the school pick-up period (1515-1545). It is intended that this approach continues to minimise potential conflict with other road users, including those associated with the school.

## Possible Additional Measures

The Scaffold Yard has minimal interaction with the school in terms of the number of trips generated during pick-up times of 1515-1545 as informed by traffic surveys at the site which showed the site generating 5 trips.

With the above in mind, it is not considered that any restrictions to movements are necessary at the present time reflecting the minor number of movements during this period. However, should LBB deem it necessary, this Plan could be updated to prohibit operational movements between 1515-1545.

## Monitoring and Enforcement

LBB currently operate 24 hour CCTV monitoring at the shared access road which leads to the Scaffold Yard. It is envisaged that this could be used to monitor vehicle movements associated with the site such that enforcement action could be taken should the agreed strategy not be upheld. Alternatively, the Operator would be willing to install CCTV cameras and could provide footage to LBB on request.





# Appendix G    Potential Gate Relocation Option

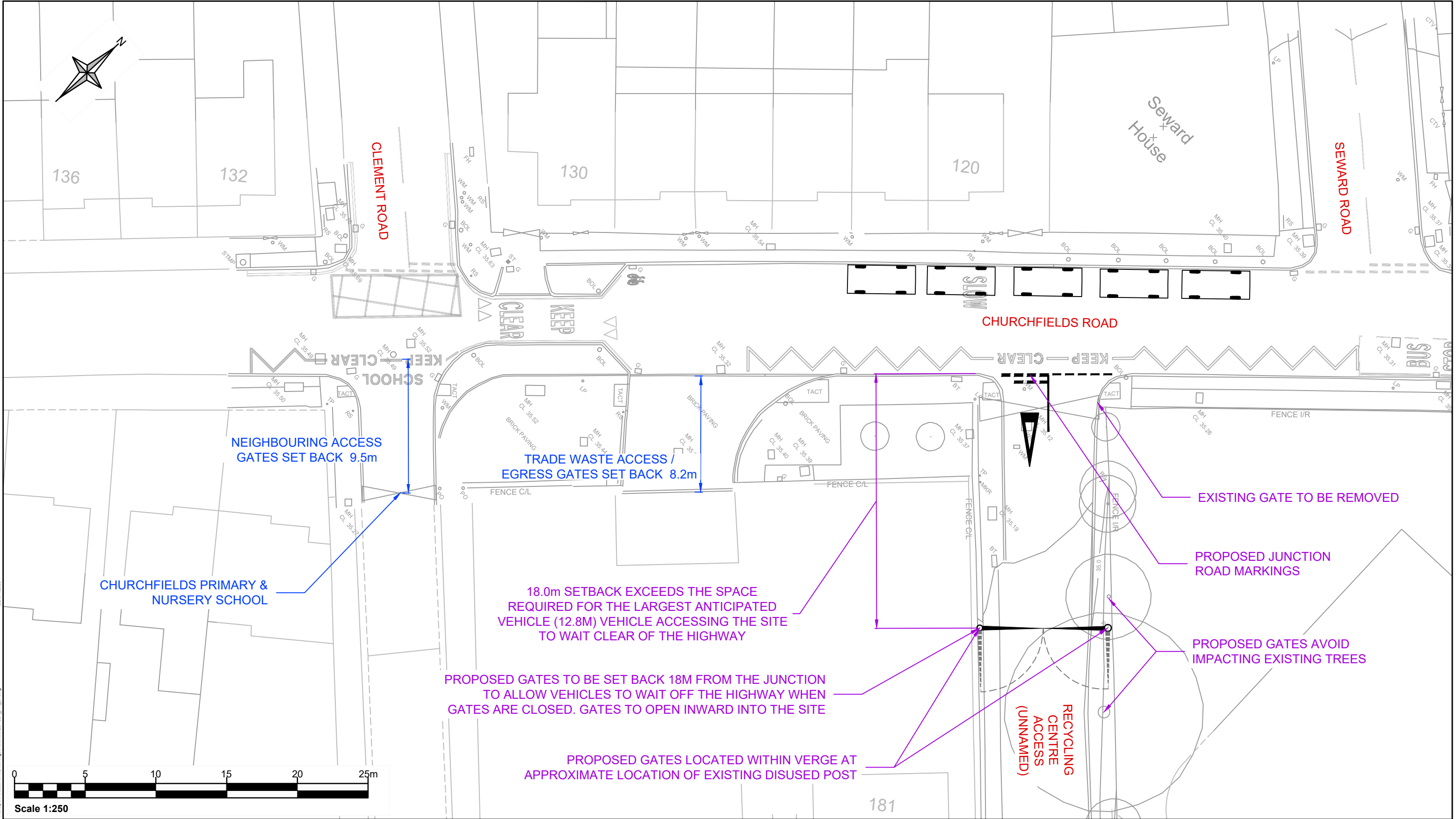
## Highways Proof of Evidence


**London Electricity Board Depot, Churchfields Road**

**Churchfields Road BR3**

SLR Project No.: 237324

22 July 2025



		Client Urban Provincial	
<a href="http://www.slrconsulting.com">www.slrconsulting.com</a>		Project CHURCHFIELDS ROAD HOUSEHOLD RECYCLING CENTRE	
Drawing Status & Suitability Code			
INFORMATION			
Designed SCJ	Drawn SCJ	Checked JB	Authorised N/A
Date 22/03/25	Date 22/03/25	Date 22/03/25	Date N/A
Drawing Number AT-D12		Rev. -	Scale 1:250 @ A3
SLR Project No. 237324		Rev Amendments	
		Date	By Chk Auth



# Appendix H    Additional Survey Data (June 2025)

## Highways Proof of Evidence

London Electricity Board Depot, Churchfields Road

Churchfields Road BR3

SLR Project No.: 237324

