10:45	0	0	2	16	38	32	4	1	0	0	0	0	0	0	0	0	0	0	0	0	28.7	32.2	17.4	40.1
11:00	1	2	1	15	28	26	5	0	0	1	0	0	0	0	0	0	0	0	0	0	28.6	32.7	6.5	54.6
11:15	0	3	4	9	30	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	32.8	12.9	36.7
11:30	0	0	1	18	37	34	8	3	1	0	0	0	0	0	0	0	0	0	0	0	29.2	33.0	16.9	45.4
11:45	0	1	0	7	42	28	7	2	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.5	10.3	43.4
12:00	2	0	5	8	35	45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	32.9	8.7	38.6
12:15	0	1	3	8	30	22	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.8	12.4	39.0
12:30	1	3	2	13	52	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	27.9	31.9	8.8	44.7
12:45	1	0	3	13	39	26	9	1	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.6	8.4	40.2
13:00	1	2	<u>.</u> 1	9	46	34	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29.0	33.1	9.9	41.3
13:15	0	2	0	6	26	36	4	1	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.2	11.9	47.0
13:30	0	0	1	18	28	27	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	33.6	15.1	38.4
13:45	1	1	4	12	33	24	10	0	0	1	0	0	0	0	0	0	0	• •	0	0	28.9	34.4	8.2	51.5
14:00	1	2	2	5	30	27	4	2	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.0	9.0	43.3
14:15	0	3	2	9	39	40	5	1	1	1	0	0	0	0	0	0	0	0	0	0	29.5	33.8 33.2	10.5	54.6
14:30	0	0	0	14	48	31	8	. 1	0	0	0	0	0	0	0	0	0	0	0	0	29.3		21.4	40.8
14:45	0	0	0	14	50	34	16	1	0	0	1	0	0	0	0	0	0	0	0	0	30.1	33.8	20.4	57.2
15:00	0	1	0	15	62	46	12	5	0	0	0	0	0	0	0	0	0	0	0	0	29.9	34.3	13.7	42.8
15:15	1	5	<u>.</u> 1	20	81	42	6	0	0	0		0	0	0	0	0	0	0	0	0	28.1	32.1	7.2	38.3
15:30 15:45	1	2	6	36	83	36	2	2	0	0	0	0	0	0	0	0	0	0	0	0	27.2	31.4 32.7	7.5	41.4
	0	0	2	16	45	38	8	1	0	0	0	0	0	0	0	0	0	0	0	0	28.9		16.6	40.5
16:00	1	1	3.4	6	38	54	- 11	1	0	0	0	0	0	0	0	0	0	0	0	0	29.9	34.0	9.9	42.4
16:15	1	1	0	11	58	58	8	2	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.0 34.3	9.8	42.6
16:30	0	2	5	12	50	71	9	2	0	0	0	0	0	0	0	0	0	0	0	0	29.8		10.3	42.5
16:45	0	5	5	•	58	59	2	2	0	0		0	0	0	0		0	0	0	0	28.5	33.0	10.9	41.7
17:00 17:15	0	. 1	0	15		51	15	. 1	0	min	0	0	0	0	0	0	0	0	0	0	29.5	33.0 32.7	14.5	43.2 39.7
1	0	2	2	12	71	41	8	0	0	0	0	0	0	0	0	0	0	0	0	0	29.1		13.6	
17:30	1	3	3	9	45	67	21	2	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.8 33.5	9.7	41.9 39.4
17:45 18:00	0	0	3	10	53	49	12	0	0	0		0	0	0	0	0	0	0	0	0	29.8	35.1	17.8	39.4 43.4
1	1	1	3	9	42	43	17	4	0	0	0	0	0	0	0	0	0	0	0	0	30.2		7.3	
18:15 18:30	0	1	4	8	40	46	11		2	0	0	0	0	0	0	0	0	0	0	0	30.2	34.2 36.3	15.0	49.0 54.0
18:45	0	0	2	14	29	31	14	4	0	<u></u>	0	0	0	0	0	0	0	0	0	0	30.5	34.2	19.1	41.8
19:00	0	0	1	9	31 36	42 28	11	3	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.9	10.1 17.3	46.4
19:15	0		3	9	30 43	نستسا	10	2	0	0	سسن	0	إستسا	0	0	0	0	0	0	, and the same		33.9	www.	43.5
19:30	0	1	2	10	43 21	27 27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29.6 29.0	33.6	13.0 12.6	42.0
19:45	0		0	6	33	29	5	3	0	0	0	0	0	0	0	0	0	0	0	0	30.2	33.5	21.2	41.3
20:00	0	0	2	9 -	30	44	8	3	0		0	0	0	0	0		0	0	0	0	30.2	34.0	17.0	42.1
20:15	1	1	2	5	3U 21	26	7	0	0	0		0	0	0	0	•	0	0	0	0	29.7	34.7	9.9	39.8
20:30	0	0	0	8 3	16	23	5	2	0	0	0	0	0	0	0	0	0	0	0	0	31.1	34.8	21.0	42.1
20:45		0		min	30	22	7	2	1	,		0	0	0	0	0	0	0	0	0	30.9	35.0	24.9	46.9
21:00	0	0	1	6	23	33	7	2	1	0	0	0	0	0	0	-	: 0	0	0	0	30.8	34.2	19.5	46.7
21:15	0	0	3 1	2	20	15	7	2	0	0	0	0	0	0	0	0	0	0	0	0	30.5	35.0	16.4	42.1
21:30	0	0	1	3	9	9	6	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	35.7	17.6	45.8
21:45	0	0	0	0	20	12	9	1	0	0	0	0	0	0	0	0	0	0	0	0	31.8	35.7	26.5	44.1
22:00	0	2	0	1	14	14	3	2	1	0	0	0	0	0	0	0	0	0	0	0	30.7	35.6	10.3	49.2
22:15	0	0	0	2	11	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30.8	34.7	23.9	40.6
22:30	0	0	1	0	7	11	7	2	0	0	0	0	0	0	0	0	0	0	0	0	32.4	36.7	18.5	41.9
22:45	0	0	0	1	5	11	5	2	0	0	0	0	0	0	0	0	0	0	0	0	32.8	36.7	23.8	42.7
23:00	0	1	0	0	7	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	31.1	11.4	38.3
23:15	0	1	0	2	5	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	33.8	14.4	37.6
23:30	0	0	0	0	2	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	33.6	N/A	28.2	42.5
23:45	0	0	0	0	7	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.6	32.7	25.5	43.6
Total	20	75	102	660	2541	2262	554	97	13		1		0	0	0	_	0	0	_	0	30.5	33.8	17.4	41.9
			•																					



9962
AECOM
Allerton - ATC Report
100 m North from Greenhill Rd / Long Lane Rbt
1

Job Numb Client Project Location Site No. Road Day Direction Greenhill Road 27-Jun-14 Northbound

m Casadd N/ Lang L Site Speed Limit (mpt Over Speed Limit (%)

Time									Vehic	cle Spec	ed Bins	(m ph)										Speed	Statistics	
Period	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+	Average Speed	5th %ile Spee	Slowest Speed	Fastest Speed
00:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	20.1	43.4
00:15	0	0	0	1 1	 1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	9.0	39.1
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	21.4	45.7
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	22.9	35.5
01:00	_	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	26.1	39.2
01:15	سس		0	سنسه	بسنس	0	سٽِس	0	0		بسسر	0	0		0	0	0	٥	0	0	34.9	0.0	23.0	46.2
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	12.1	34.6
01:45	www	يسسن	www	žuu	www	بسسو	www	www	Juuni	سس	www	إسسا	www	سسو	Juu	بسسو	, mar	سسن	www	····		0.0		34.5
02:00	·	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	19.5	48.0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	.	34.2	
02:15	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	31.5	0.0	31.3	31.6
02:30	ستس	0	0	0	0	0	ستس	0	0	0	0	0	0	0	سنس	0	0	0	0	0	30.4	0.0	27.7	33.0
02:45	0	0	0	0	0	1	0	0	0	0		0	0	0	0	0	0	0	0	0	32.7	0.0	25.6	40.5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	0.0	25.4	43.3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	0.0	18.2	23.4
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	27.3	37.9
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	25.0	32.9
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	22.7	37.8
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	33.5	33.5
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	16.6	43.8
04:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	34.9	38.3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	19.7	38.3
05:15	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	26.4	39.4
05:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	19.8	40.6
05:45	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	0.0	7.8	39.0
06:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	8.6	41.6
06:15	0	0	0	1 1	2	3	1	 1	0	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	92	45.7
06:30	0	0	0	0	2	6	2	1	0	٥	0	0	0	0	0	0	0	٥	0	0	34.2	36.1	25.0	47.2
06:45	0	0	0	 1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	34.7	21.3	43.8
07:00	0	0	0		3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.0	33.8	11.2	43.7
07:15	ستس				ستس	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	2		سٽس		سسر	0	0	سس	0	0	0	ستس	0		29.5	33.9		40.8
07:30				سيسلا	13	12	6	0			0		0	0	0	0	0			0	30.5	34.8	9.6	39.8
07:45	سبّسا	سس	www	سئسا	juuuj	بسسو	سپِّسا		Juu	Juu	juunij	إسسم	www	juuu	Juu	juu.	,www.	Juu	إسسا	ww	سننسب	34.0	hamman	43.3
08:00	1	1	0	9 4	17	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.7	9.3	53.3
08:15		0	0	2	16	22			ستسر		بسسر	0	0	0	0	0	0		0	0	30.7	33.5	9.7	46.4
08:30		0	0	5	23	24	5	0	0		0		0	0	0	0	0	0	0	0	30.1	32.4	11.9	39.8
	0	0	1	9	32	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	.	10.6	
08:45	0	1	1	9	33	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	32.4	10.3	48.3
09:00	0	0	1	6	41	22	3	1	0	0	0	0	0	0	0	0	0		0	0	28.8	31.7	7.8	42.6
09:15	1	1 3	0	7	20	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	28.6	33.1	8.1	43.4
09:30	1	0	1	5	17	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.6	8.0	39.2
09:45	0	0	0	5	19	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.4	11.3	42.8
10:00	1	0	1	5	19	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.2	8.5	52.3
10:15	0	0	1	8	15	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.1	8.0	42.6
10:30	1	0	1	7	16	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.6	8.3	42.0
BOOK OF THE PARTY				******						******								******						

10:45	0	0	1	9	15	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	31.9	11.9	42.1
11:00	0	0	0	7	18	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	32.2	6.5	43.2
11:15	0	0	1	6	15	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.9	8.8	44.0
11:30	0	2	1	6	19	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.0	32.3	8.6	45.4
11:45	0	1	1	3	18	15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29.0	32.9	9.8	43.1
12:00	1	0	1	5	21	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	32.9	8.0	39.7
12:15	0	0	1	4	16	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.1	8.8	47.0
12:30	1	1	1	6	18	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	32.5	8.1	44.7
12:45	1	0	0	4	19	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.1	6.5	41.4
13:00	0	0	1	7	18	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	33.2	8.8	45.8
13:15	0	0	0	4	19	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	32.7	9.3	41.9
13:30	0	0	1	5	20	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	33.1	13.2	45.4
13:45	0	0	2	4	18	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	34.0	8.2	46.8
14:00	0	0	0	5	17	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.7	7.2	55.3
14:15	0	1	1	4	15	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	33.6	8.8	51.1
14:30	0	1	0	5	17	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29.2	33.0	9.4	47.1
14:45	0	0	0	4	20	17	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	33.7	19.8	57.2
15:00	0	0	1	7	31	26	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.5	11.4	42.8
15:15	0	0	1	12	37	23	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	32.2	10.3	46.8
15:30	0	1	3	17	43	23	2	1	0	0	0	0	0	0	0	0	0	0	0	0	27.6	31.3	7.5	46.8
15:45	0	1	2	8	24	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	32.4	5.9	53.1
16:00	1	1	2	8	25	20	4	1	0	0	0	0	0	0	0	0	0	0	0	0	28.4	32.7	6.8	46.9
16:15	0	1	1	6	28	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	33.0	9.1	42.6
16:30	0	1	- 1	5	28	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.6	7.9	42.5
16:45	0	2	1	Υ	29	24	4	-1	0	0		0	0	0	0	0	0	0	0	0	29.1	33.3	9.9	44.4
17:00	0	1	1	7	25	27	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.4	7.7	46.1
17:15	1	1	1	6	25	26	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.7	7.3	45.5
17:30	0	1	1	3	25	28	6	1	0	0	0	0	0	0	0	0	0	0	0	0	30.4	34.3	8.5	46.8
17:45	0	1	0	5	25	22	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.8	33.5	11.4	52.6
18:00	0	0	1	5	25	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.7	7.3	43.9
18:15	0	0	0	3	23	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	33.9 34.3	17.0	49.0 54.0
18:30 18:45	0	0	0	4	19	20	4	2	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.3 34.1	13.1	54.0 47.9
	0	0	1	•	15	17	4	1	0	0		0	0	0	0		0	0	0	0	29.8		8.5	
19:00 19:15	0	1	0	4	18	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	30.3	34.5 33.7	9.2	55.1
19:15	0	0	<u> </u>		19	22	4	. 1	1	0		0	0	0	0	0	0	0	0	0	30.1	33.7	13.7	48.1
	0	1	0	5	14	13	3	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1		8.4	42.5
19:45	0	0	0	2	16 16	15	3	1	0	0	0	0	0	0	0	0	0	0	0	0	30.2	33.8	9.4	46.1 52.5
20:00	0		1		•••••	18	3	. 1	0)		0	0	0	0	0		0	0	0	30.4	34.2	10.9	52.5 46.7
20:30	0	0	1	2		13	3	1	0	0		0	0	0	0	0	0	0	0	0	29.9	34.5	9.9	56.6
20:30		0	0	سأسة	10	11	2		0	0	0	0	0	0	0	0	0	0	0	0	31.2	34.5 34.5	18.7	56.6 46.9
21:00	0	1	0		13	13	3	1	1	0		0	0	0	0	0	0	0	0	0	30.5	33.3	8.4	44.0
21:00	0	0	3	2	14 9	11	3	1	0	ğ	0	0	0	0	0	0	0	0	0	0	29.8	34.7	8.1	44.0
21:15		0	0	2		7	4		0	0	0	0	0	0	0	0	0	0	0	0	29.6	35.5	9.7	44.1
21:30	0	0	0	2	6 7	7	3	0	0	0	0	0		0	0	0	0	0	0	0	30.9	34.2	7.1	44.2
22:00	0	0	0	3	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1 29.8	35.6	14.3 7.5	44.2
22:15	~~~	www	juuu	2		(www.)www)		سسم	juu.		(www.	(manu)	بسسم		Çuvu		ğuvuni İ	0			35.6 34.5		46.8 48.7
22:30	0	0	0	<u> </u>	5 4	6	2	0	0	0	0	0	0	0	0	0	0	0		0	30.3	34.9	12.0	41.9
22:45	0	0	Մասա	ļ		4)www)	1	سسسا	0	0	, and the second	0	0	0	0	سسن	0	0	0	30.0	37.6	10.7	51.7
23:00	0	0	0	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.8	10.5	44.6
23:15	0	0	0	1	3	3	1	0	0	0		0	0	0	0	0	0	0	0	0	29.1 30.3	34.0	10.3 14.4	46.6
23:30		0	0	8	2	2		0	0		0	0	0	0	0	0	0	0	0	0	29.1	0.0	14.4	40.6
23:45	~~~~		•	0	3	4	1		,,,,,, ,,,,	<u> </u>				(married)		(mm		garana)				32.7		39.8
Total	0 18	0 34	0 44	_	1226	1077	-	0 39	9	0 2	0 1	0	0	0	0	0 0	0	0 0	0	0	31.1	33.6	24.3 13.6	44.0
IUdi	10	34	***	316	1220	10//	239	39	9			U	U	U	U	U	·	U	U	U	30.0	33.0	13.0	44.0



