

## **A8 – Transport and Movement**

A8.1 – Transport Assessment

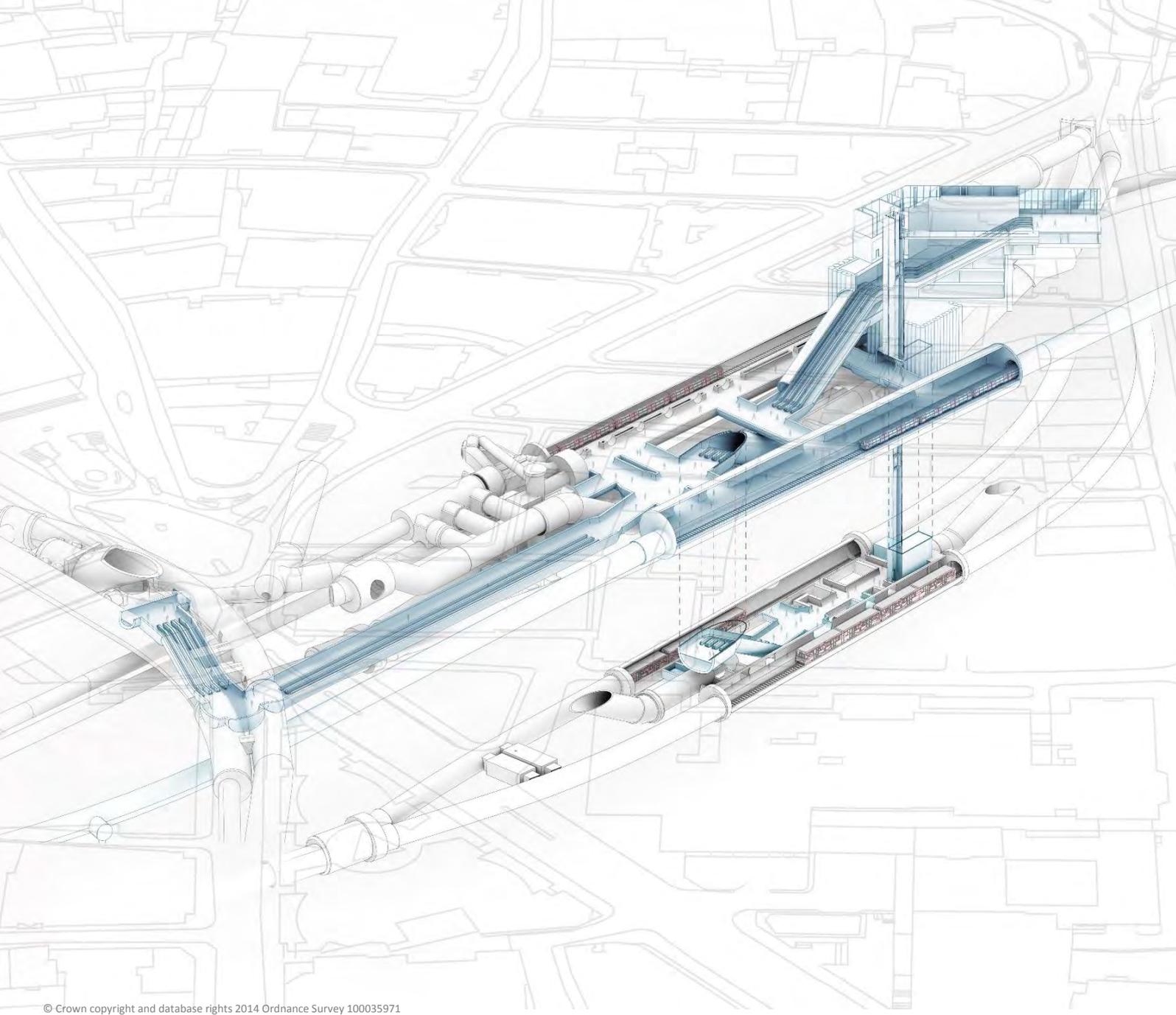
A8.2 – Outline Construction Logistics Plan

A8.3 – Utilities ES Highways Assessment



## **A8.1 – Transport Assessment**





© Crown copyright and database rights 2014 Ordnance Survey 100035971

Transport and Works Act 1992  
**London Underground (Bank Station Capacity Upgrade) Order**

# Transport Assessment

September 2014

**MAYOR OF LONDON**



**TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS





Transport and Works Act 1992

## **London Underground (Bank Station Capacity Upgrade) Order**

# **Transport Assessment**

September 2014

Bank Station Capacity Upgrade Project  
5<sup>th</sup> Floor  
10 King William Street  
London EC4N 7TW

LUL Document Reference:  
LUL-8798-RPT-G-002206

## **Limitations**

URS Infrastructure & Environment UK Limited ('URS') has prepared this report for the use of Dragados and London Underground Limited ('Client') in accordance with the Agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by URS.

Where the conclusions and recommendations contained in this report are based upon information provided by others it is upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by URS has not been independently verified by URS, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report was undertaken during September 2013 to September 2014 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

Certain statements made in the Report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Report, such forward-looking statements by their nature involve risks and uncertainties.



## Table of Contents

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Background .....	1
1.2	The Need for an Upgrade .....	1
1.3	Structure of the Report .....	3
1.4	Programme.....	4
<b>2</b>	<b>Relevant Legislation and Planning Policy .....</b>	<b>5</b>
2.1	Introduction.....	5
2.2	Legislation .....	5
2.3	National Policy .....	5
2.4	Regional Policy.....	6
2.5	Local Policy .....	10
2.6	Improvements Aligned with Policy .....	13
<b>3</b>	<b>The Proposed Development .....</b>	<b>15</b>
3.1	Introduction.....	15
3.2	Proposed Development .....	15
3.3	Surface Work Sites.....	19
<b>4</b>	<b>Methodology and Assumptions .....</b>	<b>28</b>
4.1	Introduction.....	28
4.2	Selection of Assessment Years .....	28
4.3	Construction Assumptions .....	28
4.4	Access Arrangements for Construction Vehicles .....	30
4.5	Traffic Diversions .....	34
4.6	Study Area.....	37
4.7	The Blockade, Methodology and Assumptions .....	40
4.8	Sub-surface Assumptions .....	48
4.9	Surface Assumptions.....	53
4.10	Future Use of the Proposed New Station Entrance.....	58
<b>5</b>	<b>Baseline Conditions within Bank Station and the Network (Sub-surface) .....</b>	<b>64</b>
5.1	Introduction.....	64
5.2	Current Operations .....	64
5.3	Future Network Improvements.....	70
5.4	Current Crowding and Intervention Operations at Bank Station .....	73
5.5	Future Baseline .....	81
5.6	Implications of Future Baseline without the BSCU .....	88

<b>6</b>	<b>Baseline Conditions - Surface Level Transport and Highways .....</b>	<b>91</b>
6.1	Introduction .....	91
6.2	Existing Local Highway Network .....	91
6.3	Traffic Volumes .....	98
6.4	Local Servicing Arrangements .....	102
6.5	London Buses .....	105
6.6	Cycling .....	112
6.7	Barclays Cycle Hire .....	114
6.8	Walking .....	115
6.9	Personal Injury Collision Analysis .....	121
6.10	Surface Future Baseline .....	124
6.11	Other Cumulative Developments .....	131
<b>7</b>	<b>Surface Construction Impacts and Mitigation .....</b>	<b>138</b>
7.1	Introduction .....	138
7.2	Highway Impacts of the Arthur Street Closure .....	138
7.3	Bus Diversion Impacts .....	144
7.4	Impacts on Cycling .....	150
7.5	Impacts on Walking .....	151
7.6	Travel to Work by Construction Staff .....	155
7.7	Management of Construction Traffic .....	156
7.8	Summary .....	156
<b>8</b>	<b>Sub-surface Construction Impacts and Mitigation .....</b>	<b>159</b>
8.1	Introduction .....	159
8.2	Considerations .....	159
8.3	Assessment of Bank Station During Construction Works .....	159
8.4	Requirements for Mitigation .....	164
8.5	Non-Compliances .....	165
8.6	Compliance .....	165
8.7	Weekend Closures .....	165
<b>9</b>	<b>Blockade Impacts - Surface and Sub-surface .....</b>	<b>167</b>
9.1	Introduction .....	167
9.2	Future Baseline 2020: Reference Case .....	168
9.3	Assessment of the Total and Partial Blockades - AM .....	169
9.4	Assessment of the Total and Partial Blockades - PM .....	187
9.5	Pedestrian Flows on Moorgate – Bank – London Bridge Station Corridor .....	202
9.6	Travel Demand Management Measures .....	204
9.7	Summary of Impacts .....	208

---

- 10 Impact of Operational Development: Sub-surface..... 210**
- 10.1 Introduction..... 210
- 10.2 2026 BSCU Sub-surface Impacts ..... 210
- 10.3 BSCU Sub-surface Impacts: Journey Times ..... 215
- 11 Impact of Operational Development: Surface ..... 220**
- 11.1 Introduction..... 220
- 11.2 Impacts on Pedestrians ..... 220
- 11.3 Impacts on the Highways Network ..... 232
- 11.4 Impacts on the Bus Network ..... 233
- 11.5 Impacts on Cycling ..... 237
- 11.6 Summary of Operational Impacts..... 240
- 12 Summary and Conclusions ..... 242**
- 12.1 Introduction..... 242
- 12.2 Achieving Policy Objectives ..... 242
- 12.3 Future Without the Upgrade..... 243
- 12.4 Benefits of the Upgrade ..... 244
- 12.5 Construction Impacts ..... 244
- 12.6 The Blockade Impacts ..... 245
- 12.7 Operational Impacts..... 247

## Appendices

Appendix numbers refer to the chapters in the Bank Station Capacity Upgrade Transport Assessment. Where appendices are not listed (for example Appendix 1 and Appendix 2) this is because there are no supporting appendices for these chapters of the Transport Assessment.

### **Appendix 3 The Proposed Scheme**

Appendix 3A	Ground Floor Plan Proposed
Appendix 3B	Whole Block Construction Site Access –Tipper Vehicle
Appendix 3C	Whole Block Construction Site Access – Low Loader
Appendix 3D	Arthur Street Access from A3211 Upper Thames Street westbound –Tipper Vehicle
Appendix 3E	Arthur Street Access from A3211 Upper Thames Street westbound and exiting onto A3 King William Street – Low Loader
Appendix 3F	Arthur Street Access from A3211 Upper Thames Street eastbound and exiting onto A3 King William Street – Fire Engine
Appendix 3G	Suffolk Lane Motorcycle Parking Place

### **Appendix 4 Methodology and Assumptions**

Appendix 4A	Emergency Vehicle Route Tracking
Appendix 4B	Blockade Assumptions

### **Appendix 6 Baseline Conditions - Surface Level Transport and Highways**

Appendix 6A	Bank Station Capacity Upgrade Baseline
Appendix 6B	Collision Analysis.
Appendix 6C	3-year Personal Injury Accident (PIA) Records 1 July 2010-30 June 2013
Appendix 6D	3-year Casualty Records 1 July 2010-30 June 2013
Appendix 6E	Traffic Survey Data Collected October to November 2013.

### **Appendix 9 Blockade Impacts - Surface and Sub-surface**

Appendix 9A	Blockade Assessment
Appendix 9E	Crowding During the Blockade

### **Appendix 11 Impact of Development: Surface**

Appendix 11A	Cannon Street Pedestrian Crossing Assessment.
Appendix 11B	Cannon Street Light Controlled Crossing Outline Design.