22 July 2025

Access 1: Shared route serving Scaffold Yard, Electricity Undertaker's Depot

	Arrivals (all uses)		Departures (all uses)		Arrivals (Masons)		Departures (Masons)	
	HGV	Total	HGV	Total	HGV	Total	HGV	Total
06:00 - 06:15	0	5	0	1	0	0	0	0
06:15 - 06:30	0	5	1	1	0	0	1	1
06:30 - 06:45	0	7	2	3	0	0	2	3
06:45 - 07:00	0	12	2	2	0	0	2	2
<b>Hour Total</b>	<b>0</b>	<b>29</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>

*5-day averages: surveyed w/c 14th July 2025*

<b>06:30 - 07:00</b>	Arrivals (all uses)		Departures (all uses)		Arrivals (Masons)		Departures (Masons)	
	HGV	Total	HGV	Total	HGV	Total	HGV	Total
Nov-24	4	11	6	7	1	2	5	5
Jul-25	0	19	4	5	0	0	4	5

*November data based on 5-day averages*

Beckenham - Monday 14 July 2025

Masons Vehicles Included

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	2	0	0	0	2	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	2	0	0	2	0.0
06:30 - 06:45	0	0	0	0	0	0.0	1	1	0	0	2	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	1	1	0	2	0.0
	0	0	0	0	0		3	4	1	0	8	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	3	0	0	0	3	3.0
06:15 - 06:30	0	0	0	0	0	0.0	5	0	0	0	5	5.0
06:30 - 06:45	1	0	0	0	1	1.0	3	0	0	0	3	3.0
06:45 - 07:00	4	0	0	0	4	4.0	7	0	0	0	7	7.0
	6	0	0	0	6		18	0	0	0	18	

Not Included In Counts

1 MC left In/1 MC Right IN

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	1	0	1	2.3	0	0	3	0	3	6.9
06:45 - 07:00	0	0	0	0	0	0.0	0	0	1	0	1	2.3
	0	0	1	0	1		0	0	4	0	4	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	2	0	0	0	2	2.0
06:15 - 06:30	3	0	0	0	3	3.0	4	0	0	0	4	4.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	2	0	0	0	2	2.0
	3	0	0	0	3		8	0	0	0	8	

Masons Vehicles Excluded

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	2	0	0	0	2	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		2	0	0	0	2	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	3	0	0	0	3	3.0
06:15 - 06:30	0	0	0	0	0	0.0	4	0	0	0	4	4.0
06:30 - 06:45	1	0	0	0	1	1.0	3	0	0	0	3	3.0
06:45 - 07:00	4	0	0	0	4	4.0	7	0	0	0	7	7.0
	6	0	0	0	6		17	0	0	0	17	