9962
AECOM
Allerton - ATC Report
100 m North from Greenhill Rd / Long Lane Rbt
1

Job Num Client Project Location Site No. Road Day Direction

Greenhill Road 27-Jun-14 Southbound

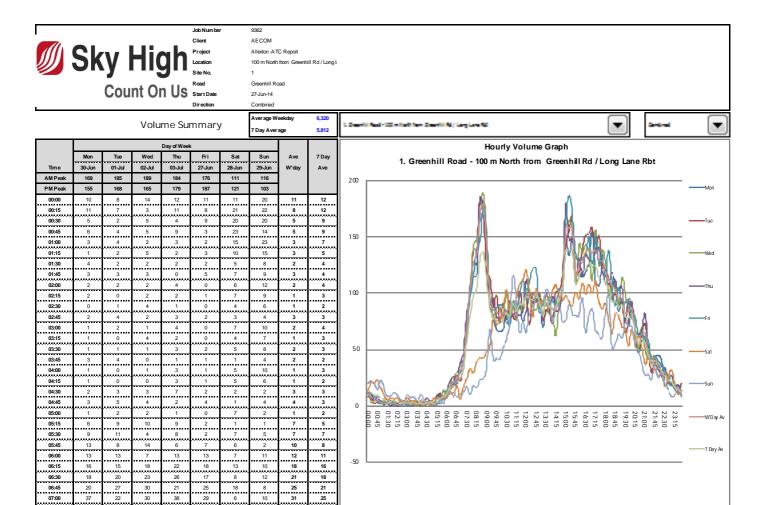
aul - 100 m North Year Cheartel Nel / Lang L ite Speed Limit (mpt 30

Over Speed Limit (%)

			Speed	Bin Pe	rcentag	e (m ph)			
0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55
0%	1%	2%	10%	41%	34%	10%	2%	0%	0%
55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

					_																			
Time			Vehicle Speed Bins (mph) 115 15:20 20:25 25:30 30:35 35:40 40:45 45:50 50:55 55:60 60:65 65:70 70:75 75:60 80:85 85:90 90:95 95:100 1																	Statistics				
Period	0-10			20-25	25-30	30-35	35-40		45-50	50-55 5	5-60	60-65	65-70	70-75	75-80	80-85	_	90-95	95-100	100+	Average Speed	5th %ile Spee	Slowest Speed	Fastest Speed
00:00	0	0	0	2	2	2		0	0	سوسسا	0	0	0	0	0	0	0	0	0	0	30.1	0.0	20.5	39.2
00:15	0	0	0	0	0	3		1	0	سوسسا	0	0	0	0	0	0	0	0	0	0	33.8	0.0	15.0	41.1
00:30	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	14.9	39.3
00:45	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	10.7	38.5
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	26.5	39.7
01:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	25.3	51.5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	14.2	35.5
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	24.3	47.1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	16.3	40.8
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	24.5	34.7
02:30		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	27.4	35.7
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	26.3	35.6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	0.0	16.8	34.9
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	17.2	40.3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	30.6	40.4
03:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	30.1	34.5
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	25.5	30.6
04:15	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	35.7	0.0	28.4	41.6
04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	26.2	47.0
04:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	29.4	37.2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	0.0	30.1	44.5
05:15	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	27.6	44.3
05:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	27.4	44.5
05:45	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	14.5	41.9
06:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	13.4	47.7
06:15	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	32.0	40.9	13.6	66.3
06:30	0	0	0	1	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32.0	34.0	11.1	57.6
06:45	0	0	0	0	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	33.1	37.2	17.3	46.6
07:00	0	1	0	1	6	5	2	1	1		0	0	0	0	0	0	0	0	0	0	31.3	36.5	13.4	49.7
07:15	0	0	0	1	8	7	4	1	0		0	0	0	0	0	0	0	0	0	0	31.6	36.6	21.4	49.6
07:30	0	0	0	1	12	16	5	2	0	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1	11.8	44.0
07:45	0	0	0	4	14	24	9	1	0	0	0	0	0	0	0	0	0	0	0	0	31.4	35.7	11.1	49.2
08:00	0	- 1	1	6	32	30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.2	12.1	48.1
08:15	0	0	1	5	40	24	4	1	0		0	0	0	0	0	0	0	0	0	0	29.4	32.8	5.4	44.6
08:30	0	4	6	21	44	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27.0	31.3	7.9	47.1
08:45	1	1	2	17	48	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.2	5.8	41.7
09:00	0	0	0	5	28	30	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29.9	33.2	8.2	46.4
09:15	0	0	0	3	21	20	6	1	0	0	0	0	0	0	0	0	0	0	0	0	30.6	34.6	10.9	50.1
09:30	0	0	0	6	21	13	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	34.1	13.3	40.2
09:45	0	1	0	5	18	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	34.2	11.7	43.8
10:00	0	1	1	5	15	11	2	1	0	-	0	0	0	0	0	0	0	0	0	0	29.1	32.9	12.6	43.7
10:15	0	1	1	5	17	13	3	1	0		0	0	0	0	0	0	0	0	0	0	28.8	33.3	11.8	54.9
10:30	www	1	0		پسس	15	نسسا	1	0	0		0	0	0	نسسر	0	0	يسس		0	29.7	34.0	10.3	44.2
homod	huu	فسسة		s	نسسن	مسنن	نسسه	سسنا	Succe	ىخىسى	ă	قىسى	uui	ئىسىد	نسسد	فسسة	فسس	فسسنا	huud	استنب	Lummun		laaiiiaa	لسسسا

10:45	0	1	0	6	17	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	32.5	10.9	40.1
11:00	0	0	1	7	18	16	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	33.7	13.1	54.6
11:15	0	1	1	5	18	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	33.6	12.9	45.7
11:30	0	1	1	5	19	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	34.4	12.4	42.1
11:45	0	0	1	2	19	18	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30.0	34.0	11.1	49.5
12:00	0	0	1	5	19	21	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30.0	33.9	15.7	48.7
12:15	0	0	1	7	23	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	33.2	16.0	41.3
12:30	0	1	1	8	23	13	5	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	33.6	8.0	44.6
12:45	0	2	1	7	24	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	33.5	11.2	41.0
13:00	0	1	1	5	19	16	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.4	33.6	9.9	43.6
13:15	0	0	0	3	19	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	33.0	11.9	47.0
13:30	0	0	0	9	20	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.1	13.6	41.3
13:45	0	0	0	3	18	15	5	-1	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.9	12.2	51.5
14:00	0	1	2	5	21	13	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28.9	33.3	11.9	49.5
14:15	0	0	0	4	18	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.8	13.2	54.6
14:30	0	0	1	7	24	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29.0	33.0	12.0	41.0
14:45	0	1	0	9	24	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.1	10.3	45.7
15:00	0	0	1	12	41	25	6	1	0	0	0	0	0	0	0	0	0	0	0	0	29.0	33.2	11.1	42.8
15:15	0	1	1	12	36	25	4	0	0	0	i	0	0	0	0	0	0	0	0	0	28.2	32.5	5.4	40.9
15:30 15:45	0	0	1	13	31	18	2	1	0	0	0	0	0	0	0	0	0	0	0	0	28.4	32.1 33.2	13.1	43.6
	0	1	1	5	28	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5		7.6	43.1
16:00	0	0	1	7	27	23	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29.3	32.9	9.9	42.4
16:15	0	1	0	7	24	28	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.8	33.4	12.7	47.3
16:30	0	1	1	6	25	24	7	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.3	10.3	48.2
16:45	0	1	2		27	28	6	1	0	0		0	0	0	0	_	0	0	0	0	29.8	33.8	7.8	47.2
17:00	0	1	1	6	29	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	29.6	33.6	11.9	44.9
17:15	0	1	1	4	31	29	7	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.9	7.8	41.6
17:30	0	1	1	3	21	30	7	1	0	0	0	0	0	0	0	0	0	0	0	0	30.6	34.6	11.3	45.5
17:45	0	1	2	7	26	29	6	1	0		0	0	0	0	0	0	0	0	0	0	29.8	33.9	12.2	41.5
18:00	0	0	0	4	23	19	7	2	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.3	6.3	45.9
18:15 18:30	0	1	1	4	24	18	7	. 1	1	0	0	0	0	0	0	0	0	0	0	0	30.1	34.5 34.9	12.8	51.6 58.3
18:30 18:45	0	0	1	6	21	18	8	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.9 34.2	12.9	h
	0	0	0	4		20	7	1	0		0	0	0	0	0	_	0	0	0	0	30.2		14.2	48.5
19:00 19:15	0	0	1	3	17	18	6	1	1	0	0	0	0	0	0	0	0	0	0	0	30.8	35.1	11.0	48.1
19:15 19:30	0	1	0	5	••••	15	6	. 1	0	min	0	0	0	0	0	0	0	0	0	0	29.5	34.2 34.6	9.2	48.9
	0	1	1	6	15	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.8		10.2	50.9
19:45	0	1	0	2	18 15	18	5	1	0	0	0	0	0	0	. 0	0	0	0	0	0	30.8	34.7 35.0	10.9	55.1 48.5
20:15	0	1	1	jorino		17 13	6	1	0	garia.		0	0	0	0			0	0	0	30.6	35.4	6.6	44.0
20:30	0		ğ	ş			6	1	{	ş	<u> </u>	0		(<u>.</u>	()			31.2	34.6	21.4	51.9
20:30	0	0	0	2	12	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	34.6	12.9	52.9
21:00	0	0	0	3	13 13	10	5 4	0	0		0	0	0	0	0	0	0	0	0	0	30.7	34.5	16.1	51.2
21:15	0	0	0	1	13	9	3		0	0	0	0	0	0	0	0	0	0	0	0	30.4	35.2	14.8 16.4	51.9
21:30		0	0	,	8	6					0	0	0	0	0	0	0	0	0	0	30.0	34.1	12.9	59.6
21:45	0	0	0	2	8	7	4	1	1	0	0	0	0	0	0	0	0	0	0	0	31.2	36.0	12.9 8.5	55.4
22:00	0	1	0	8 Z	7	8	2	0	0		0	0	0	0	0	0	0	0	0	0	30.2	34.0	10.9	49.2
22:15			0	سنسه	6	5	2	0		0	0	0	0	0	0	0	0	0	0	0	30.2	34.8	19.8	46.5
22:30	0	0	0	X	6	5 5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	35.5	6.7	44.1
22:45	0	0	1	.	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	33.4	15.9	41.7
23:00	0	0	0	8 0	3	6	2	0	0	8 0	0	0	0	0	0	0	. 0	0	0	0	31.3	33.3	8.0	55.1
23:15	0	0	0	0	4	4	1	0	0	0		0	0	0	0	0	0	0	0	0	30.0	32.7	14.3	48.9
23:30	0	0	0		3	2	2	0	0		0	0	0	0	0	0	0	0	0	0	30.6	36.2	18.2	42.5
23:45	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	36.7	22.3	47.2
Total	5	39	50	_	1344	_	-	59	11	_	1		0	0	0	_	0	0	_	0	30.5	34.2	14.7	45.7
															•	Ť	-				30.0			