## List of Abbreviations

Abbreviation	Definition
ATC	Automatic Traffic Count
BODS	Bus Origin Destination Survey
BPH	Buses per hour
BSCU	Bank Station Capacity Upgrade
CoCP	Draft Code of Construction Practice
CLP	Construction Logistics Plan
DLR	Docklands Light Railway
EIA	Environmental Impact Assessment
ES	Environmental Statement
ft	Feet
ft <sup>2</sup>	Square feet
GEA	Gross External Area
GFA	Gross Floor Area
GIA	Gross Internal Area
GIS	Geographic Information System
GLA	Greater London Authority
GVW	Gross Vehicle Weight
HIA	Health Impact Assessment
HGV	Heavy Goods Vehicle
ICE	Innovative Contractor Engagement
km	Kilometres
Km <sup>2</sup>	Square Kilometres
LLIP	Lower Level Interchange Passageway
LIP	Local Implementation Plan
LOS	Level of Service
LUL	London Underground Limited
MCC	Manual Classified Count
m	Metres
m <sup>2</sup>	Square Metres
NPPF	National Planning Policy Framework
PPG	Planning Policy Guidance
OAPF	Opportunity Area Planning Framework
ONS	Office of National Statistics

---

<b>Abbreviation</b>	<b>Definition</b>
OSD	Over Site Development
PEDS	Pedroute Strategic (Simulation) Model
RODS	Rolling Origin Destination Survey
TDM	Travel Demand Management
TfL	Transport for London
TLRN	Transport for London Road Network
TPH	Trains per hour
TRAVL	Trip Rate Assessment Valid for London
TWAO	Transport and Works Act Order
VNEB	Vauxhall Nine Elms Battersea

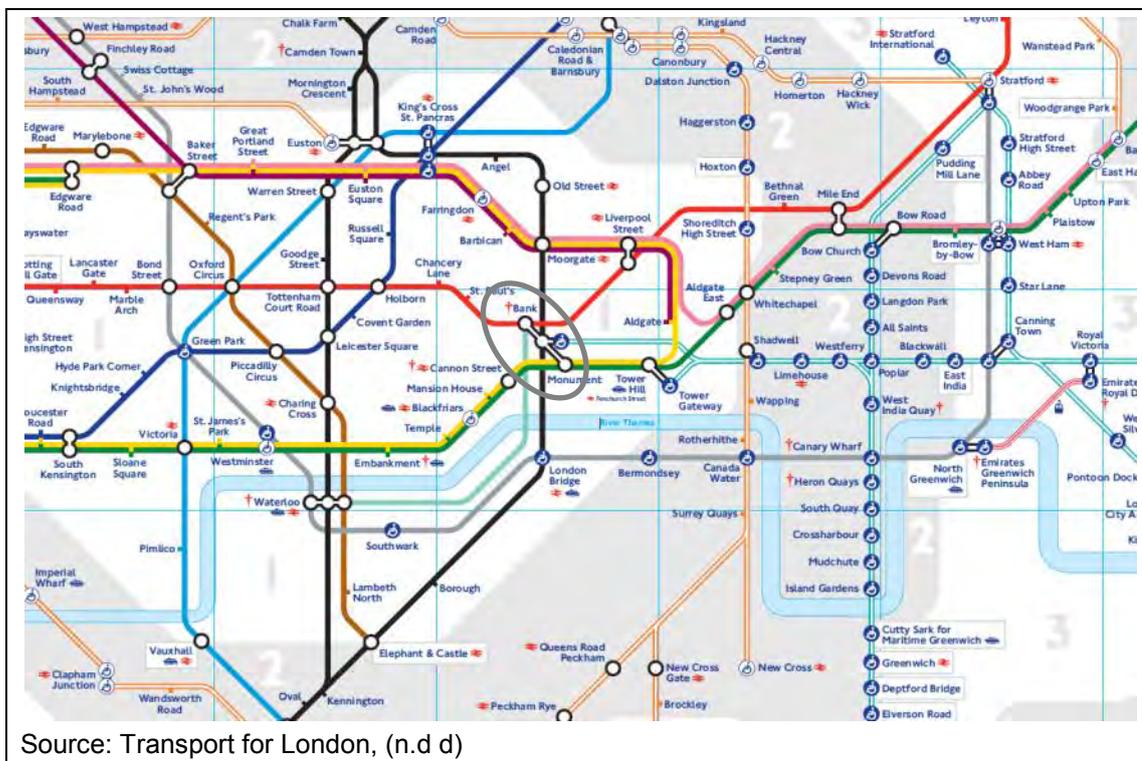
# 1 Introduction

## 1.1 Background

- 1.1.1 This Transport Assessment (TA) has been prepared by URS on behalf of London Underground Limited (LUL) and the appointed project contractor, Dragados. This TA supports an Environmental Statement (ES), forming part of the 'Statement of Environmental Information', required to support a Transport and Works Act Order (TWAo) application for the Bank Station Capacity Upgrade (BSCU).
- 1.1.2 A range of powers are needed to put the scheme into practice and an order made under the *Transport and Works Act 1992* is the usual way of authorising a new railway or tramway scheme in England and Wales. Powers to undertake the BSCU and planning permission will therefore be sought via a TWAo application submitted to the Secretary of State for Transport (the Secretary of State) and an application for planning permission under *Section 90(2A)* of the *Town and Country Planning Act 1990* for the operational works (a 'deemed' planning application whereby consent can be granted without application being made to the planning authority).
- 1.1.3 The Transport and Movement chapter is an important component of the ES, and the TA which follows Transport for London's (TfL's) guidelines provides a technical addendum for that chapter.

## 1.2 The Need for an Upgrade

- 1.2.1 The Bank Monument Station Complex (from hereon referred to as Bank Station) is the fourth busiest interchange on the London Underground Network with around 100,000 passengers currently boarding, alighting or interchanging at the station during the morning and evening peak periods (07:00 to 10:00 and 16:00 to 19:00 hours respectively). It contains interlinked London Underground and Docklands Light Railway (DLR) stations with numerous access points and subterranean passageways that form a key public transport interchange point in the heart of the City of London.
- 1.2.2 Bank Station connects with the Central, Northern and Waterloo & City Lines and provides a terminus for the DLR, while Monument connects with the District & Circle Lines (see Figure 1.1).

**Figure 1.1: Bank Station - Network Connectivity**

- 1.2.3 The effective operation of Bank Station is critical to maintaining access to the City of London and to the wider functioning London Underground and DLR Networks. The layout has evolved from relatively piecemeal development over the past 120 years, with an expectation of passenger demand that is far less than those now using it. Consequently demand exceeds capacity as the component parts of Bank Station reflect an era when pedestrian traffic was considerably lower and capacity planning was less stringent.
- 1.2.4 Numbers have risen significantly since 2003 when TfL began exploring options for upgrading the station. From 2003 to 2012 there has been a 37 per cent increase in passengers entering Bank Station, a 33 per cent increase in those leaving and a 40 per cent growth in those interchanging.
- 1.2.5 The BSCU seeks to satisfy four key objectives to address the existing constraints. The objectives are:
- increasing the capacity of Bank Station so that it is able to handle present and forecast demand, and thereby support the economic growth of the city;
  - minimising passenger journey time through the station, and thereby reduce crowding;
  - improving the quality of access, interchange and ambience, including the provision of step-free access routes from street level to Northern Line trains



and provide step-free interchange between Northern Line and DLR trains;  
and

- improving emergency fire and evacuation protection measures.

1.2.6 Construction of the BSCU requires two main work site locations:

- Whole Block Site: a new shaft within a work site taking the block bounded by King William Street, Nicholas Lane, Cannon Street and Abchurch Lane; and
- Arthur Street Work Site: a work site including a second shaft located in Arthur Street, which is approximately 130m to the south of the Whole Block Site, with the street closed to through traffic for the duration of the works.

1.2.7 Additional work sites will be required to undertake utilities works and potentially compensation grouting. These are discussed in Section 3.3 below.

1.2.8 Construction of the BSCU requires demolition of existing buildings at the Whole Block Site, which will need to be replaced on project completion.

1.2.9 Although not part of the BSCU, it is assumed that a replacement building will be constructed on the remainder of the Whole Block Site, occupying approximately half the overall site footprint at ground level and the full site footprint on levels above the ground floor. Planning permission for such a development was granted by the City of London Corporation in June 2014.

## 1.3 Structure of the Report

1.3.1 To follow this introduction, Chapter 2 outlines the policy background that has underpinned the BSCU and its design. Chapter 3 outlines the proposed development to include identification of the surface work sites that are required to enable delivery with Chapter 4 describing the approach and assumptions made to determine both the surface and sub-surface impacts associated with the proposals; this includes impacts during the programmed construction and operational period.

1.3.2 An account of conditions associated with the operation of Bank Station as it stands today and in the event that improvements are not secured in the future is provided in Chapter 5. Chapter 6 then moves on to examine the operation of supporting transport facilities at surface level both now and during the construction of the BSCU as a baseline for comparison with the completed scheme. Committed improvements to the transport network that will influence future travel patterns and behaviours and other third party committed developments are summarised in Chapter 6.

1.3.3 Chapter 7 provides an assessment of network operations and forecast impacts on the surface during the temporary construction period, while Chapter 8 provides an assessment of temporary construction impacts sub-surface at this time. Chapter 9 provides detail on the assessment work undertaken to define

the temporary impacts and mitigation required associated with a Northern Line 'blockade' for a relatively short term period; a requirement that is essential to allow the proposed new running tunnel and associated infrastructure to be connected to the London Underground Network safely.

1.3.4 The assessment of the impact of the development sub-surface once the scheme is operational is provided in Chapter 10, with impacts on surface transport considered in Chapter 11.

1.3.5 Finally, the summary and conclusions are presented in Chapter 12.

## 1.4 Programme

1.4.1 The outline programme for the BSCU is:

- TWAO application submitted to the Secretary of State, 2014;
- TWAO determination expected in 2016;
- anticipated demolition of existing buildings at the Whole Block Site and set-up of the Arthur Street Work Site in 2016/17;
- construction of the BSCU, 2016 – 2021; and
- BSCU operational in 2021.

## 2 Relevant Legislation and Planning Policy

### 2.1 Introduction

2.1.1 This section outlines the relevant policy background that guides and supports the transportation considerations and assessment associated with the BSCU discussed in this report. The BSCU has been developed and designed to conform to national, regional and local policies and significantly the requirements attached to legislation that governs an application for development using powers conveyed by the *Transport and Works Act 1992* discussed below.

### 2.2 Legislation

2.2.1 The BSCU is being promoted in accordance with the requirements of a TWAO. An order made under the *Transport and Works Act 1992* is the usual way of authorising a new railway or tramway scheme in England and Wales.

### 2.3 National Policy

#### **National Planning Policy Framework (Department for Communities and Local Government, 2012)**

2.3.1 The *National Planning Policy Framework (NPPF)* sets out the Government's planning policies for England and how these are expected to be applied. *Section 4* of the *NPPF* and specifically *Paragraphs 29, 30* and *32*, recognise that:

- *the transport system needs to be balanced in favour of sustainable transport modes to give people a real choice about how they travel, while ensuring that safe and suitable access to the site can be achieved for all people;*
- *solutions supporting reductions in greenhouse gas emissions and reduced congestion should be encouraged;*
- *improvements can cost-effectively limit the significant impacts of the development; and*
- *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

2.3.2 With respect to sustainable transport, the *NPPF* includes a core principle in *Paragraph 17* to *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

---

## **Planning Practice Guidance (Department for Communities and Local Government, 2014)**

- 2.3.3 The national *Planning Practice Guidance (PPG)* is an on-line guidance resource to use alongside the *NPPF*, and it covers ‘Travel plans, transport assessments and statements in decision-taking’, and advises on when transport assessments and transport statements are required, and what they should contain. The *PPG* states that Transport Assessments primarily focus on evaluating the impacts of development and may propose mitigation measures where necessary and can be used to establish whether residual transport impacts are likely to be severe.

## **2.4 Regional Policy**

### **The London Plan (Greater London Authority, 2011)**

- 2.4.1 *The London Plan* provides the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years.
- 2.4.2 *Policy 6.1A* states that the Mayor will work with relevant partners to encourage the closer integration of transport and development, which includes support for a list of indicative schemes supporting sustainable transport initiatives and in particular tube station congestion relief schemes with Bank Station identified.
- 2.4.3 *Policy 6.2A* directs that the Mayor will work with strategic partners to improve the public transport system, co-ordinate measures to ensure that it is as safe and secure as practicable, and increase capacity through a number of schemes and improvements referenced in *The London Plan*. Capacity improvements include a congestion relief scheme at Bank Station.
- 2.4.4 *Policy 6.3C* requires the provision of transport assessments, travel plans, construction logistics and delivery/servicing plans for major planning applications.
- 2.4.5 The *Revised Early Minor Alterations to The London Plan* (Greater London Authority, 2013) further highlights, through changes to supporting paragraphs, the importance of *Policies 6.1* and *6.2* in delivering transport improvements in London.
- 2.4.6 The ‘*Draft Further Alterations to The London Plan*’ (*FALP*) was published in January 2014 and a ‘*Schedule of Suggested Changes to the Further Alterations*’ to *The London Plan* was published in July 2014. Changes proposed in the *FALP* and *Schedule of Suggested Changes* do not affect the relevance of *The London Plan Policies 6.1, 6.2* and *6.3* to this transport assessment. The *FALP* updates *Policy 6.9 Cycling* and supporting text, to support the delivery of cycling infrastructure in London.