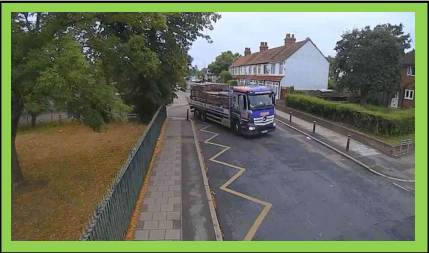
OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	1	0	1	2.3	0	0	3	0	3	6.9
06:45 - 07:00	0	0	0	0	0	0.0	0	0	1	0	1	2.3
	0	0	1	0	1		0	0	4	0	4	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	2	0	0	0	2	2.0
06:15 - 06:30	3	0	0	0	3	3.0	4	0	0	0	4	4.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	2	0	0	0	2	2.0
	3	0	0	0	3		8	0	0	0	8	



Masons Vehicles

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	2	0	0	2	0.0
06:30 - 06:45	0	0	0	0	0	0.0	1	1	0	0	2	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	1	1	0	2	0.0
	0	0	0	0	0		1	4	1	0	6	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	1	0	0	0	1	1.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		1	0	0	0	1	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	



Masons OGV1



Masons OGV2

Beckenham - Tuesday 15 July 2025

Masons Vehicles Included

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	4	0	0	4	0.0
06:45 - 07:00	1	0	0	0	1	0.0	0	3	0	0	3	0.0
	1	0	0	0	1		0	7	0	0	7	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	3	0	0	0	3	3.0
06:15 - 06:30	2	0	0	0	2	2.0	7	0	0	0	7	7.0
06:30 - 06:45	1	0	0	0	1	1.0	3	0	0	0	3	3.0
06:45 - 07:00	5	0	0	0	5	5.0	11	0	0	0	11	11.0
	8	0	0	0	8		24	0	0	0	24	

1 MC left In/1 MC Right IN

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	2	0	1	0	3	4.3	0	0	1	0	1	2.3
06:45 - 07:00	6	0	0	0	6	6.0	11	0	2	0	13	15.6
	8	0	1	0	9		11	0	3	0	14	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	3	0	0	1	4	5.0
06:15 - 06:30	3	0	0	0	3	3.0	2	0	0	0	2	2.0
06:30 - 06:45	0	0	0	0	0	0.0	2	0	0	0	2	2.0
06:45 - 07:00	1	0	0	0	1	1.0	2	0	0	0	2	2.0
	4	0	0	0	4		9	0	0	1	10	

Masons Vehicles Excluded

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	1	0	0	0	1	0.0	0	0	0	0	0	0.0
	1	0	0	0	1		0	0	0	0	0	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	3	0	0	0	3	3.0
06:15 - 06:30	2	0	0	0	2	2.0	7	0	0	0	7	7.0
06:30 - 06:45	1	0	0	0	1	1.0	3	0	0	0	3	3.0
06:45 - 07:00	5	0	0	0	5	5.0	11	0	0	0	11	11.0
	8	0	0	0	8		24	0	0	0	24	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	2	0	1	0	3	4.3	0	0	1	0	1	2.3
06:45 - 07:00	6	0	0	0	6	6.0	11	0	2	0	13	15.6
	8	0	1	0	9		11	0	3	0	14	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	3	0	0	1	4	5.0
06:15 - 06:30	3	0	0	0	3	3.0	2	0	0	0	2	2.0
06:30 - 06:45	0	0	0	0	0	0.0	2	0	0	0	2	2.0
06:45 - 07:00	1	0	0	0	1	1.0	2	0	0	0	2	2.0
	4	0	0	0	4		9	0	0	1	10	



Masons Vehicles

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	4	0	0	4	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	3	0	0	3	0.0
	0	0	0	0	0		0	7	0	0	7	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	

Beckenham - Wednesday 16 July 2025

Masons Vehicles Included

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	1	0	0	0	1	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	3	0	0	3	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	2	0	0	2	0.0
	0	0	0	0	0		1	5	0	0	6	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	5	0	0	0	5	5.0
06:15 - 06:30	2	0	0	0	2	2.0	3	0	0	0	3	3.0
06:30 - 06:45	4	0	0	0	4	4.0	6	0	0	0	6	6.0
06:45 - 07:00	2	0	0	0	2	2.0	8	0	0	0	8	8.0
	8	0	0	0	8		22	0	0	0	22	