Company Comp	07:30	61	77	65	81	68	24	17	70	56
		105	98	102	99	94	33	10	100	77
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06.64 169	08:30	169	185		184			23		131
	08:45	169	175	189	179			24	178	136
	09:00	144		155	146		48	32	143	114
09.50 77	09:15	89		98	90	95		68	97	87
1000	09:30		88		96			40		78
1000 65	09:45	68					72			76
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1106	10:15		91	77	82	88		51	81	77
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13-30 85	coccession and the second	coccessors of		92	82			80	82	
13:45 83 86 81 90 93 92 99 87 89 14:400 97 73 80 86 93 102 74 86 88 14:415 88 101 62 84 90 108 89 85 89 14:420 91 102 91 86 104 97 88 95 94 14:45 105 116 100 108 102 93 75 106 100 15:00 148 141 159 179 166 98 76 159 138 15:13 13 156 149 169 89 81 158 137 15:35 116 110 102 116 154 101 20 117 102 16:00 118 116 144 131 127 94 80 127 116 16:00 118 116 144 131 127 94 80 127 116 16:01 119 151 143 134 134 99 65 136 122 16:45 127 153 137 130 155 108 81 139 127 17:00 155 159 111 128 126 100 86 138 124 17:00 155 159 111 128 126 100 86 138 124 17:00 105 159 111 128 126 100 86 138 124 17:00 105 159 111 128 126 100 86 138 124 17:00 105 159 111 128 126 100 86 138 124 17:00 105 159 111 128 126 100 86 138 124 17:00 105 159 111 128 126 100 86 138 124 17:00 105 159 111 128 126 100 86 136 123 17:45 122 127 139 121 135 86 60 129 113 18:45 102 113 99 108 138 76 97 112 105 18:45 102 113 99 108 138 76 97 112 105 18:45 102 113 99 108 138 76 97 112 105 19:50 77 78 65 101 76 82 69 74 82 79 19:50 77 78 65 101 76 82 69 74 82 79 19:50 78 65 101 76 82 69 74 82 79 19:50 77 78 65 54 35 64 55 20:51 60 60 77 78 60 60 60 60 22:115 43 47 44 50 99 45 22 48 45 22:10 37 29 41 43 39 44 32 36 42 40 22:00 47 49 49 64 62 62 49 54 55 20:15 60 60 77 78 78 78 78 22:15 41 27 28 26 35 29 30 31 31 22:10 10 28 28 28 31	13:30	85		91				103	92	94
14-00 97 73 80 86 93 102 74 86 86 86 44-15 88 101 62 84 85 104 97 88 95 94 14-25 105 116 100 106 102 93 75 106 100 150 150 148 141 159 179 166 98 76 159 138 155 133 156 165 147 167 92 90 158 139 155 151 133 156 165 147 167 92 90 158 139 153 155 151 133 156 165 147 167 92 90 158 139 153 155 157 154 159 158 139 155 157 154 159 158 139 156 140 159 1	13:45	83	86	81	90	93	92	99		89
14-15	14:00	97	73		86			74	86	86
14:30 91 102 91 86 104 97 88 95 94 14:45 105 116 100 108 102 63 75 106 108 15:00 148 144 159 179 166 98 76 159 138 15:15 133 156 168 147 187 32 30 158 139 15:30 148 168 156 149 169 89 81 158 137 15:35 116 110 108 116 134 101 80 117 109 16:00 118 116 144 131 127 94 80 127 120 16:00 119 151 143 134 134 99 65 136 121 16:45 127 153 137 130 150 108 81 139 127 17:00 155 159 111 128 126 100 88 138 124 17:30 156 157 139 121 135 86 60 122 131 18:00 121 120 133 99 108 138 76 97 112 105 18:45 112 100 105 107 89 82 55 103 93 18:45 112 100 105 107 89 82 55 103 93 18:45 112 100 105 107 89 82 55 103 93 18:45 112 100 105 107 89 82 55 103 93 18:45 71 76 84 95 94 53 71 84 78 20:00 20 25 107 118 109 20 27 20 20 18:45 71 76 84 95 94 53 71 84 78 20:00 47 49 49 49 64 62 62 49 54 55 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 64 59 20:45 58 63 70 66 65 54 38 54 20:45 5	14:15		101		84		108	89		89
14-45 105	14:30	91	102	91	86		97	88	95	94
15:15 133 156 165 147 167 92 90 158 139 15:00 140 160 166 140 169 60 61 156 177 15:45 116 110 108 116 134 101 80 117 109 16:00 118 116 144 131 127 34 80 127 116 16:15 114 139 135 116 131 109 65 136 121 16:20 119 151 143 134 134 99 65 136 121 16:43 127 150 127 130 150 108 81 139 127 17:40 155 158 111 128 160 137 150 160 81 139 127 17:40 106 151 124 140 127 92 <	14:45		116	100	108	102	93	75	106	100
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17:30 106 151 124 140 127 92 63 130 115 17:46 122 127 139 121 155 86 00 00 129 113 18:00 121 120 128 109 115 91 83 119 110 18:15 102 113 93 108 138 78 97 112 105 18:30 102 95 107 118 106 64 50 106 93 18:45 112 100 105 107 89 82 55 55 103 93 19:00 94 89 100 105 107 89 82 55 55 103 93 19:00 94 89 100 100 105 107 89 82 82 85 100 90 19:15 95 93 114 106 90 70 60 100 90 19:39 78 60 101 78 92 69 70 60 100 90 19:48 71 76 84 95 94 53 71 84 78 20:00 86 92 88 91 77 68 70 87 82 20:15 66 83 71 65 80 55 33 69 65 20:20 47 49 49 64 62 62 49 54 55 20:15 43 47 44 50 55 65 54 28 69 65 21:15 43 47 44 50 55 55 45 28 44 45 21:30 37 29 43 43 33 37 23 38 36 21:45 43 47 44 50 55 55 29 30 31 31 22:20 15 41 27 28 26 35 29 30 31 31 22:20 15 41 27 28 26 35 29 30 31 31 22:20 17 19 22 22 20 17 22 26 15 23 22 23:20 27 19 23 20 17 32 8 21 21 23:20 11 13 18 15 19 20 10 17 11 13 16 14 15										
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18:30 102 95 107 118 108 64 50 106 92 18:45 112 100 105 107 188 64 50 106 92 19:00 84 89 89 103 105 80 64 94 88 19:15 55 53 114 106 90 70 60 100 90 19:20 78 65 101 76 92 63 74 82 79 19:45 71 76 84 95 94 53 71 84 78 20:01 66 63 71 65 80 55 53 69 65 20:05 58 63 70 66 65 55 53 69 65 20:05 57 58 63 70 66 65 54 38 64 59	18:15	102	113	99		138	76	97	112	105
18.45 112 100 105 107 89 82 55 103 93 19.00 84 89 89 103 105 80 64 94 88 19.15 95 30 114 100 50 70 60 100 90 19.30 78 65 101 76 92 69 74 82 79 19.45 71 76 84 95 94 53 71 84 78 20.00 86 92 88 91 77 68 70 87 82 20.15 66 63 71 65 80 55 53 69 65 20.01 47 49 48 64 62 62 62 49 54 55 21300 59 73 50 82 60 37 27 65 55	coccession and the second	102	95		**********			50		
19:00 84 89 89 103 105 80 64 94 88 19:15 55 53 114 105 90 70 80 100 50 19:20 78 65 101 76 82 69 74 82 79 19:45 71 76 84 95 94 53 71 84 78 20:00 66 52 88 91 77 68 70 57 62 20:15 66 63 71 65 80 55 53 69 65 20:20 47 49 49 64 62 62 49 54 55 20:30 47 49 49 64 62 62 49 54 55 21:30 59 73 50 82 60 37 27 65 55 21:30 37 29 43 43 38 37 23 38 36 21:45 43 42 44 33 44 32 35 42 40 22:20 20 20 20 20 20 20	18:45	112	100		107		82	55		93
19:15 95 93 114 106 90 70 60 100 90 19:20 78 65 101 76 92 69 74 82 79 19:45 71 75 64 55 94 53 71 64 77 20:00 86 92 88 91 77 68 70 87 82 20:15 6 6 7 6 7 6 70 77 82 20:15 6 6 7 6 7 6 70 77 82 20:15 6 6 7 6 6 7 6 7 6 7 20:20 47 49 49 64 62 62 49 54 55 20:25 58 63 70 68 55 54 38 64 58 20:25 58 63 70 68 55 54 38 64 58 20:25 59 73 50 82 60 37 27 65 55 21:15 43 47 41 50 59 45 28 46 45 21:30 37 29 43 33 39 37 23 38 36 21:45 43 42 44 39 44 32 36 42 40 20:25 41 27 28 26 35 29 30 31 31 22:30 19 20 32 33 32 17 20 28 22 22:45 21 24 27 21 21 26 15 23 22 23:30 27 19 23 20 77 32 8 21 21 23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 6 14 13	19:00	84	89	89	103		80	64		88
19.45	19:15				106	90			100	90
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2030 47 49 49 64 62 62 49 54 55 2045 58 63 70 66 65 54 38 64 59 21:00 59 73 50 52 60 37 27 65 55 21:15 43 47 41 50 59 45 28 48 45 21:30 37 29 40 13 39 37 22 38 36 21:48 43 42 44 39 44 32 36 42 40 22:00 45 37 33 33 40 25 25 38 34 22:15 41 27 20 26 25 25 38 34 22:45 21 24 27 21 21 26 15 23 22 22:45 21 24 </td <td>000000000000000000000000000000000000000</td> <td>000000000</td> <td>000000000</td> <td>0000000000</td> <td>000000000</td> <td>000000000</td> <td>000000000</td> <td>000000000</td> <td></td> <td>000000000</td>	000000000000000000000000000000000000000	000000000	000000000	0000000000	000000000	000000000	000000000	000000000		000000000
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22:00 45 37 33 33 40 26 25 38 34 22:15 41 27 28 26 35 29 30 31 31 22:30 19 28 32 33 32 17 20 28 28 22-45 21 24 27 21 21 26 15 23 22 23:00 27 19 23 20 17 32 8 21 21 23:15 15 18 18 15 19 20 10 17 16 23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 8 14 13	21:45	43	42	44	39	44	32	36	42	40
22-15 41 27 28 26 35 29 30 31 31 22-30 19 28 32 34 32 17 20 29 26 22-45 21 24 27 21 21 26 15 23 22 23-00 27 19 20 20 17 32 9 2 21 23-15 15 18 18 15 19 20 10 17 16 23-30 11 13 16 19 15 10 16 15 14 23-45 14 20 10 9 17 13 6 14 13	22:00	45	37	33	33	40	26	25	38	34
22:00 19 28 32 34 32 17 20 29 26 22:45 21 24 27 21 21 25 15 23 22 23:00 27 19 23 20 17 32 8 21 21 23:15 15 18 18 15 19 20 10 17 16 23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 8 14 13			27				29			
22:45 21 24 27 21 21 26 15 23 22 25:00 27 19 23 20 17 32 8 21 22 23:15 15 18 18 15 19 20 10 17 16 23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 8 14 13			28				17			
23:00 27 19 23 20 17 32 8 21 21 22:15 15 18 18 15 19 20 10 17 16 23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 8 14 13	22:45	21	24	27	21	21	26	15	23	22
23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 6 14 13		27	19	23			32		21	
23:30 11 13 16 19 15 10 16 15 14 23:45 14 20 10 9 17 13 8 14 13 13		15	18	18			20		17	
23:45 14 20 10 9 17 13 8 14 13	23:30	11	13	16	19	15	10	16	15	14
Total 5976 6330 6381 6368 6544 4972 4115 6320 5812		14	20	10	9	17	13	8	14	13
	Total	5976	6330	6381	6368	6544	4972	4115	6320	5812

ı	07:00-19:00	4858	5204	5179	5127	5341	3908	3126	5142	4678
	06:00-22:00	5692	6060	6101	6089	6280	4616	3760	6044	5514
	06:00-24:00	5885	6246	6288	6266	6476	4789	3892	6232	5692
	00:00-24:00	5976	6330	6381	6368	6544	4972	4115	6320	5812