### **The Mayor's Transport Strategy (Greater London Authority, 2010)**

2.4.7 This Strategy sets out the Mayor's vision for transport in London over the next 20 years. The Mayor's transport vision for the Capital is that:

*London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.*

2.4.8 The Mayor has recognised that the achievement of this vision requires a transport system that connects people to jobs and meets the needs of a larger London in 2031. The strategy that provides that transport system includes,

*An upgraded Tube service including a separation of services on the Northern line to increase service frequencies through the City, an extension of the Northern line to Battersea, providing greater capacity and more reliable journeys, and consideration of an extension of the Bakerloo line.*

2.4.9 The strategy adopts the vision of *The London Plan* and sets six goals to implement the vision. Those relevant to the BSCU are:

- *support economic development and population growth;*
- *enhance the quality of life for all Londoners;*
- *improve the safety and security of all Londoners;*
- *improve transport opportunities for all Londoners; and*
- *reduce transport's contribution to climate change and improve its resilience.*

2.4.10 To respond to the growth for the demand to travel in London the strategy includes *Policy 1*:

*The Mayor, through TfL, and working with the DfT, Defra and other government agencies, regional development agencies, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to develop London's transport system in order to accommodate sustainable population and employment growth.*

2.4.11 This policy is taken forward by the proposals in *Chapter 5* of the strategy. Within *Section 5.3* sets out the proposals that are directly relevant to the London Underground Network. *Proposal 17*, set out below, addresses the issue of the renewal and repair of the network:

*The Mayor, through TfL, will seek to deliver upgrades to all Tube lines in a phased programme to provide a significant increase in network capacity. This will involve a combination of new rolling stock and/or signalling systems and other asset replacement. As part of this, continued investment to bring the network to a good state of repair and maintain it at that level will be supported.*

2.4.12 In Paragraph 5.3.4, *Station Congestion Relief*, the following paragraphs set out the way in which the problem will be approached:

*285 To relieve congestion experienced by Tube customers at key locations across the network, and to enable quicker journeys, some stations require more extensive improvements to ensure safe and efficient station operations while also enhancing passengers' journey experience. The delivery of capacity enhancements to strategic Underground stations and interchanges is critical to the functioning of the Tube as an integrated network to assist existing passenger flow, and cater for future increases in demand.*

*286 Congestion relief is required at the key central London interchanges of Victoria, Tottenham Court Road, Bond Street, Paddington (Hammersmith & City) and Bank. Capacity increases at these stations will optimise the benefits of investment from the line upgrades, Crossrail and other developments. They will also greatly improve central London step-free access.*

2.4.13 The section ends with *Proposal 19*:

*The Mayor, through TfL, and working with the London boroughs, private developers and other transport stakeholders, will develop and implement a prioritised programme to deliver station capacity and accessibility enhancements at London's most congested Underground stations, including:*

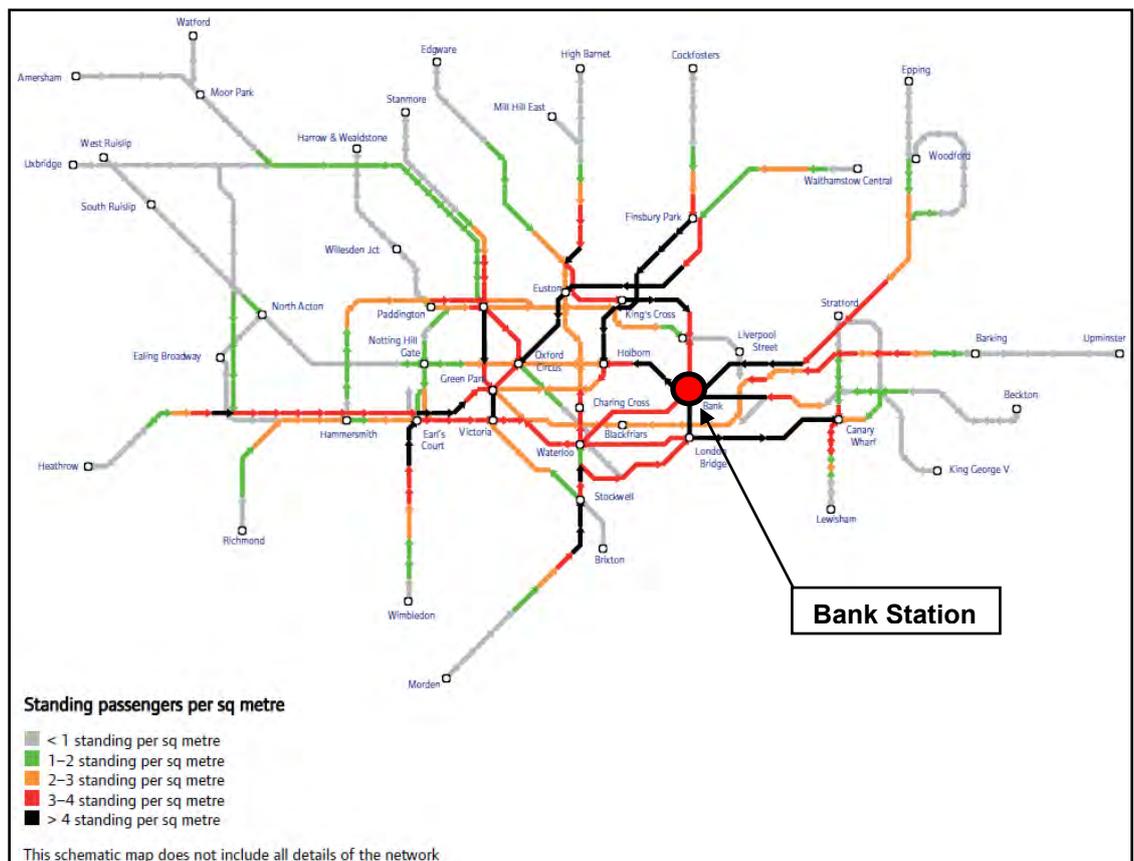
*a) Congestion relief schemes to complement Tube line upgrades and/or integrate with Crossrail at the key central London interchanges of Victoria, Tottenham Court Road, Bond Street, Paddington (Hammersmith & City) and Bank; and*

*b) Schemes at further strategic Tube interchanges that are critical to London's transport system (for example, Vauxhall, Finsbury Park, Highbury & Islington, Holborn, Camden*

*Town, Oxford Circus, Edgware Road and Northern line City branch, in particular Old Street and Moorgate)*

- 2.4.14 Bank Station experiences some of the highest levels of passenger train loadings within Central London, illustrated in Figure 2.1 Provision for this demand is acknowledged by *Proposal 19* through the proposal of a congestion relief scheme at the station.

**Figure 2.1:** London Underground Network Standing Passengers per Square Metre, 2006



Source: *Mayor's Transport Strategy*, TfL (2010),

- 2.4.15 To implement the *Mayor's Transport Strategy* the TfL *Business Plan (2013)* goes further to establish that the current level of demand overwhelms the existing station and indicates the need for new entrances at both Walbrook Square (being delivered by 2015) and Cannon Street (the subject of this TA). It confirms that the sub-surface improvements associated with the new Station Entrance on Cannon Street will include new routes for improved interchange between different London Underground lines and also with the DLR. In addition to these capacity improvements a further benefit will be 'significantly improved journey times' for interchanging passengers.

## 2.5 Local Policy

### **Unitary Development Plan (City of London Corporation, 2002)**

- 2.5.1 The *Unitary Development Plan*, (*UDP*) was adopted in 2002. The saved policies are not relevant to this project.

### **Core Strategy (City of London Corporation, 2011)**

- 2.5.2 The *Core Strategy* includes five strategic objectives of which the fourth is,

*To ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges that face high density urban environments, aiming to achieve national and international recognition for its sustainability initiatives.*

- 2.5.3 Delivery of this strategic objective is through the implementation of four policies of which *Policy CS16 Public Transport Streets and Walkways* is relevant to the improvements to Bank Station. The supporting text to this policy recognises that nearly 90 per cent of journeys to work are made by public transport. It also states that the strategic importance of the City of London's public transport network has been recognised by national and regional government through the approval and investment in Crossrail, Thameslink and London Overground.

- 2.5.4 *Policy CS16* has four strands by which it seeks to build on the City of London's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel in, to, from and through the City of London; *CS16.2*, set out below is of particular relevance:

*2. Facilitating further improvements to public transport capacity and step-free access at existing mainline rail and London Underground stations including Aldgate, Bank, Cannon Street and St Paul's, subsurface and Northern Line upgrades and planning for possible longer term improvements such as the westward extension of the Docklands Light Railway beyond Bank and the City Tram scheme.*

### **Draft Local Plan (City of London Corporation, 2013)**

- 2.5.5 The City of London is in the process of preparing a new planning strategy called the *Local Plan*. The *Local Plan* sets out the vision for shaping the Square Mile in the future and contains the policies by which planning decisions will be made. The *Local Plan* was published for its final stage of public consultation between December 2013 and February 2014. When it is adopted, the *Local Plan* will supersede the *Core Strategy* and the *Unitary Development Plan*, which are the current plans operating in the City of London.



2.5.6 The *Draft Local Plan* retains the strategic objectives set out in the Adopted *Core Strategy*, together with *Core Strategy 16 Public Transport Streets and Walkways*. There is some modification to the policy in particular relating to Bank Station and it is brought into the first strand thus:

*1. Securing increased public transport capacity through support for Crossrail and the Northern Line/Bank Station upgrade (including safeguarding land as shown on the Policies Map) ...*

#### **Local Implementation Plan (City of London Corporation, 2011)**

2.5.7 The *Local Implementation Plan (LIP)* builds on national, regional and other local policies, which are outlined above. It lists Key City Transport Issues, with those that are relevant to the BSCU being:

- *noise pollution;*
- *road traffic casualties;*
- *unreliable journey times;*
- *public transport construction disruption; and*
- *coping with growth.*

2.5.8 The *LIP* establishes eight objectives to address environmental sustainability, social sustainability and economic sustainability. The objectives include:

***LIP 2011.2:*** *To reduce the contribution of transport in the City to climate change and improve the resilience of the City's transport to its effects.*

***LIP 2011.3:*** *To reduce road traffic dangers and casualties in the City, particularly fatal and serious casualties and casualties among vulnerable road users.*

***LIP 2011.4:*** *To reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.*

2.5.9 The *LIP* includes a Programme of Investment, which includes the redesign of Bank Junction and surrounding streets in advance of the upgrade of Bank Station to address overcrowding and a poor casualty record.

2.5.10 Proposals for the new Station Entrance to Bank Station are included in the *LIP* to provide congestion relief and step-free access.

#### **The City of London Rail Strategy (City of London Corporation, 2009)**

2.5.11 This document reflects the position of the City of London Corporation on railway issues. The document is largely a statement of support for schemes

outlined on the National Rail and London Underground Networks; this includes support for improvements to Bank Station.

2.5.12 The strategy indicates that the City of London Corporation prioritises passenger over freight services and weekday services over weekend services where this helps to avoid disruption to weekday services from engineering works. Key items in the action plan are:

- *working with the City's Access Team to ensure station accessibility is maintained and improved;*
- *promoting increased rail use through sustainable travel policies;*
- *seeking to incorporate station and interchange improvements through the planning process; and*
- *identify and undertake access, interchange and signage and streetscape improvements in the vicinity of stations.*

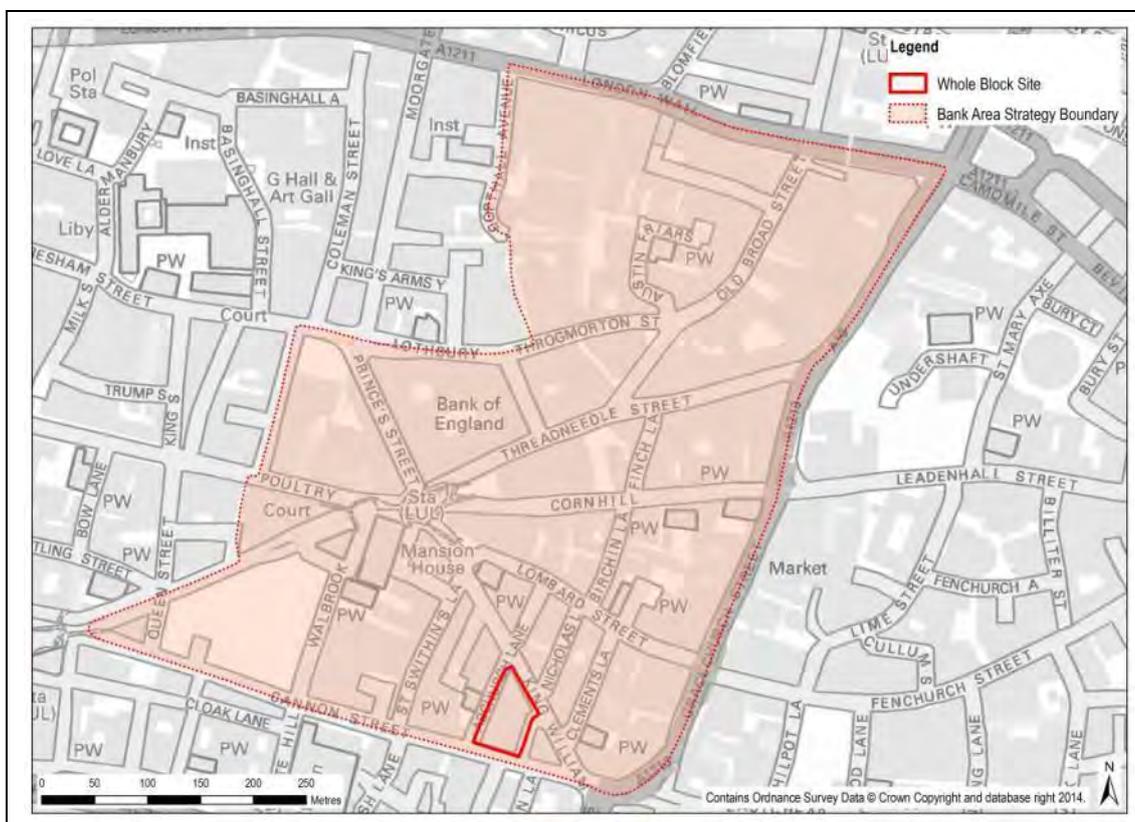
**Bank Area Enhancement Strategy (City of London Corporation, 2013)**

2.5.13 The *Bank Area Enhancement Strategy* has been adopted by the City of London Corporation with recommendations to be taken forward with key objectives including:

- *to improve the function of Bank Junction for all modes of transport;*
- *to reduce conflict and improve road safety for all modes of transport; and*
- *to improve the pedestrian environment throughout the area ensuring that streets and spaces are inclusive and accessible to all.*

2.5.14 The *Bank Area Enhancement Strategy* boundary and its relationship to the Whole Block Site for the BSCU is shown in Figure 2.2

**Figure 2.2:** Bank Area Enhancement Strategy Boundary and Relationship to the Whole Block Site for the BSCU



Source: City of London Corporation, 2013.