1 MC Right In

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	1	0	1	0	2	3.3	1	0	4	0	5	10.2
06:45 - 07:00	0	0	1	0	1	2.3	0	0	1	0	1	2.3
	1	0	2	0	3		1	0	5	0	6	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	1	0	0	0	1	1.0
06:15 - 06:30	2	0	0	0	2	2.0	5	0	0	0	5	5.0
06:30 - 06:45	2	0	0	0	2	2.0	2	0	0	0	2	2.0
06:45 - 07:00	1	0	0	0	1	1.0	4	0	0	0	4	4.0
	6	0	0	0	6		12	0	0	0	12	

Masons Vehicles Excluded

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	1	0	0	0	1	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		1	0	0	0	1	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	5	0	0	0	5	5.0
06:15 - 06:30	2	0	0	0	2	2.0	3	0	0	0	3	3.0
06:30 - 06:45	4	0	0	0	4	4.0	6	0	0	0	6	6.0
06:45 - 07:00	2	0	0	0	2	2.0	8	0	0	0	8	8.0
	8	0	0	0	8		22	0	0	0	22	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	1	0	1	0	2	3.3	1	0	4	0	5	10.2
06:45 - 07:00	0	0	1	0	1	2.3	0	0	1	0	1	2.3
	1	0	2	0	3		1	0	5	0	6	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	1	0	0	0	1	1.0
06:15 - 06:30	2	0	0	0	2	2.0	5	0	0	0	5	5.0
06:30 - 06:45	2	0	0	0	2	2.0	2	0	0	0	2	2.0
06:45 - 07:00	1	0	0	0	1	1.0	4	0	0	0	4	4.0
	6	0	0	0	6		12	0	0	0	12	



Masons Vehicles

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	3	0	0	3	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	2	0	0	2	0.0
	0	0	0	0	0		0	5	0	0	5	
OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	

Beckenham - Thursday 17 July 2025

Masons Vehicles Included

	OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs		LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	0.0		0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0		1	0	0	0	1	0.0
06:30 - 06:45	0	0	0	0	0	0.0		0	1	0	0	1	0.0
06:45 - 07:00	0	0	0	0	0	0.0		0	2	0	0	2	0.0
	1	0	0	0	1			1	3	0	0	4	
	INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs		LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0		5	0	0	0	5	5.0
06:15 - 06:30	2	0	0	0	2	2.0		2	0	0	0	2	2.0
06:30 - 06:45	3	0	0	0	3	3.0		10	0	0	0	10	10.0
06:45 - 07:00	4	0	0	0	4	4.0		5	0	0	0	5	5.0
	10	0	0	0	10			22	0	0	0	22	

2 MC Left In

	OUT OF ACCESS 2 (LEFT OUT)						OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	1	0	0	0	1	1.0	1	0	2	0	3	5.6
06:45 - 07:00	1	0	0	0	1	1.0	0	0	0	0	0	0.0
	2	0	0	0	2		1	0	2	0	3	
	INTO ACCESS 2 (RIGHT IN)						INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	4	0	0	0	4	4.0
06:15 - 06:30	2	0	0	0	2	2.0	3	0	0	0	3	3.0
06:30 - 06:45	1	0	0	0	1	1.0	1	0	0	0	1	1.0
06:45 - 07:00	1	0	0	0	1	1.0	5	0	0	0	5	5.0
	5	0	0	0	5		13	0	0	0	13	

Masons Vehicles Excluded

	OUT OF ACCESS 1 (LEFT OUT)						OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	1	0	0	0	1	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	1	0	0	0	1		1	0	0	0	1	
	INTO ACCESS 1 (RIGHT IN)						INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	5	0	0	0	5	5.0
06:15 - 06:30	2	0	0	0	2	2.0	2	0	0	0	2	2.0
06:30 - 06:45	3	0	0	0	3	3.0	9	0	0	0	9	9.0
06:45 - 07:00	4	0	0	0	4	4.0	5	0	0	0	5	5.0
	10	0	0	0	10		21	0	0	0	21	