Client : Project : Site : AECOM

9362 Allerton 1 - Greenhill Road / Long Lane Date: Thursday 26th June 2014

AM Weather: Mild / Cloudy

PM Weather: Mild / Cloudy / Light Rain

																				Al	M PEAK	(HR = 08	s:15 - 0	09:15 PM	I PEAK I	HR =		16:4	5 - 17:45	4								
Entry:	A - Gree																																					PCU
	Destination	n:	A - Green	hill Road						Destinatio	n: E	3 - Long L	ane						Destination	: C	- Whiteh	edge Roa	ad					Destination	n: D	- Brodie Av	enue						Arm	Arm
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc -	Γotal	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc T	otal	PCU	Car	Lgv	Ogv1 O	gv2	Psv	Mc	Pc '	Total	PCU	Totals	Totals
07:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	5	3.4	6	1	0	0	0	0	1	8	7.2	4	1	0	0	0	0	0	5	5	18	15.6
07:15	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9	4	2	0	0	0	0	0	6	6	8	0	0	0	0	0	0	8	8	23	23
07:30	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	8	7.2	11	1	0	0	0	0	1	13	12.2	16	2	0	0	0	0	0	18	18	39	37.4
07:45	1	0	0	0	0	0	0	1	1	14	1	0	0	1	0	0	16	17	18	2	0	0	0	0	1	21	20.2	24	0	0	0	0	1	0	25	24.4	63	
08:00	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	1	17	16.2	24	3	0	0	0	0	0	27	27	35	3	0	0	0	0	0	38	38	82	81.2
08:15	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13	28	3	0	0	0	0	1	32	31.2	25	2	0	0	0	0	0	27	27	72	71.2
08:30	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	16	54	6	0	0	1	0	1	62	62.2	24	5	0	0	0	0	0	29	29	107	107.2
08:45	0	1	0	0	0	0	0	1	1	12	1	0	0	0	0	0	13	13	58	5	0	0	0	0	0	63	63	24	2	0	0	1	0	0	27	28	104	105
09:00	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	19	18.4	33	1	0	0	0	0	2	36	34.4	12	0	0	0	0	0	0	12	12	67	64.8
09:15	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	15	13	2	0	0	0	0	0	15	15	7	1	0	0	0	0	0	8	8	38	
09:30	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10	10	21	3	0	0	0	0	1	25	24.2	8	0	0	0	0	0	0	8	8	43	
09:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	5	15	1	0	0	0	0	0	16	16	13	1	0	0	0	0	0	14	14	35	35
16:00	0	1	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8	8	34	2	0	0	0	1	2	39	36.8	17	0	0	0	0	0	1	18	17.2	66	63
16:15	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	12	12.5	29	1	0	0	0	0	0	30	30	18	0	0	0	0	0	1	19	18.2	61	
16:30	0	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	16	17	32	3	0	0	0	0	1	36	35.2	16	0	0	0	0	0	0	16	16	68	68.2
16:45	2	0	0	0	0	0	0	2	2	17	0	0	0	0	1	1	19	17.6	48	1	0	0	0	0	0	49	49	17	1	0	0	0	0	1	19	18.2	89	86.8
17:00	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	2	18	16.4	36	1	0	0	0	0	1	38	37.2	21	0	0	0	0	1	1	23	21.6	79	75.2
17:15	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	15	15	35	3	0	0	0	0	1	39	38.2	12	2	0	0	0	0	1	15	14.2	69	
17:30	0	1	0	0	0	0	0	1	1	9	0	0	0	0	0	0	9	9	29	5	0	0	0	0	1	35	34.2	18	1	0	0	0	0	0	19	19	64	63.2
17:45	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	1	16	15.2	35	3	0	0	0	0	0	38	38	17	0	0	0	0	0	0	17	17	71	70.2
18:00	0	0	0	0	0	0	0	0	0	10	0	0	0	1	0	0	11	12	25	3	0	0	0	0	0	28	28	11	0	0	0	0	0	0	11	11	50	51
18:15	0	1	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8	8	24	3	0	0	0	0	0	27	27	15	0	0	0	0	0	0	15	15	51	51
18:30	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13	22	0	0	0	0	0	0	22	22	17	0	0	0	0	0	0	17	17	52	
18:45	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	13	18	1	0	0	0	0	0	19	19	22	1	0	0	0	0	0	23	23	55	



Client : AECOM

Project : Site :

Date:

AM Weather: Mild / Cloudy

9362 Allerton 1 - Greenhill Road / Long Lane Thursday 26th June 2014 PM Weather: Mild / Cloudy / Light Rain

				,ou	nt C	יווע	JS																														
																												AN	I PEAK	HR = 0	8:15 - 09	9:15 PM	PEAK F	IR =		16:45	- 17:45
Entry:	B - Long								ı																		-									_	
	Destinatio		- Greenh							Destinatio		- Long La							Destination			edge Roa					_	stination		- Brodie Av							Arm
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc 1	Total F	CU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc Tot	al PC	U	Car	Lgv	Ogv1 O)gv2	Psv	Mc	Pc To	otal P	PCU	Totals
07:00	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	7	1	0	0	1	0	2	11	10.4	16 15.4
07:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	1	9	8.2	32	0	0	0	2	1	0		36.4	47 47.6
07:30	2	1	0	0	1	0	0	4	5	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7	24	5	1	0	1	0	0	31	32.5	42 44.5
07:45	2	0	0	0	0	0	2	4	2.4	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	33	3	0	0	2	0	5	43	41	55 51.4
08:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	2	7	5.9	36	3	0	0	2	0	0	41	43	53 53.9
08:15	11	1	0	0	0	0	1	13	12.2	0	0	0	0	0	0	0	0	0	11	1	0	0	0	0	0	12	12	29	4	0	0	2	0	2		37.4	62 61.6
08:30	12	0	0	0	1	0	0	13	14	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	3	16 1	3.6	41	0	1	0	2	0	2		46.9	75 74.5
08:45	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	13	34	2	0	0	1	0	1	_	38.2	59 59.2
09:00	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	29	3	0	0	2	0	0	34	36	46 48
09:15	9	1	0	0	0	0	2	12	10.4	1	0	0	0	0	0	0	1	1	5	0	0	0	0	0	0	5	5	17	2	0	0	1	0			21.2	39 37.6
09:30	6	2	0	0	1	0	0	9	10	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	24	4	0	0	2	0			32.2	48 50.2
09:45	11	1	0	0	0	0	0	12	12	1	0	0	0	0	0	0	1	1	8	2	0	0	0	0	0	10	10	33	2	0	0	1	0	1	37	37.2	60 60.2
16:00	13	0	1	0	1	0	0	15	16.5	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	61	4	0	0	2	0	0	67	69	90 93.5
16:15	19	1	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11	65	5	0	0	1	0	1	72	72.2	103 103.2
16:30	11	0	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	1	16	0	0	0	0	0	0	16	16	43	4	0	0	2	0	1	50	51.2	78 79.2
16:45	19	1	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	55	2	0	0	1	0	1	59	59.2	82 82.2
17:00	19	0	0	0	0	0	1	20	19.2	1	0	0	0	0	0	0	1	1	18	2	0	0	0	0	1	21 2	0.2	53	3	0	0	2	0	0	58	60	100 100.4
17:15	9	1	0	0	0	1	0	11	10.4	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	68	5	0	0	1	0	0	74	75	93 93.4
17:30	15	2	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14	62	3	0	0	1	0	1		67.2	98 98.2
17:45	13	3	0	0	0	0	0	16	16	1	0	0	0	0	0	0	1	1	11	3	0	0	0	0	1		4.2	60	3	0	0	3	00	2		69.4	100 100.6
18:00	10	1	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	1	14	0	0	0	0	0	0	14	14	58	1	0	0	1	0	1		61.2	87 87.2
18:15	12	1	0	0	0	0	1	14	13.2	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9	42	1	0	0	2	0	0	45	47	68 69.2
18:30	6	0	0	0	0	0	1	7	6.2	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0		10	50	1	0	0	2	0			55.2	71 71.4
18:45	14	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14	14	38	2	0	0	1	0	2	43	42.4	71 70.4
Check								271									6									243									1123		1643



Client: AECOM

Project: 9362 Allerton

Site: 1 - Greenhill Road / Long Lane
Date: Thursday 26th June 2014

AM Weather: Mild / Cloudy
PM Weather: Mild / Cloudy / Light Rain

AM PEAK HR = 08:15 - 09:15 PM PEAK HR = 16:45 - 17:45 Entry: C - Whitehedge Road Destination : A - Greenhill Road B - Long Lane Arm Destination: Destination: C - Whitehedge Road Destination: D - Brodie Avenue Totals Pc Total Pc Total Pc Total Pc Total 07:00 7.2 20 19.2 07:15 07:30 07:45 48.1 31.1 44 44.5 08:00 34.5 08:15 08:30 08:45 09:00 34.2 8.2 09:15 18.2 33.4 33 33 09:30 09:45 16:00 22.2 45 44.2 Ω 16:15 16:30 16:45 25.2 13.4 49.6 17:00 36.4 63.4 17:15 17:30 17:45 29.4 51.4 18:00 Ω Ω 18:15 18:30 Ω Ω 18:45 20.2 35.2

0.00



Client : AECOM

Project : Site :

AM Weather: Mild / Cloudy

9362 Allerton 1 - Greenhill Road / Long Lane Thursday 26th June 2014 PM Weather: Mild / Cloudy / Light Rain

try: D	- Brodie																																			
																												AN	I PEAK	HR = 08	B:15 - 09	9:15 PM I	PEAK H	IR =		16:45 - 17:45
, –										Destination																_	T.								_	Arm
Destination : A - Greenhill Road Car Lgv Ogv1 Ogv2 Psv Mc Pc Total PCU												Long La							Destination			edge Ro						Destination		- Brodie Av		_		_	_	
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1 (Ogv2	Psv	Mc	Pc ·	Total F	CU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc To	otal P	CU	Car	Lgv	Ogv1 O	gv2	Psv	Мс	Pc Tot	tal PC	Totals
00	3	0	0	0	0	0	0	3	3	19	1	0	0	0	0	0	23	23	0	٥	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3 29
15	4	1	0	0	0	0	0	5	5	35	0	0	0	1	0	1	-	37.2	1	1	0	0	0	0	0	2	2	0	1	0	0	0	0	0	1	1 45 4
30	8	1	0	0	0	1	0	10	9.4	33	3	0	0	2	0	2		40.4	5	2	0	0	0	0	0	7	7	5	0	0	0	0	0	0	5	5 62 6
45	9	0	0	0	0	0	0	9	9	49	1	0	0	1	0	1		52.2	5	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	3	3 69 6
00	16	0	0	0	0	0	0	16	16	39	1	0	0	2	0	2		44.4	8	0	0	0	0	0	0	8	8	3	0	0	0	0	0	0	3	3 71 7
15	17	1	0	0	0	0	0	18	18	57	2	0	0	1	0	1		61.2	7	1	0	0	0	0	0	8	8	3	1	0	0	0	0	0	4	4 91 9
30	26	1	0	0	0	0	0	27	27	59	1	0	0	3	0	1	64	66.2	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1 96 9
45	21	3	0	0	0	0	1	25	24.2	61	5	1	0	1	1	1	70	70.1	15	1	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0 111 11
00	14	0	0	0	0	0	0	14	14	59	0	0	0	2	0	0	61	63	10	4	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0 89
15	9	1	0	0	0	0	0	10	10	30	3	0	0	1	0	1	35	35.2	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	0	1	1 51 5
30	11	0	0	0	0	0	0	11	11	37	1	0	0	1	0	0	39	40	5	0	0	0	0	0	0	5	5	3	1	0	0	0	0	0	4	4 59
45	12	1	0	0	0	0	0	13	13	42	3	0	0	2	0	0	47	49	7	1	0	0	0	0	0	8	8	2	0	0	0	0	0	0	2	2 70
00	21	2	0	0	0	0	0	23	23	34	4	0	0	2	1	0	41	42.4	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1 69 7
15	21	0	0	0	0	0	0	21	21	40	3	0	0	2	0	0	45	47	5	1	0	0	0	0	0	6	6	2	0	0	0	0	0	0	2	2 74
30	22	0	0	0	0	0	1	23	22.2	48	2	0	0	1	0	0	51	52	9	3	0	0	0	0	0	12	12	1	0	0	0	0	0	0	1	1 87 8
45	23	1	0	0	0	0	0	24	24	60	2	1	0	1	0	0	64	65.5	9	0	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	3 100 10
00	13	2	0	0	0	0	0	15	15	49	6	0	0	1	0	0	56	57	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0 77
15	16	1	0	0	0	0	0	17	17	45	3	1	0	2	0	1	52	53.7	8	0	0	0	0	0	0	8	8	3	0	0	0	0	0	0	3	3 80 8
30	26	1	0	0	0	0	0	27	27	38	1	0	0	2	0	0	41	43	11	0	0	0	0	0	0	11	11	5	0	0	0	0	0	0	5	5 84
45	15	3	0	0	0	0	0	18	18	45	3	0	0	2	0	0	50	52	12	0	0	0	0	0	0	12	12	2	0	0	0	0	0	0	2	2 82
00	12	0	0	0	0	0	0	12	12	40	1	0	0	2	1	1	45	45.6	8	0	0	0	0	0	0	8	8	2	1	0	0	0	0	0	3	3 68 6
15	12	0	0	0	0	0	0	12	12	38	1	0	0	2	0	0	41	43	8	0	0	0	0	0	0	8	8	4	0	0	0	0	0	0	4	4 65
30	12	0	0	0	0	0	0	12	12	39	4	0	0	1	0	0	44	45	6	1	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2 65
45	12	0	0	0	0	0	0	12	12	50	2	0	0	2	0	0	54	56	10	0	0	0	0	0	0	10	10	2	0	0	0	0	0	0	2	2 78
								377									1157									183									55	1772