## 2.6 Improvements Aligned with Policy

### 2.6.1 The BSCU addresses the following items of the *Mayor's Transport Strategy*:

- increasing capacity and equipping the station to meet forecast increased demand will *Support economic development and population growth* and *improve transport connectivity* particularly in terms of enabling the total number of people forecast to pass through the station in the peak period to do so without long delays and/or diversions, thereby also *improving journey experience*;
- providing step-free access between street and the Northern Line will *Improve accessibility* at the fourth busiest station on the London Underground Network; and
- enhancing fire and evacuation protection measures will *Improve public transport safety*.

### 2.6.2 As the *Mayor's Transport Strategy* (Paragraphs E11 and E13) deduces, there is a close correlation between economic and transport performance, which is undeniably crucial to ensure the future prosperity within the City of London.

One of the mainstays of the UK economy is the financial industry at the heart of the City of London.

- 2.6.3 Should its workforce be unable to reach offices, banks and trading floors reliably and in a timely manner, then output, performance and growth will undoubtedly suffer. This would subsequently have impact on local policies that aim to build on the City of London's strategic central London position and good transport infrastructure to further improve the sustainability and efficiency of travel associated with it.
- 2.6.4 Based on this strong policy support, the following chapters describe the proposed scheme and its impacts on London's transport system.

## 3 The Proposed Development

### 3.1 Introduction

3.1.1 Transport and Works Act Order powers are sought to enable surface works as well as sub-surface tunnelling to construct the BSCU.

### 3.2 Proposed Development

3.2.1 The BSCU involves a major upgrade of Bank Station to provide greatly improved passenger access, circulation and interchange. It includes provision of a new passenger entrance with lifts and escalator connections; a new Northern Line passenger concourse using the existing southbound platform tunnel; a new Northern Line southbound running and platform tunnel (and diversion of the Northern Line through this); and new internal passenger connections between the Northern Line, the DLR and the Central Line.

3.2.2 The new Station Entrance will open on to Cannon Street at the junction with Nicholas Lane. An entrance hall will provide circulation space, as well as accommodating staff facilities, plant rooms and associated retail space. New passenger lifts will link the entrance hall directly with the Northern Line and DLR providing step free access from these lines. Escalators will also connect the entrance hall with the Northern Line.

3.2.3 The existing southbound platform for the Northern Line will be converted into a new passenger concourse. A new southbound running and platform tunnel will be located to the west of the existing platform. New cross passages will connect the Northern Line concourses and platforms. New walkways and escalators will better connect the Northern Line, the DLR and the Central Line. In particular, a tunnelled passageway fitted with moving walkways and new escalators will greatly improve interchange between the Northern Line and the Central Line.

3.2.4 Works to divert and protect utilities and to protect listed and other buildings from ground settlement, will also be undertaken, where monitoring and/or damage analysis indicates this is required. The compulsory purchase and temporary use of land, the temporary stopping up of streets, street works and ancillary works will also be required.

3.2.5 The BSCU is shown in three dimensions in Figure 3.1. The BSCU will be constructed and operated within the limits of deviation applied for as part of the TWAO application. The TWAO application is accompanied by a request for a Planning Direction for deemed planning permission for all works that may be built for the BSCU Order. This is accompanied by proposed planning conditions which allows for some details of the BSCU such as materials and finishes of the new Station Entrance to be approved by the City of London

Corporation when discharging these conditions. The following sections describe the BSCU in more detail.

### **A New Station Entrance**

- 3.2.6 A new Station Entrance Hall will be constructed within the footprint of the site bounded by King William Street, Nicholas Lane, Cannon Street and Abchurch Lane (hereafter referred to as the Whole Block Site). It will open on to Cannon Street at the junction with Nicholas Lane. The Station Entrance will have a canopy extending over the pavement for weather protection as well as to advertise the station. Bollards at the pavement boundary will be provided for security and to protect passengers at the entrance. Nicholas Lane will feature a level surface for pedestrians and vehicles. The new Station Entrance Hall will include staff facilities, plant rooms and associated retail space. The Nicholas Lane façade will include louvres to ventilate the plant rooms. In response to pedestrian and vehicle studies, a new pedestrian crossing on Cannon Street to the west of the new station Entrance will be provided in the event that no alternative arrangement emerges as a result of area-wide initiatives by the City of London Corporation and/or TfL. While a light controlled crossing is included at this stage in the process, the type of facility will be developed at a later stage in discussion with the City of London Corporation.
- 3.2.7 From the new Station Entrance Hall, a set of triple escalators will take passengers to the Northern Line concourse via an intermediate level. Two 17-person passenger lifts will be provided to access the Northern Line, with one also continuing down to the DLR level. An emergency intervention/escape staircase will be provided within the lift shaft. The existing passenger lift linking King William Street with the DLR will be upgraded to allow additional connection with the Northern Line. A walkway will be provided from this lift to the Northern Line concourse and platforms.

### **Northern Line Improvements**

- 3.2.8 To improve circulation for Northern Line passengers, the existing southbound platform will be converted into a new concourse. This will require a new platform and running tunnel to accommodate the southbound Northern Line, which will be constructed west of the existing platform. The new tunnel will be approximately 700m long. It will diverge from the existing southbound track beneath a point approximately 14m north of the junction of Gresham Street with Lothbury and it will link into the existing Northern Line tunnel south of Lower Thames Street.
- 3.2.9 Four new cross-passages will be constructed which will link the platforms and concourse, with three also connecting with new interchange routes. The northernmost cross passage (CP1) will link with a new tunnelled passageway that will provide improved passenger interchange between the Northern and

Central Lines via a pair of moving walkways (see below). Cross passage two (CP2) will connect to a set of triple escalators that will allow improved interchange between the Northern Line and DLR. Cross passage three (CP3) will provide access to the escalators up to the Station Entrance Hall. The southernmost cross passage (CP4) will link to the north and southbound platforms. Three new adits (openings) will be created linking the new passenger concourse and the existing northbound platform.

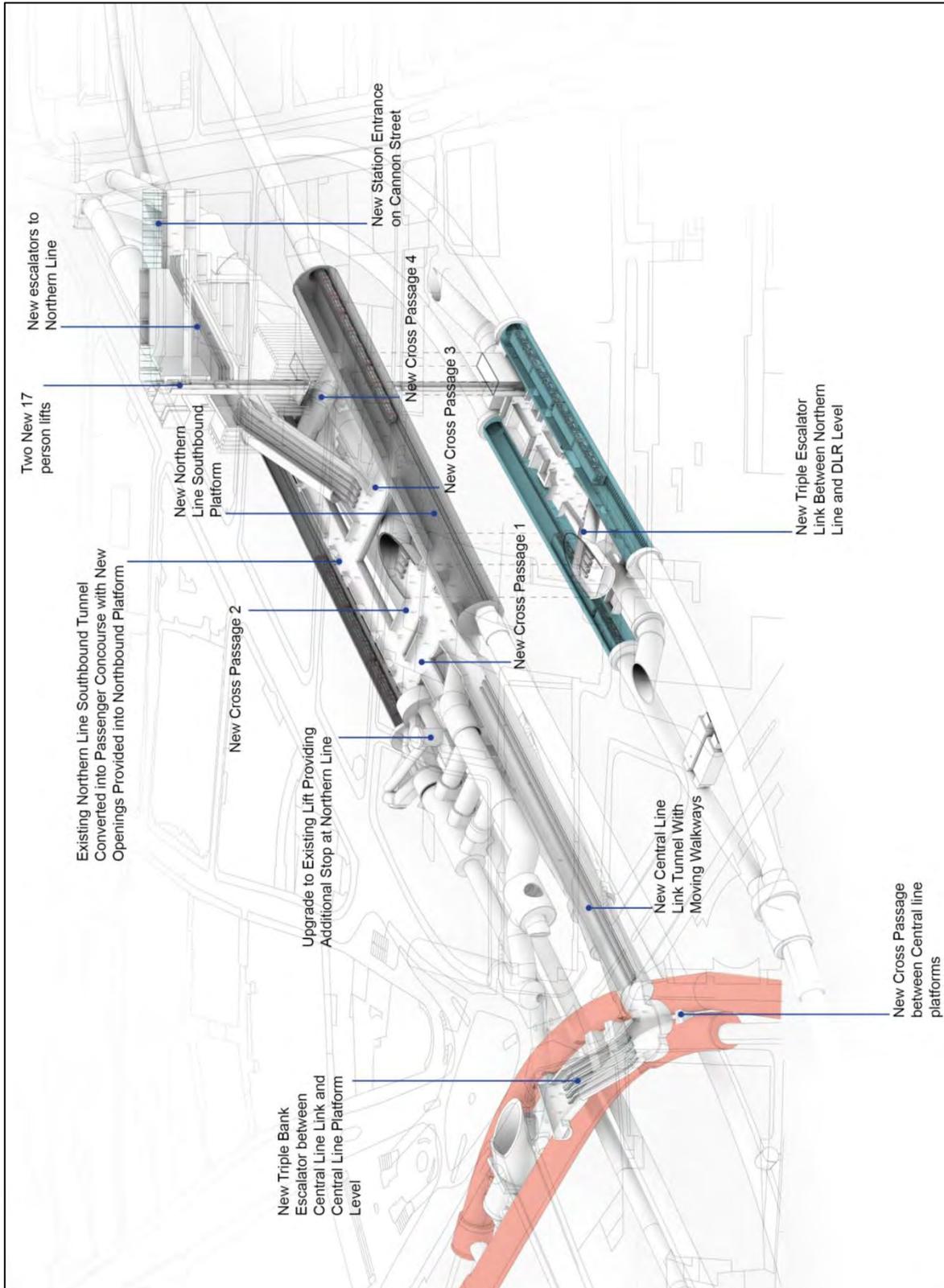
### **Central Line Improvements**

- 3.2.10 A new tunnelled passageway (Central Line Link) from the Northern Line concourse with its moving walkways approximately 95m long will provide access to a set of triple escalators which will take passengers up to the Central Line platforms via an existing cross passage which will be reconstructed and enlarged. A second cross passage at the far (western) end will provide improved access between the eastbound and westbound platforms.
- 3.2.11 Supporting infrastructure will include a cable tunnel between the Central Line Link and the existing Bank Station ticket hall, and new electrical and communications rooms for the operation of the station.

### **Docklands Light Railway Improvements**

- 3.2.12 A new set of triple escalators connecting the new Northern Line concourse and the DLR will be provided and to facilitate their installation a number of existing plant rooms will be relocated. Two new cross passages will link the DLR arrival and departure platforms with the existing DLR passenger concourse and a third will link the DLR arrival platform to the existing passenger concourse.
- 3.2.13 A ground floor plan of the proposed new Station Entrance is included as Appendix 3A.

Figure 3.1: Proposed Bank Station Capacity Upgrade





### 3.3 Surface Work Sites

- 3.3.1 Surface construction is proposed at two work sites within the City of London. The locations are shown in Figure 3.2 with indicative site layout plans to follow in Figure 3.3 that show the proposed access and egress routes for construction traffic.