	OUT OF ACCESS 2 (LEFT OUT)						OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0		0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	1	0	0	0	1	1.0	1	0	2	0	3	5.6
06:45 - 07:00	1	0	0	0	1	1.0	0	0	0	0	0	0.0
	2	0	0	0	2		1	0	2	0	3	
	INTO ACCESS 2 (RIGHT IN)						INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	4	0	0	0	4	4.0
06:15 - 06:30	2	0	0	0	2	2.0	3	0	0	0	3	3.0
06:30 - 06:45	1	0	0	0	1	1.0	1	0	0	0	1	1.0
06:45 - 07:00	1	0	0	0	1	1.0	5	0	0	0	5	5.0
	5	0	0	0	5		13	0	0	0	13	



Masons Vehicles

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	1	0	0	1	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	2	0	0	2	0.0
	0	0	0	0	0		0	3	0	0	3	
OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	1	0	0	0	1	1.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		1	0	0	0	1	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	

Beckenham - Friday 18 July 2025

Masons Vehicles Included

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	1	2	0	0	3	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	3	0	0	3	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	3	0	0	3	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	1	0	1	0.0
	0	0	0	0	0		1	8	1	0	10	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	5	0	0	0	5	5.0
06:15 - 06:30	0	0	0	0	0	0.0	4	0	0	0	4	4.0
06:30 - 06:45	1	0	0	0	1	1.0	4	0	0	0	4	4.0
06:45 - 07:00	3	0	0	0	3	3.0	10	0	0	0	10	10.0
	5	0	0	0	5		23	0	0	0	23	

1 MC Right IN

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	1	0	0	0	1	1.0	0	0	2	0	2	4.6
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	1	0	0	0	1		0	0	2	0	2	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	1	1	2.0	1	0	0	0	1	1.0
06:15 - 06:30	3	0	0	0	3	3.0	4	0	0	0	4	4.0
06:30 - 06:45	1	0	0	0	1	1.0	2	0	0	0	2	2.0
06:45 - 07:00	0	0	0	0	0	0.0	2	0	0	0	2	2.0
	4	0	0	1	5		9	0	0	0	9	

Masons Vehicles Excluded

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	1	0	0	0	1	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		1	0	0	0	1	
INTO ACCESS 1 (RIGHT IN)							INTO ACCESS 1 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	1	0	0	0	1	1.0	5	0	0	0	5	5.0
06:15 - 06:30	0	0	0	0	0	0.0	4	0	0	0	4	4.0
06:30 - 06:45	1	0	0	0	1	1.0	4	0	0	0	4	4.0
06:45 - 07:00	3	0	0	0	3	3.0	10	0	0	0	10	10.0
	5	0	0	0	5		23	0	0	0	23	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	1	0	0	0	1	1.0	0	0	2	0	2	4.6
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	1	0	0	0	1		0	0	2	0	2	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	1	1	2.0	1	0	0	0	1	1.0
06:15 - 06:30	3	0	0	0	3	3.0	4	0	0	0	4	4.0
06:30 - 06:45	1	0	0	0	1	1.0	2	0	0	0	2	2.0
06:45 - 07:00	0	0	0	0	0	0.0	2	0	0	0	2	2.0
	4	0	0	1	5		9	0	0	0	9	



Masons Vehicles

OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	2	0	0	2	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	3	0	0	3	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	3	0	0	3	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	1	0	1	2.3
	0	0	0	0	0		0	8	1	0	9	
OUT OF ACCESS 1 (LEFT OUT)							OUT OF ACCESS 1 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	

OUT OF ACCESS 2 (LEFT OUT)							OUT OF ACCESS 2 (RIGHT OUT)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	
INTO ACCESS 2 (RIGHT IN)							INTO ACCESS 2 (LEFT IN)					
TIME	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs	LIGHT	OGV1	OGV2	CYCLIST	TOTAL	PCUs
06:00 - 06:15	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:15 - 06:30	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:30 - 06:45	0	0	0	0	0	0.0	0	0	0	0	0	0.0
06:45 - 07:00	0	0	0	0	0	0.0	0	0	0	0	0	0.0
	0	0	0	0	0		0	0	0	0	0	



Making Sustainability Happen