Sky High
Count On Us

Client : Project : Site : Date :

AECOM 9362 Allerton 2 - Greenhill Rd / Stamfordham Dr / Heath Rd Thursday 26th June 2014 AM Weather : PM Weather : Mild / Cloudy Mild / Cloudy / Light Rain

	Count on os																																																	
																																								A	M PEAK	HR =	08:00 - 0	09:00 PI	N PEAK	HR =		16:15	5 - 17:15	
Entry:	ntry: A - Greenhill Road (n)																																						_									-		PCU
													: B-									ation:									Destination		- Greer		i (s)				1		n: E-								Arm	Arm
	Car Lgv Ogv1 Ogv2 Psv Mc Pc Total PCU										C	Car	Lgv /	Ogv1	Ogv2	Psv	Mc	P	c Tota	PCU	Ca	r Lgn	r Ogv	1 Og	v2 P	sv	Mc	Pc 1	otal	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc To	tal P	CU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc T	otal P	CU	Totals	Totals
07:00	(0	0	0	0	0	0	0	0	0		7	0	0	0	0	0	()	7	7 :	2 1)	0	0	0	1	4	3.2	1	2	0	0	0	0	1	4	3.2	0	0	0	0	0	0	0	0	0	15	13.4
07:15	(0	0	0	0	0	0	0	0	0		7	1	0	0	0	0	- (ו	В 4	3 :	2 C)	0	0	0	1	3	2.2	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	19	18.2
07:30		0	0	0	0	0	0	0	0	0		8	2	0	0	0	0) 1	D 10) (<i>i</i> ()	0	0	0	0	6	6	3	0	0	0	0	0	1	4	3.2	0	0	0	0	0	0	0	0	0	20	19.2
07:45	(0	0	0	0	0	0	0	0	0		10	1	0	0	0	0		1	1 1		. 1)	0	0	0	1	6	5.2	11	2	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	30	29.2
08:00	(0	0	0	0	0	0	0	0	0		14	0	0	0	1	0	() 1	5 16	3 1	, ()	0	0	0	0	10	10	16	3	0	0	0	0	1	20	19.2	0	0	0	0	0	0	0	0	0	45	45.2
08:15		0	0	0	0	0	0	0	0	0		20	1	1	0	0	0		1 2	3 22.7	7 9	, ()	0	0	0	1	10	9.2	12	2	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	47	45.9
08:30	1	1	0	0	0	0	0	0	- 1	- 1		18	2	0	0	0	0	(2	0 20	1	1)	0	0	0	0	12	12	21	0	0	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	54	54
08:45	(0	0	0	0	0	0	0	0	0		26	1 /	0	0	0	0	(2	7 27	, ,	, e)	0	0	0	1	9	8.2	28	1	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	65	64.2
09:00	(0	0	0	0	0	0	0	0	0		19	2	0	0	0	0	() 2	1 2		C)	0	0	0	1	5	4.2	20	0	0	0	0	1	2	23	20.8	1	0	0	0	0	0	0	1	1 7	50	47
09:15	(0	0	0	0	0	0	0	0	0		18	0	0	0	0	0	(1	8 18	1	1			0	0	0	0	9	9.5	12	2	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	41	41.5
09:30	1	1	0	0	0	0	0	0	- 1	- 1	- 2	20	1	1	0	0	0	() 2	2 22.5	; ;	, e)	0	0	0	0	5	5	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	40	40.5
09:45		0	0	0	0	0	0	0	0	0		7	1	0	0	0	0)	3 8		, 2)	0	0	0	0	2	2	7	2	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	19	19
																			-	_																														
16:00)	0	0	0	0	0	0	0	0		14	1	0	0	0	0	- 2	2 1	7 15.4	10	. 2)	0	0	0	0	12	12	9	1	0	0	0	0	1	11	10.2	0	0	0	0	0	0	0	0	0	40	37.6
16:15)	0	0	0	0	0	0	0	0		18	3	0	0	0	0) 2)	0	0	0	1	10	9.2	10	1	1	0	0	0	0		12.5	1	0	0	0	0	0	0	1	1	44	
16:30		2	0	0	0	0	0	0	0	0		23	2	0	0	0	0	Ċ	2			, 3		,	0	0	0	0	13	13	23	1	0	0	0	0			24.2	0	0	0	0	0	0	0	0	0	63	
16:45	1	1	0	0	0	0	0	0	1	1		23	1	0	0	0	0		2	1 24				1	0	0	0	1	12	11.2	15	1	0	0	0	1	2		16.8	0	0	0	0	0	0	0	0	0	56	53
17:00	2	,	0	0	0	0	0	0	2	2	-	12	0	0	0	0	0	-	1	2 12	14	2)	0	0	0	1	17	16.2	13	- 1	0	0	0	0	2	16	14.4	0	0	0	0	0	0	0	0	0.7	47	44.6
17:15)	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	c	1.	1 14		- 1		,	0	0	0	0	8	8	14	- 1	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	37	37
17:30	1		0	0	0	0	0	0	1	1	1	14	0	0	0	0	- 1		1	14.4	11	- 1		,	0	0	0	0	12	12	7	2	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	37	
17:45	1		0	0	0	0	0	0	1	- 1	1	11	1	0	0	0	0	1	- 1	3 12.2	10	1)	0	0	0	0	11	11	14	1	0	0	0	0	1	16	15.2	0	0	0	0	0	0	0	0	0	41	
18:00)	0	0	0	0	0	0	0	0	1	12	2	- 0	0	0	0		1.	1 14	6	. 0	-)	0	0	0	0	6	6	15	1	0	0	0	0	0	16	16	2	0	0	-0	0	0	0	2	2	38	
18:15)	0	0	0	0	0	ó	0	o	1		0	Ó	ō	0	0		1:	5 15	14	. 2		, ,	0	0	0	0	16	16	15	1	ō	ō	0	0		16	16	0	o	0	Ó	ó	0	0	0	0	47	
18:30)	0	0	0	0	0	ó	0	0	1		1	n	0	0	1		1:						0	0	0	1	7	6.2	16	0	0	0	0	0	0	16	16	1	0	0	n	n	0	0	1	1	39	
18:45	"	'n	n	n	n	0	n	0	0	0	1		2	0	0	0			2				ì		ń	n	1	'n	à	8.4	16	2	0	0	0	0		18	18	'n	0	0	0	0	n	0			47	
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CHECK									- '											-									414									200									-		901	

Client : Project : Site : Date :

AECOM 9362 Allerton 2 - Greenhill Rd / Stamfordham Dr / Heath Rd Thursday 26th June 2014 AM Weather : PM Weather : Mild / Cloudy Mild / Cloudy / Light Rain

			C	oui	nt O	n L	Js			Date :		hursda	y 26th	June 20	114						-	PM Wea	ither:	M	Aild / Clo	oudy / I	Light R	aın																			ı
Entry: I)	. D																																			Al	I PEAK	K HR =	08:00 -	09:00 PI	M PEAK H	HR =		16:15 -	17:15	
	Destinatio			ill Road ((n)				F	Destinatio	n · F	3 - Heath	Road						Destinati	on: (C - Stam	fordham	Drive					Destinat	ion · I	D - Gree	enhill Roa	ad (s)				Ī	Destination	n· F	- Knight	tswood C	ourt		\neg	\neg		Arm	1
Į			Ogv1			Mc	Pc Tot	tal P(cu					Psv	Mc	Pc	Total	PCU	Car		Ogv1			Mc	Pc	Total	PCU	Car				Psv	Mc	Pc T	otal PC	U					Psv	Mc	Pc To	otal PC	U To	Totals	
07:00	9	- 1	0	0	n	0	0	0	۰Г	0	0	0	0	0	0	0	0	0	2	0					0	2	2	10	- 1	0	0	0	0	0	11	11 Г	0						-1	-1	0.2	23	22.2
07:15	3	3	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15	15	0	0	0	0	0	0	0	o '	0.2	21	2
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07:45	14	1	0	0	0	0	0	15	15	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	2	2	36	1	0	0	1	1	1		9.6	0	0	0	0	0	0	0	0	0	58	
08:00	13	0	0	0	0	0	0	13	13	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	48	7	0	0	0	0	0	55	55	0	0	0	0	0	0	0	0	0	71	7
08:15	11	0	0	0	0	0		11	11	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	43	1	0	0	0	0	0		44	1	0	0	0	0	0	0	1	1	57	5
08:30	27	2	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	55	10	0	0	1	0	1		7.2	0	0	0	0	0	0	0	0	0	97	98.
08:45	18	2	0	_1_	0	0	0		22.3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	49	6	0	0	1	0	0		57	0	0	0	0	0	0	0	0	0	80	82.
09:00	12 10	1	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	39	1	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	0	55	5
09:15 09:30	10	0	2	0	0	0	0	17 1	13 16.2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	23	3	0	0	0	0	0	30 2	9.2	1	0	0	0	0	0	0	1	0	47	45.4
09:45	11	2	0	0	0	0			13	1	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	6	6	23	0	0	0	0	0	,		23	1	0	0	0	0	0	0	1	1	44	45.4 L 4.
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16:00	20	1	0	0	0	0	1	22 2	21.2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	45	2	0	0	0	1	2	50 4	7.8	0	0	0	0	0	0	0	0	0	75	72
16:15	20	3	2	0	0	0	0	25	26	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	42	2	0	0	0	0	1	45 4	4.2	0	0	0	0	0	0	0	0	0	76	76.3
16:30	17	4	0	0	0	0			21	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	38	2	0	0	1	0	2		2.4	0	0	0	0	0	0	0	0	0	70	69.4
16:45	14	0	0	0	0	0			14	1	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3	3	57	1	0	0	0	0	0		58	1	0	0	0	0	0	0	_1	1	77	7
17:00	14	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	8	52	0	0	0	0	1	1	54 5		1	0	0	0	0	0	0	1	1	77	75.6
17:15	20	0	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	46	6	0	0	0	0	2	54 5	2.4	1	0	0	0	0	0	0	1	1 /	77	75.4
17:30 17:45	9 17	3	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2	43	4	0	0	0	0	0	47	47	2	0	0	0	0	0	0	2	0	63 71	63
18:00	23	4	0	0	0	0			21 25	0	0	0	0	0	0	0	0	0	2	1					0	3	3	25	3	0	0	0	0	0		·· -	0						0	0	0 -	/1 59	
18:00	23	2	0	0	0	1			25	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	25	2	0	0	1	0	0		29 28	1	0	0	0	0	0	0	1	1	58	57.4
18:30	15	1	0	0	0	,	- 1	16	16	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	20	0	0	0	0	0	0		31	1	0	0	0	0	0	0	1	1	53	57.4
18:45	21	2	0	0	0	1			3.4	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	31	1	0	0	0	0	0		32	1	0	0	0	0	0	0	1	1	62	
Check		-	3	•				405		U	0	U	U	0	0	J	4	0	, ,	Ü	U	U	3	J	۰ ـ	75	3	31		U		0	· ·	~ <u></u>	944	-		3	0	3	3		-	- 13		1445	31.4
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Client : Project : Site : Date :

AECOM 9362 Allerton 2 - Greenhill Rd / Stamfordham Dr / Heath Rd Thursday 26th June 2014 AM Weather : PM Weather : Mild / Cloudy Mild / Cloudy / Light Rain

			(Cou	int (On l	Js			Date :		Thursc	aay 20ti	June 2	J14							PIVI VV	eatner:	I.	villa / Ci	oudy /	Lignt	rain																			
Entry:	C C+-		ana Daire																																		1	AM PEA	K HR =	08:00	- 09:00	PM PEAR	K HR =		16:15	- 17:15	l
				nhill Road	1 (n)			$\overline{}$		Destinati	on ·	B - Hea	th Road						Destina	tion :	C - Stan	nfordhar	m Drive					Destinat	on · I	D - Gree	nhill Road	d (e)					Destinati	on ·	E - Knig	htewnod	Court			_	Г	Arm	1
				Ogv2		Mc	Pc 1	Total	PCU					Psv	Mc	Pc	Total	PCU					Psv	Mc	Pc	Total	PCU				Ogv2		Mc	Pc	Total	PCU						Mc	Pc ·	Total F	PCU	Totals	
		-9.									-9:									-5.																											,
07:00	2	0	0	0	0	0	1	3	2.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0	7	5.4
07:15	10	0	0	0	0	0	2	12	10.4	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	16	14.4
07:30	5	1	0	0	0	0	0	6	6	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	1	10	9.2	0	0	0	0	0	0	0	0	0	18	17.2
07:45	5	1	0	0	0	0	0	6	6	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	17	17
08:00	18	1	0	0	0	0	0	19	19	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	29	29
08:15	11	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	26	26
08:30	15	0	0	0	0	0	0	15	15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	28	28
08:45	9	0	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	27	27
09:00	7	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	13	
09:15 09:30	/	0	0	0	0	0	0	- /	/	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	11	
09:30	5	- 1	0	0	0	0	0	3	5	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1	10	10
09.45	3		U	U	U	U	۰,	4	*		U	U	U	U	U	0				U	0	U	U	U	U_	U	U		U	U	U	U	U	υL			U	0	U	0	0	U	0		0 [1 0
16:00	0	2	0	0	0	0	0	10	10	2	0	0	0	0	0	0	2	2	0	0	0	0	- 0	0	0	0	0	- 6	0	0	0	0	0	0	5	6	0	0	0	0	0	- 0	0	0	م ٦	18	18
16:15	7	0	0	n	0	0	1	8	7.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	n	16	
16:30	14	3	0	0	0	0	0	17	17	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	25	
16:45	6	0	0	0	0	0	1	7	6.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	13	
17:00	7	0	0	0	0	0	0	7	7	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	19	19
17:15	10	1	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	- 1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	1	6	5.2	0	0	0	0	0	0	0	0	0	18	17.2
17:30	3	0	0	0	0	0	1	4	3.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	12	
17:45	8	1	0	0	0	0	0	9	9	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1	20	
18:00	8	2	0	0	0	0	0	10	10	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	20	
18:15	13	0	0	0	0	0	0	13	13	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	24	24
18:30	11	0	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	3	1	0	0	0	0	0	0	1	1	16	
18:45	8	1	0	0	0	0	0	9	9	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	18	18
Check								220									56									0									146									3		427	