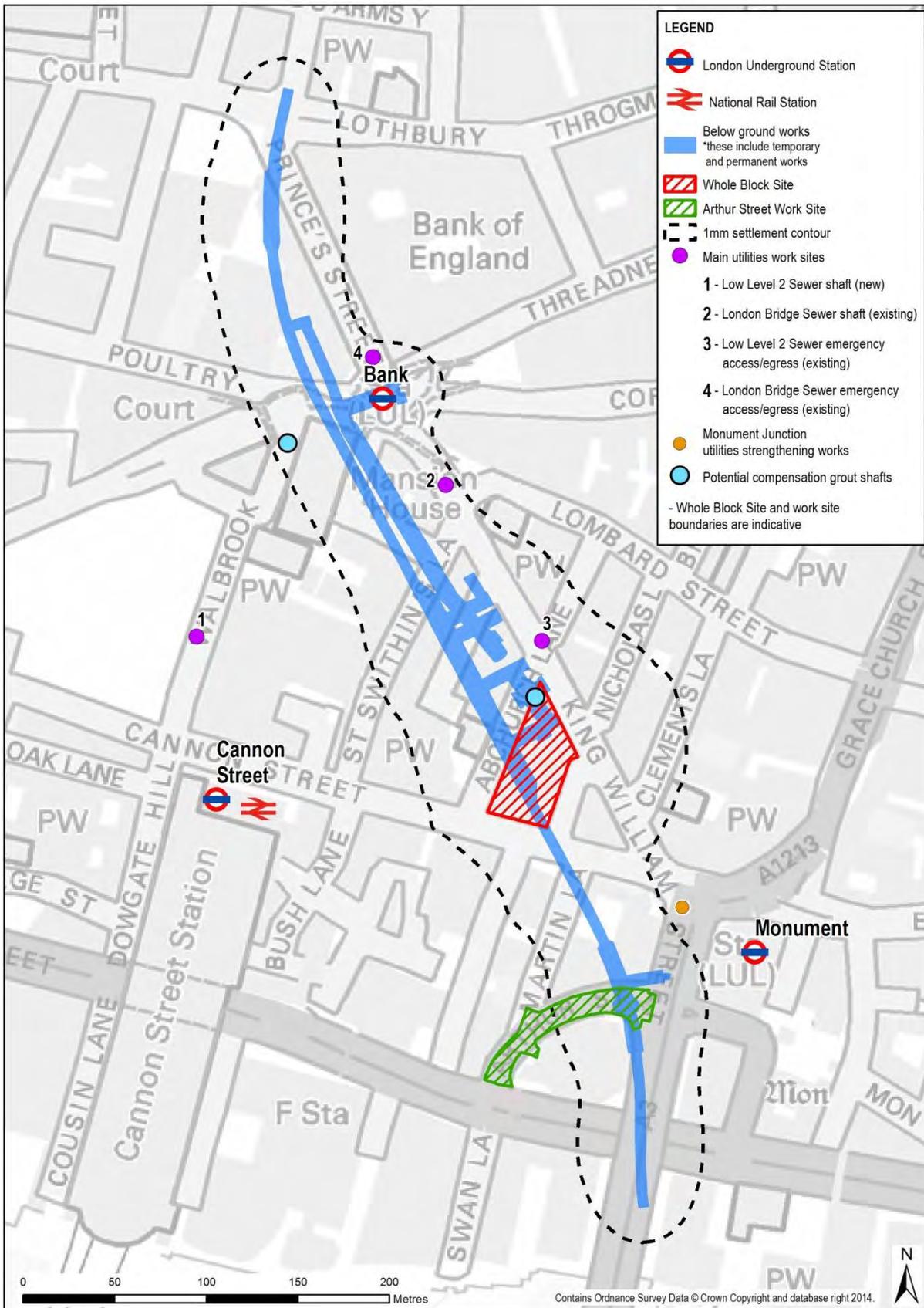
#### **The Whole Block Site**

- 3.3.2 The Whole Block Site is located between the London Underground stations of Bank and Monument; approximately 180m south-east of Bank Station and approximately 130m north-west of Monument. The Whole Block Site is bound to the north by King William Street, to the east by Nicholas Lane, to the south by Cannon Street and to the west by Abchurch Lane. The Whole Block Site is approximately 0.25 hectares (ha) in size.
- 3.3.3 The BSCU will require the demolition of the existing buildings down to ground bearing slab level. The overall works will comprise demolition of 135-141 Cannon Street, 10 King William Street, 12 Nicholas Lane, 14 Nicholas Lane and 143-149 Cannon Street to allow the construction of the BSCU. The rear extension of 20 Abchurch Lane will also be demolished although the main building and associated façade will be retained and used for project offices and site facilities, with the area required to be demolished therefore referred to as the Whole Block Site. Site layout plans to show vehicle swept paths for the anticipated construction vehicle types proposed for the Whole Block Site are included as Appendix 3B to 3C. An indicative layout of the Whole Block Site is provided in Figure 3.3.

#### **The Arthur Street Work Site**

- 3.3.4 The Arthur Street Work Site is a temporary work site required throughout the construction of the BSCU and is approximately 130m to the south of the Whole Block Site. The street forms junctions with A3 King William Street/London Bridge at its north-eastern end and Upper Thames Street at its southern end. The length of Arthur Street also includes a junction with a short length of no-through-road that forms the southern section of Martin's Lane.
- 3.3.5 It is anticipated that the Arthur Street Work Site will occupy the majority of the carriageway between Upper Thames Street and King William Street. Pedestrian access to buildings will be maintained, with vehicular access to two service bays located on Arthur Street integrated into work site management procedures. An indicative layout of the Arthur Street Work Site is provided in Figure 3.4. Site layout plans to show the proposed swept paths for anticipated construction vehicle types for Arthur Street are included as Appendix 3D to 3F.
- 3.3.6 The use of the BSCU Work Sites and associated construction methodology and impacts associated with them are discussed in more detail later in this report.

**Figure 3.2: Bank Station Capacity Upgrade Work Sites**







### **Access and Servicing**

- 3.3.7 While the work sites are in place access to adjacent premises will be maintained.

### **Utilities**

- 3.3.8 Works to divert and protect utilities potentially affected by construction are also proposed. These will comprise:

- protective works to the Low Level 2 Sewer (an east-west sewer between Cannon Street and King William Street) and to the London Bridge Sewer (a north-south sewer running beneath King William Street);
- road strengthening at Monument Junction;
- diversion of utilities at Arthur Street to allow construction of the shaft; and
- other minor protective works to utilities to ensure there are no impacts from settlement.

- 3.3.9 Utilities work will be undertaken in accordance with relevant codes of practice, and with regular liaison with the City of London Corporation and TfL highway authorities.

- 3.3.10 Figure 3.2 shows the location of the main utilities work sites.

#### **Low Level 2 and London Bridge Sewer Works**

- 3.3.11 The Low Level 2 Sewer works will include the installation of linings to the sewer to protect it from potential settlement effects of tunnelling and shaft excavations during the construction phase.
- 3.3.12 A 19m deep, 3.5m internal diameter wide construction shaft on Walbrook is required to access the sewer. Excavation will first require the diversion of water and gas mains, communications equipment and electrical cables. The utility diversions and shaft construction are expected to last approximately eight months and will be undertaken during standard working hours. The subsequent sewer protection works will take place at night (when flows through the sewer are lower) and are expected to last between four and six months. Shaft refill and reinstatement are expected to take up to one month. This will require the closure of the southern half of Walbrook for the duration of the works. Pedestrian access will, however, be maintained.
- 3.3.13 Emergency access and egress to the Low Level 2 Sewer will be via an existing shaft at the junction of Abchurch Lane (east) and King William Street. To maintain this, a work site will be needed which will require the temporary closure of the south end of Abchurch Lane and suspension of the cycle lanes and relocation of the northbound bus stops on King William Street (approximately the section from Sherborne Lane to Nicholas Lane).

- 3.3.14 Similar protective linings are also required for the London Bridge Sewer. To access this sewer a previously closed shaft will be opened up on King William Street at the junction with Lombard Street. This will involve breaking out the manhole cover slab (approximately 2-4m depth). An existing shaft located on Prince's Street will be used to provide ventilation and emergency access and egress from the sewer. The protective lining works will be undertaken at night over a period of approximately six months.

#### Arthur Street

- 3.3.15 Creation of the construction shaft within the Arthur Street Work Site will require the diversion of water and gas mains, communications equipment and electrical cables and the breaking open of the Arthur Street sewer. These works will require the closure of Arthur Street in both directions for approximately six months in advance of the main construction period closure. During these works, vehicle and pedestrian access will be maintained to those buildings serviced from Arthur Street.
- 3.3.16 The closure of Arthur Street will require the removal of the 18 tonne weight restriction at the Monument Junction. To ensure that the junction has sufficient capacity to withstand full normal highway loading, works to strengthen infrastructure beneath this junction may be required, which will enable the weight restriction for the road to be lifted.
- 3.3.17 Works could include internal strengthening of two British Telecom chambers beneath the junction and/or the adjacent subway; or a new deck over the chambers using the subway walls as supports. For the construction of a new deck, reinforced concrete slabs, approximately 250mm deep, would be used and these would be supported on all four sides. Any utilities present may also require diversion. The new slabs would be designed to take the full vertical traffic loading and the pavement level would need to be raised by approximately 200mm over the chambers. The existing manholes and manhole supports would also need to be demolished and new ones accommodated in the new slabs.
- 3.3.18 It is anticipated that these works would be completed over two or three weekends or approximately 15 consecutive nights (8pm-6am). This would require the temporary closure of the northbound carriageway. Road plates will cover any excavations during works.
- 3.3.19 In addition, the closure of Arthur Street will require alternative access to the City of London for emergency service vehicles. This alternative access will be from Upper Thames Street to Cannon Street via Suffolk Lane, Gophir Lane and Bush Lane. The access on to Suffolk Lane from Upper Thames Street will be restricted to emergency service vehicles only. Works to provide this alternative access will require the removal of the security bollards along Suffolk

Lane/Upper Thames Street, which form part of the City of London's security and surveillance cordon (commonly referred to as the ring of steel). In addition, Closed Circuit Television (CCTV) equipment will be installed along Upper Thames Street and Suffolk Lane for enforcement purposes. The existing motorcycle parking at the end of Suffolk Lane will also be relocated to Laurence Pountney Hill, with a plan to show the new position included as Appendix 3G.

#### Other Minor Utilities Works

3.3.20 Other minor utilities works will include the excavation of trenches, duct and pipe laying, chamber construction, pulling and jointing of pipes and cables, and then commissioning of new or reinstated connections. These works will need to be carried out at a number of locations between 2016 and 2017. During this period there may be a requirement for part closure of a number of roads including:

- Walbrook;
- King William Street;
- Prince's Street;
- Mansion House junction;
- Cannon Street;
- Abchurch Lane;
- Nicholas Lane;
- Mansion House Street;
- St Swithin's Lane;
- Sherborne Lane;
- Lothbury;
- Gresham Street;
- Threadneedle Street;
- Lombard Street;
- Queen Victoria Street;
- Clement's Lane;
- Cornhill;
- Poultry;
- Moorgate;
- Mansion House Place;
- St Stephens Row;
- Martin Lane;
- Monument Street;
- Laurence Pountney Lane;
- Lower Thames Street; and
- Upper Thames Street.

3.3.21 Disruption will be minimised through careful phasing of the works to avoid parallel working and by maintaining operation of one lane on strategic roads.

3.3.22 All utilities protective works will be within made ground, and will be carried out in accordance with the Code of Construction Practice (CoCP) and Traffic Management Plan anticipated to be approved by the City of London Corporation.

### Protective Works to Buildings and Roads

- 3.3.23 Tunnelling and shaft excavations during the construction phase can generate varying amounts of movement in the overlying and surrounding ground. Monitoring and surveying of structures and roads both prior to and during the construction works will be undertaken to provide data to:
- inform the need to protect existing assets or their operation; and
  - inform decisions for construction activities.
- 3.3.24 Protective works to, and other mitigation of, buildings (including listed buildings) and roads will be carried out where the ground movements and analysis indicates this is required. Although not expected to be necessary, this may include grouting works carried out via excavated shafts.
- 3.3.25 If required, grouting will be undertaken from the new or existing tunnels or via temporary new shafts within the Whole Block Site and outside Mansion House on Walbrook. The shafts would be 6m in diameter and up to 14m deep in order to inject the grout via small-diameter sleeved port pipes.
- 3.3.26 It is expected that any utility diversions and shaft construction would take between 6-12 months and would be undertaken during standard working hours. The compensation grouting would be undertaken throughout the tunnelling phase both during daytime and night time periods.
- 3.3.27 The Walbrook Grout Shaft would have 2.4m solid hoarding and be lit in the hours of darkness for safety and security. There are expected to be up to six construction vehicles per day during normal operations. A single lane of traffic past the work site would be provided where possible. During the grouting works and shaft reinstatement the work site footprint will be reduced in size to allow freer movement of vehicles and pedestrians



THIS PAGE IS INTENTIONALLY BLANK

## 4 Methodology and Assumptions

### 4.1 Introduction

4.1.1 The TA has considered the impacts of the BSCU in terms of three broad but related work streams:

- impacts associated with the demolition and construction programme both above and sub-surface;
- impact of a 'blockade' of the Northern Line that will be necessary during the final periods of construction to link new underground tunnels and infrastructure with existing; and
- assessment of the surface and sub-surface operational impacts associated with the completed BSCU.

4.1.2 For clarity the assessment within each work stream has been divided into above and sub-surface impacts.

4.1.3 This chapter describes the approach to the assessment of these three main work streams along with main assumptions made.

### 4.2 Selection of Assessment Years

4.2.1 A number of years were assessed to consider the variety of impacts before and during demolition and construction and to follow completion of the BSCU. These are confirmed in Table 4.1. The baseline years for surface and sub-surface vary because data was collected specifically for this project at surface level during 2013 whereas the most up to date information currently available for sub-surface is Rolling Origin Destination Survey (RODS) data for 2012.

**Table 4.1:** Assessment Years

Year	Required For
2012	Sub-surface Bank Station baseline
2013	Surface baseline
2017	Maximum surface impact during demolition and construction
2020	Blockade impacts
2026	Station operational forecast year

### 4.3 Construction Assumptions

4.3.1 The principal impacts of the BSCU on the surrounding surface network are assumed to occur during construction. As a consequence the assessment provides an evaluation of the activity associated with the main Work Sites and

- in particular the forecast network impacts for vehicles and pedestrians affected by the works.
- 4.3.2 Construction activity at the main Work Sites identified in section 3.3 above will generate a temporary increase in the number of vehicle movements on the local highway network accessing the Arthur Street Work Site and to a lesser degree the Whole Block Site. Potential transportation and access related impacts have been assumed to include:
- temporary disruption to road users from vehicles accessing/egressing the main Work Sites;
  - temporary disruption to road users, public transport users and emergency service vehicles associated with the closure of Arthur Street;
  - temporary disruption to pedestrians from vehicles accessing/egressing the main Work Sites; and
  - local arrangements to deal with access and servicing properties located in close proximity to the construction sites.
- 4.3.3 The demolition and construction methodology associated with the BSCU have been subject to assessment and presented in the form of an Outline Construction Logistics Plan (CLP) that is included as Environmental Statement Appendix A8.2. The CLP has been developed in consultation with the City of London Corporation and TfL officers and has been used to inform the assessment of potential transportation impacts.
- 4.3.4 The demolition works will run concurrently with the excavation of an access shaft at the proposed Arthur Street Work Site as follows:
- excavation and commencement of tunnelling at the proposed Arthur Street Work Site - 2016/17; and
  - construction of the BSCU - 2016 to 2021.
- 4.3.5 The northern section of Nicholas Lane will be closed during demolition, so that demolition waste can be loaded into vehicles on Nicholas Lane. Some short term intermittent closures of Nicholas Lane during normal working hours, may also be needed during the piling phase of construction. During demolition the site hoarding will also extend to the curb of the eastern pavement along Abchurch Lane; it will extend further across the highway during the roof demolition. Closure of the road to traffic is expected to be required on approximately four occasions, each for up to 48 hours. Pedestrian access will be maintained during closure. The closure of Nicholas Lane and Abchurch Lane will not occur concurrently.
- 4.3.6 The Whole Block Site is the main construction site and will contain the project office and main welfare space. The Arthur Street Work Site is primarily a

construction shaft that enables the contractor to commence tunnelling, although it will also contain a small satellite project office and welfare space.

### **Working Hours During the Works**

- 4.3.7 In terms of highway activity, it has been assumed that ‘standard’ hours stipulated by the ‘*Code of Practice for Deconstruction and Construction Sites*’ (City of London Corporation, May 2013) will apply for the duration of the works. This normally restricts working to:
- 08:00 – 18:00 hours (Monday to Friday); and
  - 08:00 – 13:00 hours (Saturday).
- 4.3.8 Effectively this allows a 10 hour operation each weekday and five hours for a Saturday or a 55 hour weekly operating window for construction activity. This will be agreed with the City of London Corporation prior to commencing work on-site.
- 4.3.9 Although out of hours working (18:00 - 08:00 hours) and weekend working would not normally be permitted, it is conceivable that for certain periods of the programme (for example, works that are likely to affect LUL operations) some works may have to be undertaken during these periods. If necessary, the hours of operation for such works would be subject to prior agreement with the City of London Corporation except in emergency conditions.
- ## **4.4 Access Arrangements for Construction Vehicles**
- 4.4.1 All construction vehicles will initially pass through Arthur Street whether they are serving the Arthur Street Work Site or serving the Whole Block Site on Cannon Street. Vehicles will enter Arthur Street from Lower Thames Street through a gated entrance located at the southern end of the road. The gates will be set back from the junction to ensure that vehicles waiting for the gates to open will be clear of Upper Thames Street. The gates will be monitored to allow access and thereby safeguard against unreasonable delay for vehicles requiring access.
- 4.4.2 All construction vehicles will subsequently leave through another gated exit suitably positioned at the northern end of Arthur Street. The majority of HGVs will be accessing Arthur Street to service the Arthur Street Shaft. A proportion will however be destined for the Whole Block Site will be managed on a ‘just in time’ basis to minimise transport disruption.
- 4.4.3 Those vehicles required at the Whole Block Site will emerge onto A3 King William Street before making a left-turn at Monument Junction to travel some 100m west along Cannon Street before turning right into the clearly marked site entrance. On leaving the site, vehicles will turn left onto Cannon Street and

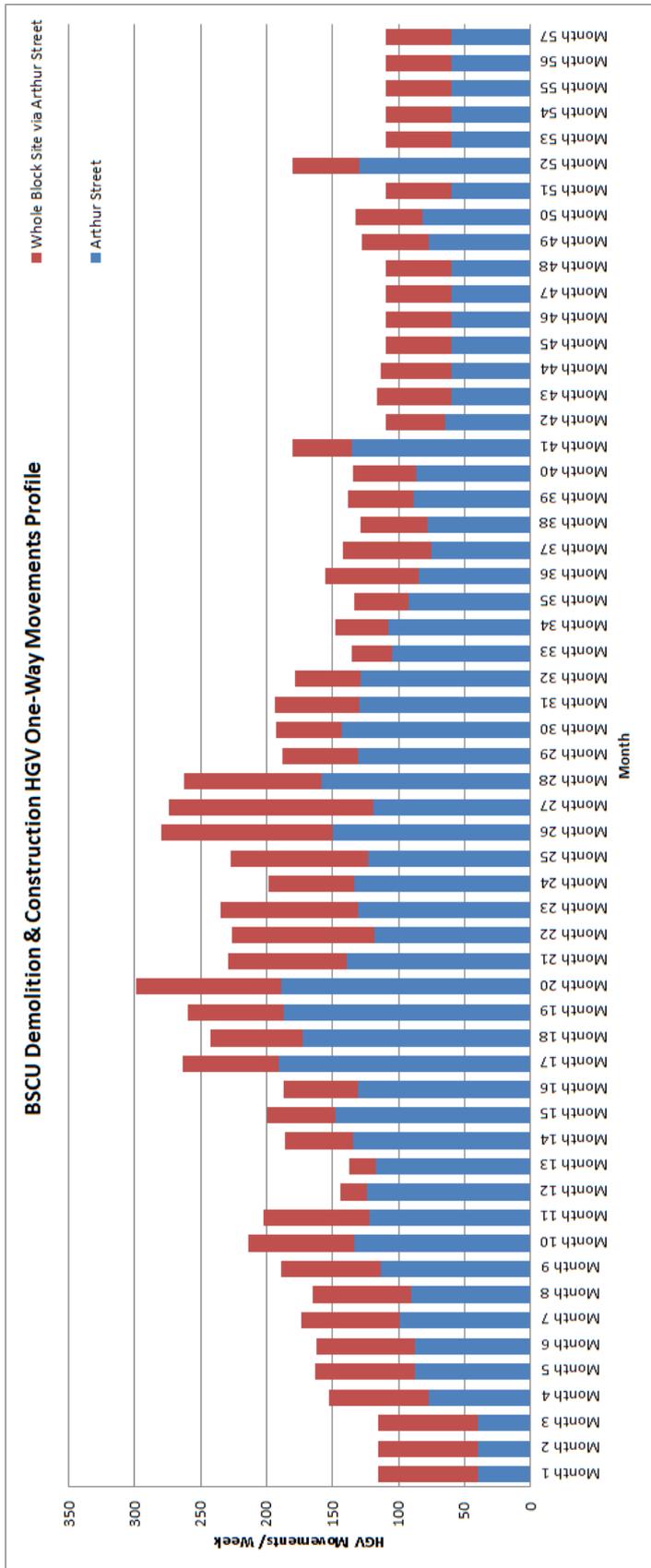
onwards to join Eastcheap and subsequently a designated route eastbound shown in Figure 4.2 and outlined in more detail in paragraph 4.4.14.

- 4.4.4 To manage construction traffic at the Whole Block Site, a gated entry and egress system will be used for construction vehicles entering and leaving the site. To safely manage the interaction of pedestrians and HGVs this will involve the use of temporary gates across the Cannon Street footway during vehicle movements into and out of the site. Flashing lights on the gates will be activated by the traffic marshal who will open the gates outward providing a barrier between pedestrians and HGVs.
- 4.4.5 Peak one-way HGV movements are programmed for construction Month 20 with 299 vehicles per week. Based upon a 55 hour working week (described above) this generates an average of six vehicles per hour (rounded up) of which four vehicles per hour one-way attend Arthur Street only and two vehicles per hour one-way attend Cannon Street via Arthur Street (see Figure 4.1 for weekly one-way HGVs attending the work sites).
- 4.4.6 During the construction of the BSCU a maximum of four one-way HGV movements will attend the Whole Block Site per hour interrupting the through movement of some passing pedestrians and cyclists moving along Cannon Street for short periods of time. This peak HGV demand is programmed during Construction Month 27. The peak demand at the Whole Block Site does not coincide with peak demand for the Arthur Street Work Site, which is programmed for Construction Month 20 with a typical maximum of four HGVs per hour one-way.
- 4.4.7 A summary of demand during these periods is provided as Table 4.2. It should be noted that rounding up to whole vehicles means that both periods indicate the same total peak demand but that actual programmed movements presented in Figure 4.1 (showing weekly one-way HGV movements for each month) confirm Construction Month 20 as the busiest.

**Table 4.2:** Peak One-Way HGV Movements Attending the Main BSCU Work Sites per Hour

Location	Month 20 – Arthur Street Peak	Month 27 – Cannon Street Peak
Arthur Street Only	4	2
Cannon Street Via Arthur Street	2	4
<b>Total</b>	<b>6</b>	<b>6</b>

**Figure 4.1: Weekly One-Way HGV Visits to the main Work Sites**



- 4.4.8 The site management will allow construction traffic to enter and leave both sites in forward gear in accordance with the City of London Corporation's access requirements.
- 4.4.9 At this time specific details of material/plant suppliers and the destination for site excavated materials has not been confirmed although an assumption has been made that all HGVs will access the City of London from the east. Vehicles entering Greater London will travel round to the east on the main strategic orbital routes and then travel in on the defined local access routes.
- 4.4.10 The specified routes for construction traffic will focus journeys on the TLRN and strategic road network as much as practicable.

#### **Inbound Route to Arthur Street Work Site**

- 4.4.11 It is currently anticipated that inbound vehicle journeys to the BSCU Work Sites will approach the City of London from one of three directions; the A11, the A13 or the A1203. A routeing diagram is shown in Figure 4.2.
- 4.4.12 Vehicles approaching from the A11 or A13 will turn left onto the A1202 Lemn Street continuing onto the B126 Prescott Street and the A1210. Joining the A100 at Tower Hill vehicles will continue westbound onto the A3211 Lower Thames Street before turning right into Arthur Street.
- 4.4.13 Vehicles approaching from the A1203 will continue westbound onto the A100 at Tower Hill and then the A3211 Lower Thames Street before turning right into Arthur Street. Peak daily HGV movements at the Arthur Street Work Site, including those passing on to the Whole Block Site, are programmed for November 2014 with an average maximum one-way demand of six vehicles (see Figure 4.1).