AECOM 9362 Allerton 2 - Greenhill Rd / Stamfordham Dr / Heath Rd

AM Weather: Mild / Cloudy

			Ċ	oui	nt O	n L	Js		Date :				June 20							M Weat		Mi	ild / Clo	udy / Lig	ght Rai	n																	
Entry :	D - Gree	nhill Po	ad (e)																															1	M PEAI	K HR =	08:00 -	09:00 PI	M PEAK I	HR =	16	:15 - 17:1	5
	Destinatio			ill Road (n)			7	Destinat	tion ·	B - Heat	h Road				7	Destinat	on · (? - Stamfo	ordham D	rive				Ī	Destination	n: D-	Greenhil	I Road (s)				Destination	nn · F	- Knight	swood C	ourt		\neg	7	Arm	٦
Ī				Ogv2		Mc	Pc Tota		Car		Ogv1		Psv	Mc	Pc Total	PCU			Ogv1		Psv	Mc	Pc T	otal P	CU		Lgv C				Mc	Pc Total	PCU			Ogv1			Mc	Pc Total	PCU	Totals	
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07:00	2	1	0	0	0	0	0	3 3	10	0	0	0	0	0	0 1	0 10	1	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 (0	1	5 14.2
07:15	4	2	0	0	0	0	1	7 6.2	6	0	0	0	0	0	0	6 6	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 (0		5 14.2
07:30	4	2	0	0	0	0	0	6 6	21	2	0	0	1	1	0 2			0	0	0	0	0	0	2	2	0	0	0	0	0	0	0 0	0	1	0	0	0	0	0	0 4	1 1	3-	34.4
07:45	3	0	11	0	0	0	2	6 4.9	28	5	0	0	0	0	0 3		4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0 0	0	1	0	0	0	0	0	0 1	1 1	4-	4 42.9
08:00	3	1	0	0	0	0	0	4 4	41	3	1	0	0	1	1 4	7 46.1	4	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0 1	1	0	0	0	0	0	0	0 (0	50	00.1
08:15	11	1	0	0	0	0		12 12	39	3	0	0	0	0	1 4	3 42.2	1	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0 1	1	0	0	0	0	0	0	0 (0	5	7 56.2
08:30	17	0	0	0	0	0	0 1	17 17	53	3	0	0	1	0	0 5	7 58	8	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	8:	2 83
08:45	7	1	0	0	0	0	0	8 8	52	5	0	0	0	0	1 5	57.2	9	1_	0	0	0	0	0	10	10	0	0	0	0	0	0	0 0	0	0	1	0	0	0	0	0 1	1	7.	7 76.2
09:00	9	0	0	0	0	0	0	9 9	40	3	0	0	1	0	1 4	45.2		0	0	0	0	0	0	4	4	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	58	
09:15	13	1	0	0	0	0		16 14.4	22	2	0	0	0	0	1 2	5 24.2		0	0	0	0	0	0	2	2	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	43	3 40.6
09:30	9	1	0	0	0	0		10 10	25	2	0	0	1	0	0 2			0	0	0	0	0	0	3	3	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 (0	4	1 42
09:45	13	2	0	0	0	0	0 1	15 15	25	3	0	0	0	0	0 2	28	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	00	0	49	9 49
16:00	21	1	1	0	0	0	1 2	24 23.7	32	3	0	0	1	0	0 3	37	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 1	0	63	3 63.7
16:15	20	2	0	0	0	0	0 2	22 22	35	2	0	0	0	0	1 3	37.2	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0 0	0	1	0	0	0	0	0	0 ,	1	70	0 69.2
16:30	25	1	0	0	0	0	0 2	26 26	32	0	0	0	0	0	0 3:	32	7	0	0	0	0	0	1	8	7.2	0	0	0	0	0	0	0 0	0	2	0	0	0	0	0	0 :	2 2	68	8 67.2
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17:00	17	2	0	0	0	0	3 2	19.6	38	5	0	0	0	0	2 4	43.4	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 (0	72	2 68
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17:45	21	0	0	0	0	0	0 2	21 21	30	7	0	0	0	0	0 3	7 37	5	0	0	0	0	1	0	6	5.4	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 (0	64	4 63.4
18:00	13	2	0	0	0	0	0 1	5 15	22	4	0	0	0	0	0 2	26	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	48	8 48
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18:30	12	0	0	0	0	0	2 1	4 12.4	24	1	0	0	0	0	0 2	25	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 0	0	43	3 41.4
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Client : Project : Site : Date :

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AM Weather: Mild / Cloudy
PM Weather: Mild / Cloudy / Light Rain

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APPENDIX E - MASA

Address:	Former Greenhill	Nursery			
Completed	By: AECOM				
		Access Diagram	1		
developme (This can be	ram been submitted whent and how this links to be included within the D has not been submitted	o the surrounding roa Design and Access St	ds, footpaths and sig atement, see Section	ght lines?	Yes/ No
Access on	Foot			Points	Score
Safety	Is there safe pedestrian pedestrians passing the sides of the road)? If no y access.	site (2m minimum wid	th footpath on both		Yes) No
Location	Housing Development:		Yes	2	
	within 500m of a district Accessibility Map 1 in A Other development: Is to local housing (i.e. within houses per hectare (see Appendix F)	ppendix F) he density of existing 800m) more than 50	No	0	
Internal	Does 'circulation' and ac		Yes	(1)	
Layout	reflect direct, safe and e routes for all; with priorit when they have to cross	y given to pedestrians	No	0	
External Layout	Are there barriers betwee facilities or housing which access? (see Merseysic Access and Mobility)e.g	ch restrict pedestrian de Code of Practice on	There are barriers	-2	
	 No dropped kerbs desire lines; Steep gradients; 	at crossings or on	are no barriers		
	heavy traffic;	crossing where there is			
Other	The development links to Accessibility Map 1). If r		-	(Yes) No
			-	Total (B)	
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action any shortfall	n needed t	to correct
	Box B: Actual Score	4			

Access by	Cycle			Points	Score
Safety	Are there safety issues for a road junctions within for cyclists due to the levissues in your application	n 400m of the site (e.g. vel of traffic)? If yes, you	dangerous right turns		Yes
Cycle Parking	Does the development location with natural sur communal cycle parking parking standards and of	veillance, or where app g facilities? If no, you m	propriate contribute to		Yes
Location	Housing Development:	•	Yes	2	
	within 1 mile of a district Accessibility Map 1) Other Development: Is thousing (e.g. within 1 m houses per hectare (see Appendix F)	the density of local ile) more than 50	No	0	
Internal	Does 'circulation' and a		Yes	1	
layout	reflect direct and safe cy given to cyclists where t vehicles?		No	0	N/A
External Access	The development is with route (see Accessibility create a link to a cycle r	Map 1 in Appendix F) a	and / or proposes to	1	
	The development is not route (see Accessibility		ing or proposed cycle	-1	
Other	Development includes s	shower facilities and	Yes	1	N1/
	lockers for cyclists		No	0	N//
				Total (B)	
Summary	Box A:		Comments or action	n needed	to cor
	Minimum Standard	5	any shortfall		
	(From Table 3.1)				
	Box B:				
		I			

Access by	Public Transport		Points	Score
Location	Is the site within a 200m safe and convenient	Yes	2	
and access to public	walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	No	0	
transport	Are there barriers on direct and safe pedestrian	There are barriers	0	
	routes to bus stops or rail stations i.e. A lack of dropped kerbs; Pavements less than 2m wide; A lack of formal crossings where there is heavy traffic; or Bus access kerbs.	There are no barriers	1	
Frequency	High (four or more bus services or trains an ho	ur)	2	
	Medium (two or three bus services or trains an	hour)	1	
	Low (less than two bus services or trains an ho	ur)	0	
Other	The proposal contributes to bus priority measur	res serving the site	1	
	The proposal contributes to bus stops, bus inter stations in the vicinity and/or provides bus stop in the site	_	1	
	The proposal contributes to an existing or new	bus service	1	
			Total (B):	

Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action any shortfall Liverpool South P interchange is loc	arkway ated 850	m
	Box B: Total Score	3	walk distance awa bus stops located the site.	•	
Vehicle Ac	cess and Parking			Points	Score

	i i		
Vehicle Ac	cess and Parking	Points	Score
Vehicle access	Is there safe access to and from the road? If no, you must address safety issues.		Yes) No
and circulation	Can the site be adequately serviced? If no, you must address service issues.		Yes) No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes) No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		Yes / No
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		Yes / No

	The off-street parking pro in Section 4 for that dev with another developme	elopment type (or sha		2	Yes / No
	For development in con	trolled parking zones:			Yes / No
	 Is it a car free dev 	elopment?		1	Yes / No
	provision of disabl	ol or removal of on-stre ed spaces), or contribu cal parking strategy (ir	ites to other identified	1	Yes / No
				Total (B):	
Summary	Box A: Minimum Standard (From Table 3.1)	1	Comments or action any shortfall. If con appropriate for the parking (see section been provided, plea	ditions are reduced le 1 4), but th	evel of is has not
	Box B: Total Score	1			



APPENDIX F - FRAMEWORK TRAVEL PLAN



Former Greenhill Nursery

Framework Travel Plan

July 2014



Document Control

Project Title: Former Greenhill Nursery

Document: Framework Travel Plan

Client: Morris Homes (North) Ltd

Project Number: 60323405

File Origin: p:\uklpl1-tp\projects\development - former greenhill nursery site\03

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Document Checking

Prepared by:

Checked by:

Phil Gibbon/Caroline Aylmer Brewin

Pall. CAAShe Dei

Adam Leary

Consultant

Principal Consultant

Approved by:

Mark Edwards

Regional Director

Rev No	Comments	Checked by	Approved by	Date
1	DRAFT Framework Travel Plan (included as Appendix to Draft Transport Assessment Report)	AL	ME	11/07/14
2	Final Issue to Client	AL	ME	16/07/14

Exchange Court, 1 Dale Street, Liverpool, L2 2ET

Telephone: 0151 331 8900 Website: http://www.aecom.com

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APPENDICES

Appendix A – Example Travel Survey

Appendix B – Bus Frequencies





1 INTRODUCTION

1.1 Preamble

- 1.1.1 AECOM has been appointed by Morris Homes (North) Ltd (the 'Applicant') to provide transport and highways advice in support of a planning application for a residential development at the site of the former Greenhill Nursery located off Greenhill Road, Allerton.
- 1.1.2 This Framework Travel Plan (FTP) has been prepared by AECOM on behalf of the Applicant to provide a framework on which to promote sustainable travel to and from the proposed residential development. The measures and initiatives outlined in this document are designed to raise awareness of opportunities for reducing the number of vehicular trips. Such initiatives are intended to promote car sharing, walking, cycling and public transport.
- 1.1.3 FTPs are an important tool in delivering accessible communities and are dynamic, live documents that will evolve over time as detailed plans are developed to enable a long-term strategy for the promotion of sustainable travel.
- 1.1.4 This FTP sets out how the development is committed to the promotion of sustainable travel choices with the aim of encouraging trips to be made on foot, cycle or by public transport as an alternative to private car journeys.

1.2 Site Location

1.2.1 The site is on land formerly occupied by Greenhill Nursery which ceased operations in April 2012. The site is currently vacant with no existing traffic routing through it. **Figure 1** below shows the approximate boundary of the site in a local context.



Figure 1 – Proposed Development Site Location and approximate boundary



1.2.2 The site is circa 2.6 hectares and is bound by Merseyrail's northern line to the north east, Greenhill Road to the North West, residential properties with frontage on to Long Lane to the south west and residential properties with frontage on to Nursery Lane to the south east.

1.3 Development Proposals

- 1.3.1 The proposed residential development comprises 83 dwelling with a proposed mix of detached dwellings, semi-detached dwellings and apartments. All dwellings will be provided with off-street parking provision in-line with the minimum standards set out in Liverpool City Councils 'Ensuring a Choice of Travel Supplementary Planning Document'.
- 1.3.2 Vehicular access to the proposed development will be via Greenhill Road by way of a priority junction arrangement. Uncontrolled pedestrian crossing points are proposed across the site access.
- 1.3.3 The development proposals also include emergency vehicular access provision via Nursery Lane on the site's south-eastern boundary. Droppable bollards in the carriageway will allow access for emergency vehicles and prevent general vehicular access.