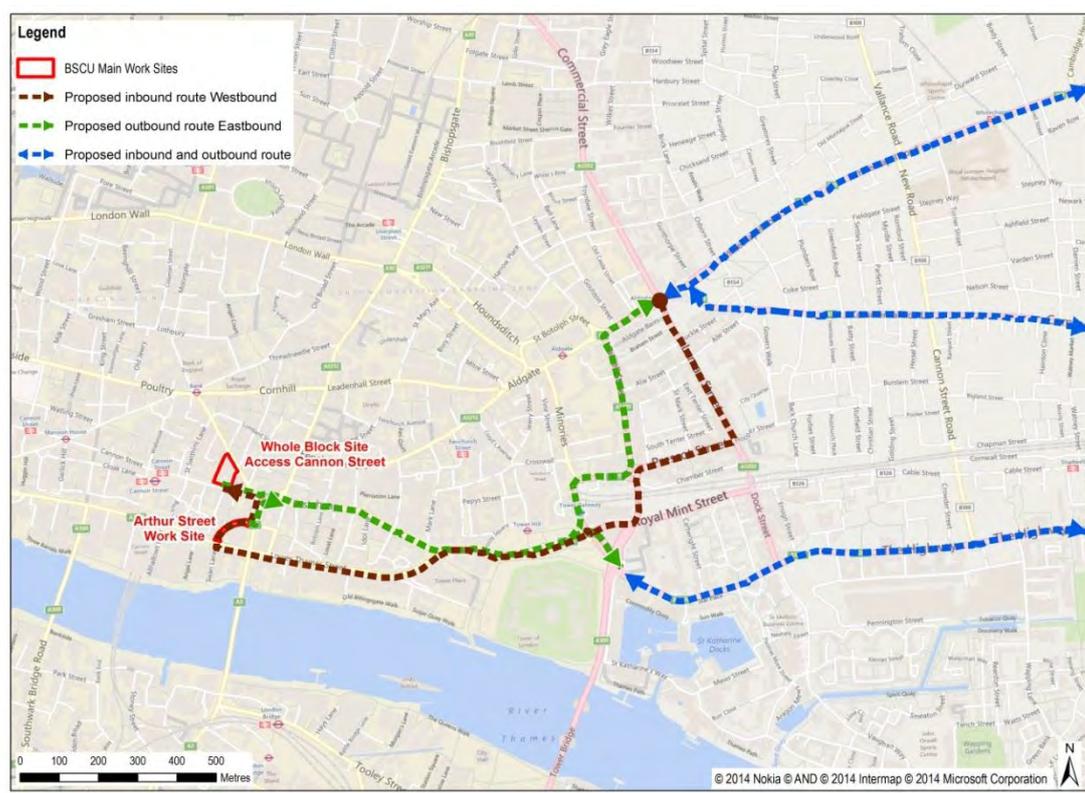
#### **Outbound Routes from Arthur Street**

- 4.4.14 Once the vehicle has made its drop off/collection at the Arthur Street Work Site it will turn right at the King William Street/Cannon Street junction onto Eastcheap identified in more detail in the discussion on existing baseline conditions in paragraph 6.2.7 below. This junction is currently subject to an 18 tonnes weight restriction that was introduced as a precautionary measure to safeguard structures beneath the road.
- 4.4.15 Studies are being undertaken to identify the actual loading capabilities of the structure to confirm if the restriction should continue. In the event that it remains valid, the studies will identify the works required to remedy the situation and if not then the 18 tonnes restriction will be removed.
- 4.4.16 It is assumed that the outcome of this work will be in place prior to work commencing on the main Work Sites. As a consequence the proposed routing

arrangements for construction traffic are not expected to be troubled by the existing 18 tonne weight restriction.

- 4.4.17 On turning right at the junction onto Eastcheap vehicles will continue onto Great Tower Street and then the A3211 via Lower Thames Street and Tower Hill before continuing along the A1211-A1210 and A11 or A13 away from the area. The route is also shown in Figure 4.2.

**Figure 4.2:** Entry and Exit Routes for Construction Vehicles



## 4.5 Traffic Diversions

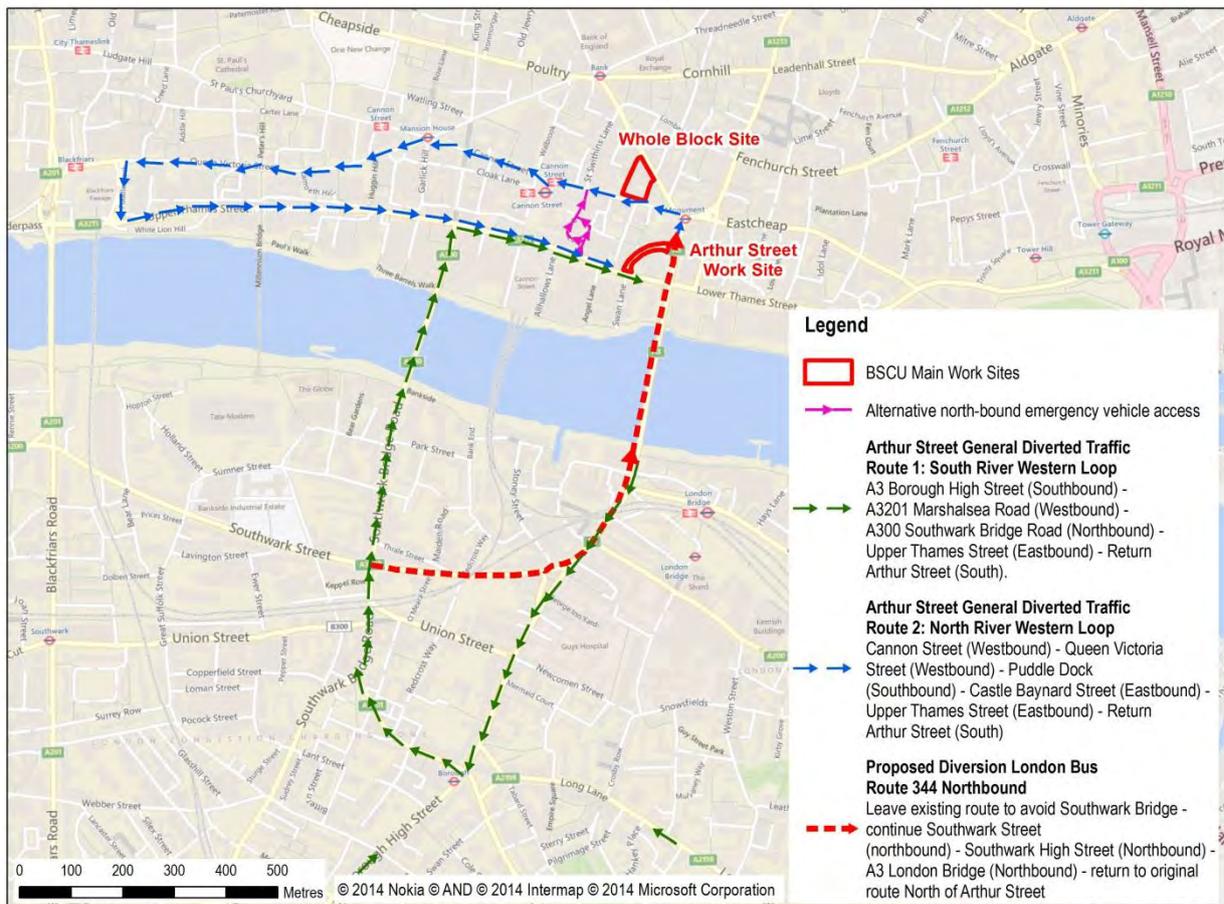
### General Traffic

- 4.5.1 In terms of local access surrounding the Whole Block worksite, when Abchurch Lane is restricted to through traffic, access to 5 Abchurch Lane will be focussed towards Sherborne Lane, with vehicle access managed through control by banksmen.
- 4.5.2 Banksmen will also be used to manage vehicle access for servicing 15 Abchurch Lane and St Mary Abchurch when necessary, in the event that a through route cannot be maintained.



- 4.5.3 Arthur Street will be closed to all traffic for the whole of the construction period. The proposed closure triggers the need to offer alternative routes to cater for traffic affected by the works.
- 4.5.4 Two signed diversion routes are proposed to cater for general traffic that currently uses Arthur Street as a link between the northbound carriageway of the A3 King William Street (London Bridge) and Lower Thames Street. The routes are shown in Figure 4.3.

**Figure 4.3: Proposed Arthur Street Closure: Alternative Motorised Vehicle Routes**



- 4.5.5 Provision for current access and servicing along Arthur Street will be maintained. This affects:
  - 12 Arthur Street, including its car park accessed via Martin Lane off Arthur Street;
  - Servicing for 6 and 10 Arthur Street;
  - Vehicle access into 33 King William Street at the southern end of Arthur Street; and
  - Vehicle access for 24 to 28 King William Street at the northern end of Arthur Street.

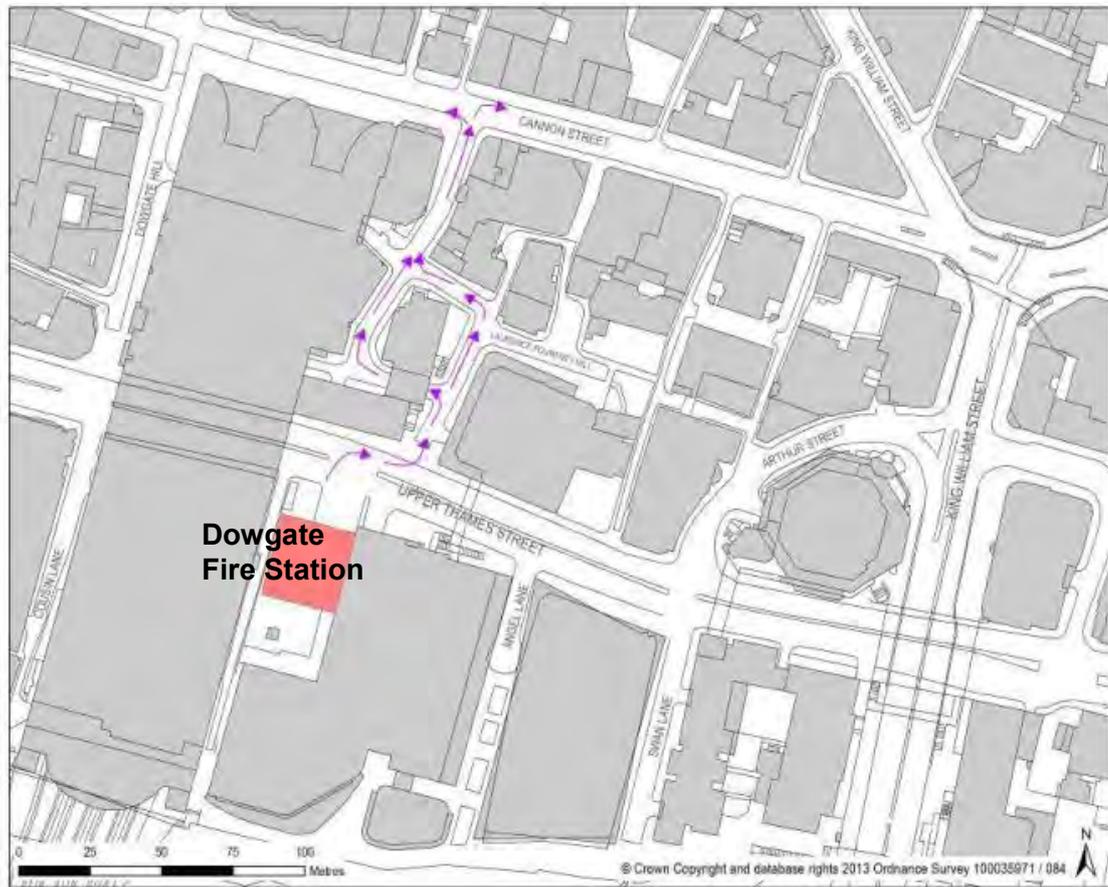
- 4.5.6 Alternative access for 12 Arthur Street will be provided via Laurence Pountney Lane. For numbers 6 and 10 Arthur Street it is proposed that access and servicing will be maintained through the site making use of gates in the hoarding at either end of Arthur Street and at the southern end of Martin Lane (connecting with Laurence Pountney Lane). Access to 33 and 24 to 28 King William Street will be managed through the Arthur Street Work Site by banksmen to existing entrances and exits along Arthur Street via a number of gates in the work site hoarding. Vehicles requiring access through the Arthur Street Work Site will be expected to book an arrival slot, expected to be 30 minutes in duration, which is normal practice for deliveries at locations across the City of London.
- 4.5.7 Refuse collections generally occur before 07:00 hours and after 23:00 hours. Refuse vehicles will be allowed into the Arthur Street Work Site to collect waste, or refuse bins will be moved by work site operatives to a collection point outside the area enclosed by the hoarding.
- 4.5.8 This approach will be formally confirmed with the City of London Corporation as the CoCP, CLP and site management proposals are assessed in further detail and finalised.

#### **London Bus Route 344**

- 4.5.9 London bus route 344 that currently uses Arthur Street to head north towards Shoreditch will be redirected from its current route that crosses Southwark Bridge and then via Upper Thames Street and Arthur Street to a new route that will travel across A3 London Bridge and continue on its current route (see Figure 6.13). Southbound services are not affected.