2 TRAVEL PLAN CONTEXT

2.1 Travel Plan Background

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) 'Making Residential Travel Plans Work (June 2007)' introduces the concept of a 'Travel Plan Pyramid'. The pyramid concept helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in Figure 1;

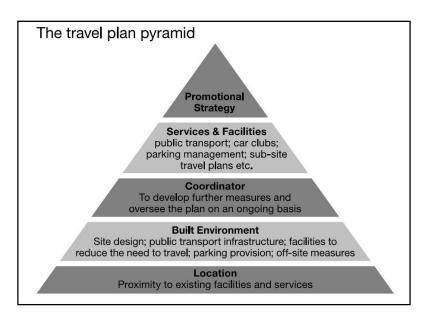


Figure 1: Travel Plan Pyramid (source: DfT 'Making Residential Travel Plans Work' (June 2007)

- 2.1.3 The use of a pyramid structure to illustrate the 5 tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 In terms of location, the development site is well located to facilitate trips using sustainable transport modes.
- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again linked to the existing level of provision to facilitate sustainable travel.



- 2.1.7 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be free to develop further measures to maximise the sustainable travel at the development.
- 2.1.8 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice.
- 2.1.9 The top layer of the pyramid relates to how the TP will be marketed and how the measures are to be promoted. Residents at the development will be made aware of the aims of the TP and the travel choices available as alternatives to car travel.

2.2 Objectives and Benefits of the Plan

- 2.2.1 The main aim of any TP is to reduce the environmental impact of the development. The key objectives of this TP are to:
 - Minimise the total length and frequency of single occupancy car trips;
 - Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - Promote car sharing, waking, cycling and public transport as safe, efficient, affordable alternatives to private car;
 - Highlight the health and environmental benefits of using sustainable travel modes;
 - Enable people to make more informed and therefore better choices.
- 2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP for residents of the site as well as the wider community:
 - Improved health and fitness through increased levels of walking and cycling;
 - Increased flexibility offered through wider travel choices;
 - The social aspects of sharing transport with others;
- 2.2.3 Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.



3 SUSTAINABLE TRANSPORT INFRASTRUCTURE

3.1 Existing Pedestrian and Cycle Provision

Pedestrian Facilities

- 3.1.1 Pedestrian accessibility to the site is good with illuminated footways present on the main roads around the site providing links to local amenities. There are dropped crossing points and tactile paving on all arms of the two roundabout junctions located within the vicinity of the site.
- 3.1.2 There is excellent pedestrian linkage from the site to the Liverpool South Parkway transport interchange which is a distance of approximately 850m to the south of the site.

Cycling Facilities

3.1.3 Whilst there is no off-street cycle infrastructure within the immediate vicinity of the site, there are good off-road and on-road cycle tracks links from Liverpool South Parkway (850m) connecting to Speke Road, New Mersey Retail Park (2.5km), Liverpool John Lennon Airport (5.2km) and Speke Industrial park (5.5km). The existing cycle routes (yellow = on road, brown = off-road) are shown below in **Figure 2**.

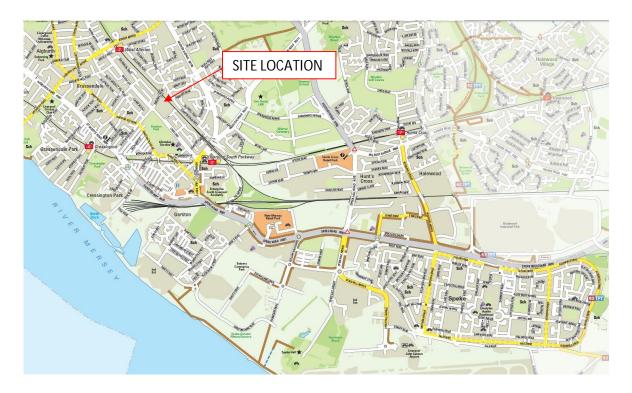


Figure 2: Local Cycle Routes



3.2 Existing Public Transport Provision

3.2.1 **Figure 3** in **Appendix B** shows the existing public transport facilities located within the vicinity of the proposed development.

Bus

3.2.2 Bus services are available to the north of the site on Wharford Lane, Pitts Heath Lane and Blackheath Lane. **Table 1** below summarises the bus services that are accessible from the bus stops surrounding the site. The frequency of each service is contained in **Appendix B**

Table 1: Summary of Bus Routes

Bus Stop Location	Service Number	Route		
Long Lane (Opposite Dinesen Road)	80	City Centre (Liverpool One)		
	80a	City Centre (Liverpool One)		
	201	Royal Liverpool Hospital		
	266	Garston Circular		
Long Lane (Dinesen Road	80/80e	Speke (Morrisons Store)		
	80a	Liverpool John Lennon Airport		
	201	Speke (Morrisons Store)		
	288	Garston Circular		

Brodie Avenue (Long Lane)	80	City Centre (Liverpool One)	
	80a	City Centre (Liverpool One)	
	201	Royal Liverpool Hospital	
Brodie Avenue (Shirley Road)	80/80e	Speke (Morrisons Store)	
	80a	Liverpool John Lennon Airport	
	201	Speke (Morrisons Store)	

Heath Road (Clifton Court)	266	Garston Circular
Heath Road (Stamfordham Drive)	288	Garston Circular



3.2.3 There are a number of bus services accessible from the proposed site as illustrated in **Figure 4**.



Figure 4: Bus Route Map (extract of Merseytravels route bus network map)

3.2.4 The bus routes provide regular services to Liverpool City Centre, Liverpool John Lennon Airport, Royal Liverpool Hospital and Speke. It is therefore considered that the bus services available provide a genuine alternative to the private car for commuting and leisure purposes.

Rail

3.2.5 Liverpool South Parkway is located on Merseyrail's Northern Line, the City Line and West Coast Main Line. Trains to Liverpool, Crewe, Birmingham, Runcorn, Manchester Oxford Road, Sheffield, Nottingham and Norwich are available. Table 4.3 below indicates rail destinations along with indicative frequencies.

Destination	Frequency	Journey Time	
Liverpool	Every 15mins from 0609-2345	Direct 14mins	
Crewe	Every 30mins from 0640-2346	Direct 30mins	
Birmingham	Every 30mins from 0640-2144	Direct 1hr 35mins	
Runcorn	Every 30mins from 0640-2346	Direct 10mins	
Manchester Oxford Road	Every 20mins from 0632-2240	Direct 35min to 1hr	
Sheffield	Every 30mins from 0632-2240	Direct 1hr 30mins	



Destination	Frequency	Journey Time
Nottingham	Every hour from 0657-2147	Direct 2hrs 30mins
Norwich	Every 15mins from 0640-1944	Direct 5hrs 10mins

Table 4.3 Existing Rail Services from Liverpool South Parkway

3.3 Summary

- 3.3.1 In summary, the following conclusions can be drawn:
 - The proposed development site is considered to be in a highly accessible location in terms of pedestrian links to local amenities, and public transport options
 - Cycling for commuting or public transport connections is a viable alternative to the private car, with key shopping, transport and employment destinations all within 8km distance.
 - Bus stops within 400m of the site provide frequent services to Liverpool City centre and the surrounding areas.
 - Liverpool South Parkway interchange which is 850m from the site provides excellent rail links across northwest England and beyond.



4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the proposed development on the local highway network.
- 4.1.2 Subject to agreement with Liverpool City Council (LCC), this TP could provide a 5 year strategy from the date of occupation of the proposed development. The aspirations of this Travel Plan would be to:
 - Manage travel opportunities to and from the development by ensuring accessibility for all by a choice of modes;
 - Promote a localised and healthy community; and
 - Provide a commitment to improving local air quality, reducing congestion and reducing the carbon footprint of the development through the facilitation of access to pedestrian and cyclist links as well as public transport.
- 4.1.3 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the Site, and include:
 - Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - Improve the travel options for residents and staff;
 - Minimise incentives for private car use and maximize incentives to use sustainable alternatives;
 - Promote and raise awareness of the benefits of healthier and more environmentally-friendly travel:
 - Ensure residents and staff are aware of the TP and its purpose;
- 4.1.4 The implementation of these objectives would depend upon the ownership of the site. Each of these objectives would require good levels of accessibility and maintenance to ensure that facilities are attractive to potential users.



4.2 Targets

- 4.2.1 Should a TP be required for the Site, targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' **Specific**, **Measurable**, **Achievable**, **Realistic** and **Time**-related.
- 4.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve. Action targets include actions such as employing a TPC, and launching the TP.

In agreement with LCC and in accordance with best practice guidance on the preparation of TPs, 'Action' targets should be set. In order to achieve the overall aims of the TP, preliminary 'Action' targets would need to be identified and agreed with LCC. This is likely to include the appointment of a Travel Plan Co-ordinator (TPC).

- 4.2.3 The 'aim' targets contained in the TP would need to focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes. The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled after year 5.
- 4.2.4 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics would be undertaken once the site reaches 50% occupancy.
- 4.2.5 Once appointed, the TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use.
- 4.2.6 Should travel surveys be requested by LCC, it would be beneficial to have an indication of existing travel behaviour. The, 'method of travel to work' data from the 2011 census data for the ward of Cressington (in which the development is located) has therefore been analysed, as shown in **Table 2** for future reference.

Table 2: Method of Travel to Work 2011 Census Data – Cressington

Mode	2011 Census Trips	Mode Split (%)
Mainly work from home	277	4
Train	718	10.5
Bus, minibus or coach	782	11.4
Motorcycle	40	0.6



Car Driver or Passenger	4,364	63.6
Bicycle	152	2.2
Pedestrian	430	6.3
Other	100	1.4
Total	6863	100.0

- 4.2.7 The census data shown in **Table 2** gives an initial indication of model split at the site prior to the travel survey being carried out. The data shows that 63.6% of trips are classified as 'car driver or passenger'. Sustainable transport trips currently total approximately 30.4% of trips comprising 6.3% 'pedestrian' trips, 2.2% 'bicycle' trips, 11.4% 'bus, minibus or coach' trips and 10.5% 'train' trips.
- 4.2.8 **Table 3** gives an example of the approximate modal shift that could be achieved with an effective residential TP.

Table 3: Estimated TP Model Shift Targets

Mode	Baseline Model Split (%)	Year 1 target	Year 3 target	Year 5 target	Model Shift	Target Year
Train	10.5	10.5	10.5	10.5	0%	Year 5
Bus	11.4	12.4	13.4	14.4	+3.0%	Year 5
Motorcycle	0.6	0.6	0.6	0.6	0%	Year 5
Car Driver / Pass	63.6	58.6	55.6	53.6	-10.0%	Year 5
Bicycle	2.2	3.2	3.7	4.2	+2.0%	Year 5
Pedestrian	6.3	7.3	8.3	9.3	+3.0%	Year 5

- 4.2.9 The model shift aims in **Table 3** are suggested estimates only and would need to be considered fully in discussion with LCC if a full site specific TP is required.
- 4.2.10 Once the Site is 50% occupied residents could be surveyed and targets produced to reduce single occupancy vehicle travel. When the development begins to be occupied, sustainable travel initiatives (such as those described in the following section e.g. Resident Travel Information Packs) would be implemented.





5 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 In order to meet the objectives and targets outlined above it would be necessary to implement a number of measures and initiatives both prior to and during the occupation of the development, as set out below:
 - Appoint a Travel Plan Co-ordinator (TPC);
 - Encourage and promote sustainable travel;
 - Travel Information Packs; and
 - Travel survey;

5.2 Travel Plan Co-ordinator

- 5.2.1 A TPC would be appointed, with the TPCs contact details provided to Travelwise Merseyside. The TPC would act as a liaison point for any issues relating to the TP and this would include liaising with the local authority and public transport operators.
- 5.2.2 The TPC would be responsible for developing the final TP, including SMART targets, and submitting the document to Travelwise Merseyside within an agreed period of the initial surveys completion.
- 5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:
 - Administer/manage the TP and liaise with Travelwise Merseyside;
 - Ensure travel awareness amongst residents;
 - Provide a point of contact and travel information;
 - Provide a point of contact with local transport operators;
 - Coordinate the travel surveys;
 - Promote and encourage the use of travel modes other than the car, and car-sharing, where appropriate;
 - Ensure the availability of the most up to date travel information;





 Ensure that all residents receive a travel information pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All site occupants should be made aware of the existence of the Travel Plan and its aims.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. Therefore, the TPC will ensure sustainable travel information is available to residents at the development. The information should include local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information.
- 5.3.3 Resources are available to support the TPC in achieving the TP targets. These resources include:
 - <u>www.LetsTravelWise.org</u> Travel Plans for Residential Development;
 - www.accesscode.info;
 - Merseyside Code of Practice for Transport Schemes;
 - Liverpool Urban Design Guide; and
 - <u>www.transportmerseyside.org</u>.

5.4 Travel Information Packs

- 5.4.1 Travel Information Packs will be prepared and issued upon first occupation. The Travel Information Pack will include:
 - Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included;
 - Information about the TP and its benefits, as described previously;
 - Summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc; and
 - Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.
- 5.4.2 The TPC would co-ordinate the preparation and distribution of the Travel Information Packs to all first occupants at the site.





5.5 Travel Survey

- 5.5.1 The first step to developing an operational TP is to establish how the site users make journeys to and from the site. After occupation of the site, travel surveys could be performed in order to ascertain existing travel patterns of site occupants. The survey would play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP.
- 5.5.2 If agreed with LCC, the travel surveys could continue to be carried out as long as the TP is in place at the site (for a minimum of 5 years), on an annual basis. The surveys would give an indication of how people's travel behaviour is changing and this would indicate the effectiveness of the TP.
- 5.5.3 The travel survey could be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), identify the most significant deterrents to walking, cycling and using public transport, and what would encourage people to reduce car use. The following information could be obtained:
 - How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
 - Where site users are generally travelling to/from;
 - Which places are considered to be dangerous for walking or cycling, and why;
 - Any problems there are with bus services and where a new service might be helpful;
 - How site users would like to travel if they had the choice and whether they own a bike or have a bus pass.
- 5.5.4 The results of the surveys would provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport would be measured.
- 5.5.5 An example of a Travel Survey Questionnaire has been included in **Appendix A**.



6 PLAN MONITORING AND REVIEW

6.1 Monitoring

- 6.1.1 TPs are dynamic documents that require monitoring and review to ensure that they remain relevant and continue to be implemented, and this process is outlined below.
- 6.1.2 As part of the TPC's role, they would be responsible for undertaking the monitoring and ensuring the implementation of the TP. The monitoring would be undertaken at regular intervals. To aid this, it is likely that a programme of regular monitoring of travel patterns would be established to measure changes against the baseline travel survey. Full details, including the methodology and monitoring schedule could be provided in the full TP and agreed with LCC.
- 6.1.3 The TPC could be responsible for ensuring that information relating to the TP as a whole and any individual initiatives is reviewed and updated on a regular basis. Any information gathered as part of the continuous monitoring process would be shared with LCC, and any changes to objectives, targets and monitoring strategies as initiatives are developed would be agreed with LCC.
- 6.1.4 The TPC could also be responsible for continuing the investigation into the potential for incentives and subsidised travel and equipment through negotiations with the relevant stakeholders, beyond the point of first implementation.

6.2 Plan Review

- 6.2.1 Subject to agreement with LCC, the TPC could arrange for an annual review of the TP to assess the success of the plan to date. The TPC would then be expected to prepare a monitoring report which would summarise the results of the annual travel surveys, assess the results against the TP targets to provide an indication of the success of the TP, and identify measures which could potentially be included in the future.
- 6.2.2 The monitoring report could then be submitted to LCC to allow for the independent monitoring of the TP by the Local Highway Authority.





Appendix A – Example Travel Survey





Journey to Work Questionnaire

The Extra Care Charitable Trust in partnership with Cheshire West and Chester Council are keen to improve and promote travel choices for everyone. We invite you to complete this short questionnaire so we can learn how to improve your journey to work.

Please return the survey once you have completed it. Your individual information will be kept confidential. To be entered into our prize draw please provide your email address You will automatically be added to our mailing list for the itravelsmart newsletter. Please tick this box if you wish to opt out of automatic registration. \square Male O Female O 1. Your postcode: 2. Are you: 26-40 🔾 41-55 🔾 56+ 🔾 16- 25 🔾 3. Your age: 4. Approximately how long does it take you to travel to work? Less than 15 minutes 0 15 – 30 minutes o 31 – 45 minutes 46 – 60 minutes Over an hour 5. Do you have access to a car for your journey to work? Yes No 0 6. What are your usual start and finish times? Please write your times in the following table: Weds Finish 7. What is your usual method of travel to and from work? Please tick your usual mode of travel for the longest part of your journey: Park and Car Train Motorcycle Walk **Car Driver** Rus **Bicycle** Ride То From 8. If your usual mode of travel was unavailable, which of these could you use for your journey to work? Tick all that apply: Car (Driver) Park and Ride Car (Passenger) Bicvcle 0 Car share Walk 0 Bus Other -Train Please specify..... 0 Motorcycle 9. If you are a car driver would you be prepared to use any of the alternatives available to you? If Yes, please tick all that apply: Car share Park and Ride Bicycle Bus 0 Walk 0 Train Motorcycle Other -

Please specify.....

_	ou are a car driver why would you not normally conside all that apply:	der the alternativ	ve options available to	o you?					
0	Distance from work	0	Personal security						
0	Cost	0	Lack of pedestrian ro	outes					
0	Inconvenience	0	Lack of cycle routes						
0	Frequency of bus/train services	0	Other –						
0	Working hours	_							
			,						
11. Which of the following would encourage you to walk or cycle to work for all or part of your journey? Please tick no more than four:									
0	Secure staff cycle parking								
0	Drying rooms, lockers and showers								
0	A course to practice cycling and gain confidence								
0	Another cyclist to show you a good route to work								
0	A 'try before you buy' cycling event								
0	Assistance with cycle purchase								
0	Better information about walking and cycling routes								
0	Another person to walk with								
0	A small incentive each day you walk or cycle								
0	Other – please specify								
<i>Ple</i> :	ch of the following would encourage you to use public ase tick no more than three: Readily available up-to-date bus and train timetable in Discounted staff travel on public transport	-	r share for all or part	of your journey?					
0	Discounted staff travel on public transport								
0	A loan to cover public transport season ticket								
0	A car share database to help find a partner with similar								
0	Better information on walking routes to public transpo	ortiocations							
0	Better quality and safer waiting facilities Other – please specify								
0	Other – piease specify								
13. How far would you be prepared to walk (as all or part of your journey) to work?									
0	Up to 5 mins	0	Up to 20 mins						
0	Up to 10 mins	0	Up to 30 mins						
14. Do you think traffic congestion near where you work is a problem?									
0	Yes	0	No						
	re are a number of resources that aim to give you more cate whether you have heard of them and whether you			ravel around the area. Please					
		Hear	d of?	Used?					
www.tr	ansportdirect.info (UK Journey Planner)								
	e West and Chester Transport WebPages								
	nester Maps and Routes								
	have any further comments or suggestions about how	v we can improv	e your journey to wor	k options?					
To keep up-to-date with sustainable travel promotion in your area									
Why not like us on Facebook: www.facebook.com/itravelsmart									

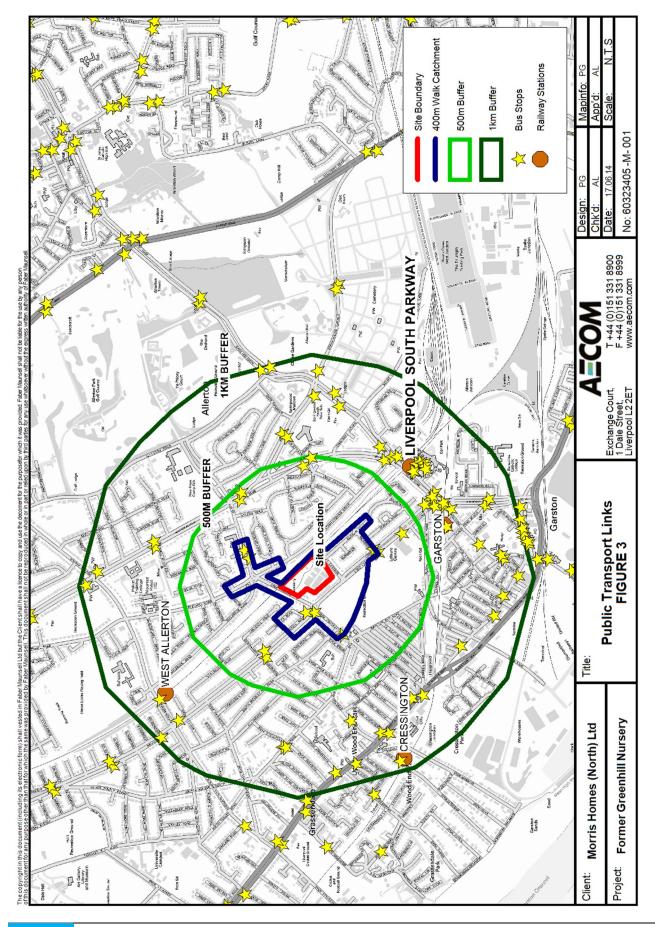
And follow us on Twitter: www.twitter.com/itravelsmartuk



Appendix B – Bus Frequencies









Bus Stop Location	Service Number	Route	Mon-Fri	Saturday	Sunday	Operator
	80	CITY CENTRE (Liverpool One)	0609,0632,0652,07 12,0732,0749 then every 20mins until 1829	0632,0652,0712,0732 ,0749 then every 20mins until 1829	No Service	Arriva
Long Lane (opposite Dinesen Road)	80A	CITY CENTRE (Liverpool One)	0625,0643,0703,07 23,0743,0800,0820 ,0840 then every 20mins until 1840,1857 then every 30mins until 2227, 2257	0625,0643,0703,0723 ,0743,0800,0820,084 0 then every 20mins until 1840,1857 then every 30mins until 2227,2257	0727.0758,0827,085 7 then every 20mins until 1857, then every 30mins until 2227, 2257	Arriva
	201	ROYAL LIVERPOOL HOSPITAL	No Service until, 1341, 1509,1819	No Service until, 1341, 1509,1819	No Service until, 1341, 1501,1806	Merseytravel
	266	GARSTON CIRCULAR	Hourly from 0737 until 1637	Hourly from 0837 until 1737	No Service	HTL Buses
	80/80E	SPEKE (Morrisons Store)	0747 then every 20mins until 0707,0728,0748	0747 then every 20mins until 0707,0728,0748	No Service	ARRIVA
Long Lane (Dinesen Road	80A	LIVERPOOL JOHN LENNON AIRPORT	0718,0733,0753,08 16,0836,0856 then every 20mins until 1916,1928,1953 then every 30mins until 1223	0733,0753,0816,0836 ,0856 then every 20mins until 1916,1928,1953 then every 30mins until 1223	0758,0828,0858,092 8,0958 then every 20mins until 1858,1923,1953 then every 30mins until 1223	ARRIVA
	201	Speke (Morrisons Store)	No Service until, 1603,1733,2007	No Service until, 1603,1733,2007	No Service until, 1552,1709,2007	Merseytravel
	288	Garston Circular	0759 then every hour until 1759	0759 then every hour until 1859	No Service	HTL Buses
		CITY CENTRE	0610,0633,0653,07	0610,0633,0653,0713		
	80	(Liverpool One)	13,0733,0750 then every 20mins until 1830	,0733,0750 then every 20mins until 1830	No Service	Arriva
Brodie Avenue (Long Lane)	80A	CITY CENTRE (Liverpool One)	0626,0644,0704,07 24,0744,0801,0821 ,0841 then every 20mins until 1841,1858 then every 30mins until 2228, 2258	0626,0644,0704,0724 ,0744,0801,0821,084 1 then every 20mins until 1841,1858 then every 30mins until 2228, 2258	0728.0759,0828,085 8 then every 20mins until 1858, then every 30mins until 2228, 2258	ARRIVA
	201	ROYAL LIVERPOOL HOSPITAL	No Service until, 1342, 1510,1820	No Service until, 1342, 1510,1820	No Service until, 1342, 1502,1807	Merseytravel
	80/80E	SPEKE (Morrisons Store)	0746 then every 20mins until 0706,0727,0747	0746 then every 20mins until 0706,0727,0747	No Service	ARRIVA
Brodie Avenue (Shirley Road)	80A	LIVERPOOL JOHN LENNON AIRPORT	0717,0732,0752,08 15,0835,0855 then every 20mins until 1915,1927,1952 then every 30mins until 1222	0732,0752,0815,0835 ,0855 then every 20mins until 1915,1927,1952 then every 30mins until 1222	0757,0827,0857,092 7,0957 then every 20mins until 1857,1922,1952 then every 30mins until 1222	ARRIVA
	201	Speke (Morrisons Store)	No Service until, 1602,1732,2006	No Service until, 1602,1732,2006	No Service until, 1551,1708,2006	Merseytravel
Heath Road (Clifton Court)	266	Garston Circular	0738 then every hour until 1638	0838 then every hour until 1738	No Service	HTL Buses
Heath Road (Stamfordh am Drive)	288	Garston Circular	0758 then every hour until 1758	0758 then every hour until 1858	No Service	HTL Buses



APPENDIX G – SITE LAYOUT PLANS AND SWEPT PATH ANALYSIS







PROJECT

FORMER GREENHILL NURSERY

CLIENT



NOTES

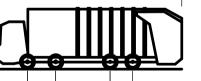
- 1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, DESIGN MANUAL FOR ROADS AND BRIDGES, TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES.
- 2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.

3. DO NOT SCALE FROM ANY DRAWING. WORK

- TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSION ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
- ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
- 5. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
- 6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.

LARGE REFUSE VEHICLE (4 AXLE)

11.347m 2.500m 3.751m 0.304m 2.500m 6.00s 11.330m



1.82 1.75 3.352 1.396

Large Refuse Vehicle (4 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Wall to Wall Turning Radius

12.5 25

1:500 @ A1; 1:1000 @ A3
ISSUE/REVISION

- 10/07/2014 FIRST ISSUE

I/R DATE DESCRIPTION

PROJECT NUMBER

60323405

SHEET TITLE

SWEPT PATH ANALYSIS TRACKING REFUSE VEHICLE INTERNAL LAYOUT

SHEET NUMBER

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