#### **Emergency Vehicles**

- 4.5.10 Arthur Street is also currently used by Fire Appliances and other emergency service vehicles for access to the city centre; an alternative route is therefore essential. Both The City of London Corporation and the City of London Police support a route using Suffolk Lane shown in Figure 4.4, which will re-open the connection between the lane and Upper Thames Street for emergency service vehicle access only. Legal Orders and the use of camera enforcement will be in place to restrict access to only these authorised vehicles.

**Figure 4.4:** Alternative Emergency Vehicle Route via Suffolk Lane

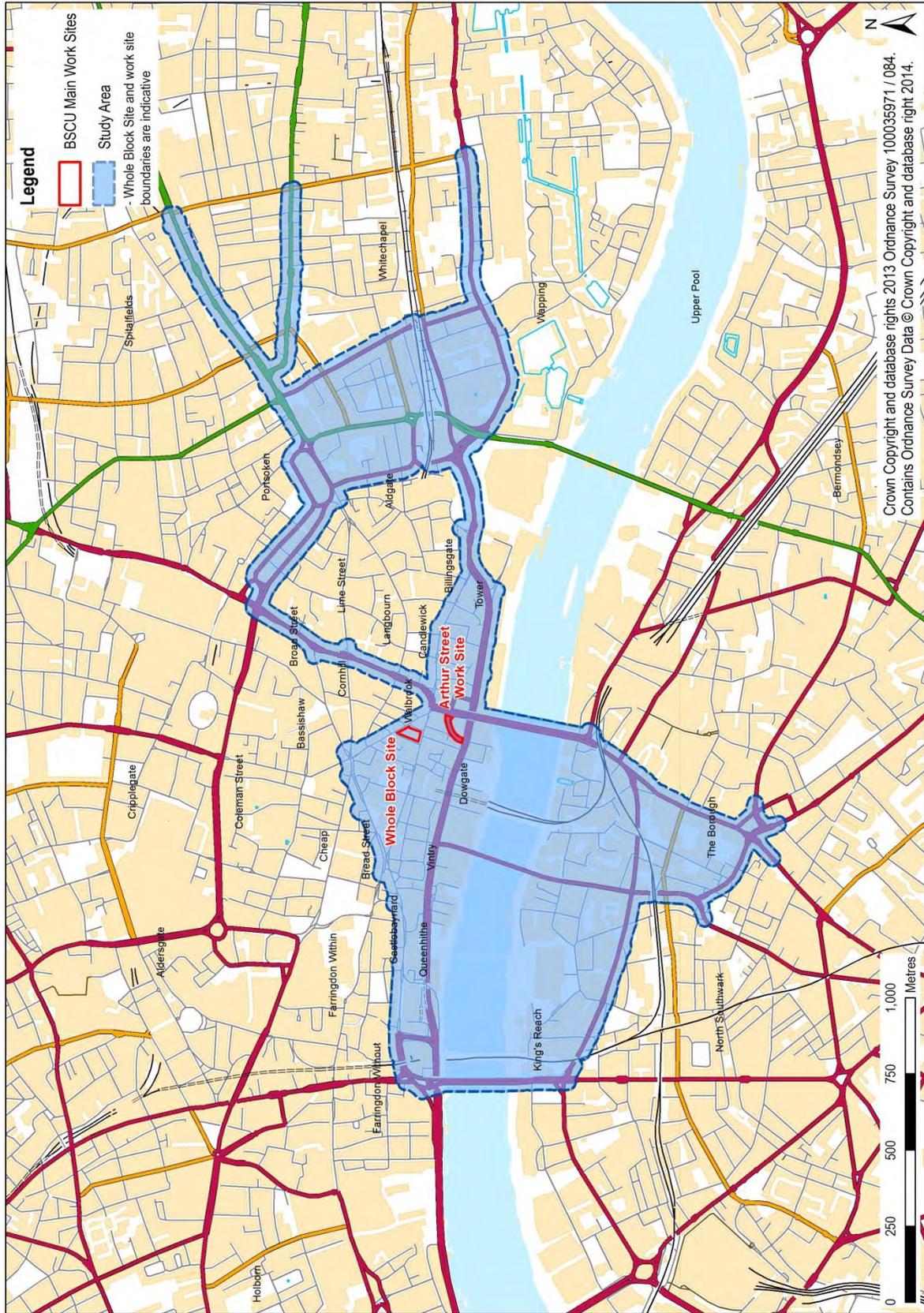
4.5.11 The route will be available to London Fire Brigade and other emergency service vehicles in advance of the work on BSCU to allow Arthur Street to be closed to accommodate advance utility works discussed earlier. Swept path analysis for the alternative emergency vehicle route is provided in Appendix 4A.

## 4.6 Study Area

4.6.1 The proposed routes for construction traffic and the need to cater for traffic diversions associated with the Arthur Street Work Site broadly defined the initial geographical scope of the local network assessment shown in Figure 4.5.

4.6.2 The area covered the local network identified in Figure 4.2 for construction vehicles and Figure 4.3 for traffic diverted from the proposed road closure of Arthur Street. The area was confirmed with TfL to consider all roads and junctions where it was assumed that there may be a noticeable impact that was outside normal daily variations in traffic flows.

Figure 4.5: Surface Level Study Area



- 4.6.3 Subsequent assessment indicated that the impacts did not extend to the western edge of the scope, in particular junctions along A201 Blackfriars Road and also the A1213 north of Eastcheap and A1211 west of A1210 Mansell Street. The reason the impacts do not extend to these locations is because there are no construction or diversion routes along these roads.
- 4.6.4 The assessment also considers the impacts sub-surface at Bank Station during the works in terms of passenger Level Of Service (LOS), which is explained in more detail in Section 4.8. This analysis takes account of the main features where movement will be regulated to some degree to account for important features associated with the works such as protective hoardings, revised access and routing arrangements and other essential measures that will be necessary to protect the workforce and travelling public.
- 4.6.5 The circumstances surrounding the events and influences associated with the blockade will be exceptional when compared with the more general effects to be experienced throughout the overall works programme; as a consequence the assessment of the blockade is dealt with separately.

#### **Use of Rail and River for Transport of Excavated Material**

- 4.6.6 With tunnelling and other construction activity a core feature of delivering the BSCU, the viability of using the River Thames or rail to transport excavated material away from the main Work Sites was considered.
- 4.6.7 In terms of river transport the most obvious focus was an assessment of the potential to use the existing operating freight wharf at nearby Walbrook Wharf, situated alongside Upper Thames Street. Walbrook Wharf was once arranged as a dock however, modern containerised loading has resulted in it being in-filled. The wharf is currently used as a waste transfer station, for municipal and some third party waste handling. It is owned by the City of London Corporation and operated by Cory Environmental. Presently waste from central London is transferred onto barges for transport to the Riverside energy-from-waste facility in the London Borough of Bexley.
- 4.6.8 The issues related to river transport were identified as:

#### *Physical Restrictions at Walbrook Wharf Waste Transfer Station*

- 4.6.9 Transfer of waste from lorry to barge requires the vehicle to enter the Walbrook Wharf transfer station building. While the building can house vehicles designed to remain horizontal as they empty their loads (aided by an internal ejection plate) into a waiting container below, physical height restrictions apply that prevent the required container tipping activity. These restrictions dictate that it is not reasonably practicable to use the transfer station as the size and tipping requirements associated with BSCU vehicles carrying excavated material in containers lifted from below ground cannot be accommodated.

### *Direct River Access*

- 4.6.10 The use of Swan Lane for direct access to the riverside has also been studied with the conclusion that:
- punctuating the riverside to permit access will impact on the existing built-environment;
  - to employ barges will require provision of a new Quayside and barge founding on the river bed to accept the barge at rest during periods of low tide, with potential further environmental impacts to the facilitate provision;
  - there will be inadequate site area except that provided by the barges, with the need to accommodate turning vehicles and handling equipment, plus the potential for a storage area for sorting;
  - the impact of the scheme in terms of noise, dust and other environmental impacts would be spread across three work sites rather than two; and
  - barge provision is subject to tides, Thames barrier and weather
- 4.6.11 Using the underground system to transport material by rail was also examined. In terms of the ability to provide sufficient storage for materials awaiting transport and the volumes of materials required to make the method viable this did not prove cost effective. Issues were also raised in terms of the impact associated with cancelled and late train arrivals forcing excavated material to be transferred by street level for removal by road and the reliance of the mechanical systems that would be necessary to ensure operability during the engineering hours.
- 4.6.12 On balance it was considered that the logistics and environmental impacts of these two alternative operations could not be justified in this case and as a consequence an appropriate road based solution is promoted that will allow operations to be managed effectively.

## 4.7 The Blockade, Methodology and Assumptions

### **Introduction**

- 4.7.1 In summer 2020 there will be a need to temporarily close part of the Northern Line (City branch) while LUL connect the new section of running tunnel to the existing tunnel. This is essential to protect safety and to deliver the upgrade efficiently. Bank Station will remain open.
- 4.7.2 During construction of these temporary works, services on the City branch of the Northern Line between Moorgate and Kennington will be disrupted, including periods of total closure of this section of line.
- 4.7.3 Based on the expected construction programme, it is anticipated there will be a need for a 17 week blockade of the Northern Line (City Branch) as follows:

- Total Blockade
    - Northern Line both Northbound and Southbound – track closure for six weeks between Kennington and Moorgate (2020).
  - Partial Blockade
    - Northern Line Northbound – trains non-stopping and through at Bank station for 11 weeks (2020).
    - Northern Line Southbound – track closure for 11 weeks between Kennington and Moorgate (2020).
- 4.7.4 The blockades will generate a range of impacts both at Bank station and across the wider public transport networks in central London. The total and partial blockades will result in varying degrees of reduced Underground services and opportunities for passengers to interchange at stations.
- 4.7.5 This TA identifies and describes the likely scale and extent of these impacts; it considers those using the Northern Line and others who will be impacted by those who have changed their travel patterns as a result of the blockade.
- 4.7.6 This aspect of the TA has assessed the effectiveness of the mitigation measures that are proposed to reduce the impacts of the blockade and to assist LUL in their operational planning to accommodate the related changes in service patterns.

### **Scope of the Blockade Assessment**

- 4.7.7 The scope has included:
- agreeing with TfL/LUL the use of its public transport Railplan model for the baseline and future year assessments;
  - identifying high level public transport capacity issues based on the Railplan output;
  - identifying diverted passenger flows at stations/interchanges, including an initial assessment of whether there will be sufficient capacity available to cater for the forecast flows, or if some form of mitigation or operational changes may be required to accommodate demands arising as a consequence of the diverted flows;
  - reviewing bus passenger flows and corridor capacities to identify where it might be appropriate to strengthen the existing bus services; and
  - considering potential impacts on taxi and river taxi users, cyclists, pedestrians and highways.
- 4.7.8 The assessment has provided clear evidence that the proposed mitigation measures will successfully minimise the impacts of the blockade.

---

## The Transport Model

- 4.7.9 Railplan is TfL's public transport assignment model. It covers the whole Greater London Authority area in detail and provides a skeletal representation of the National Rail (NR) network across the rest of the country. As well as NR, it also includes all other public transport modes in London, i.e. London Underground, bus, DLR and Croydon Tramlink. It also contains a comprehensive walk network providing access to public transport services and allowing interchange. Cycles and background pedestrian (i.e. walk movements that are not associated with some part of a public transport trip) are not modelled in Railplan.
- 4.7.10 Railplan can represent changes in route choice and public transport sub-mode choice in its assignment, which reflects crowding impacts on all public transport services.
- 4.7.11 TfL developed a Railplan version especially for the assessment of the Northern Line Extension (NLE) and the associated Vauxhall, Nine Elms Battersea (VNEB) Opportunity Area Planning Framework (OAPF). The VNEB OAPF proposed the creation of 16,000 new homes and 20,000 – 25,000 jobs on a 195 hectare site within the VNEB opportunity area. It also proposed the extension of the Northern Line from Kennington to Battersea via Nine Elms i.e. the NLE.
- 4.7.12 The Railplan NLE version considered forecast years of 2020 and 2031. This assessment has adopted this NLE Railplan version and used it as the basis for the assessment of the impacts of the blockade as described in this TA.
- 4.7.13 The patronage figures presented represent 3-hour morning (AM) peak period and evening (PM) peak period passenger flows. These time periods respectively represent 07:00 – 10:00 and 16:00 – 19:00 hours. Where the peak hour flows (e.g. 08:00 – 09:00 and 17:00 - 18:00 hours) have been considered, and for clarity this is identified specifically, these have been assumed to be 0.54 of the peak period flow in line with Railplan.

## Assumptions and Limitations

- 4.7.14 Railplan is a model that forecasts future public transport flows given a number of assumptions about future socio economic, trip generation, distribution, assignment and mode split characteristics.
- 4.7.15 The NLE 2020 final scheme Railplan model has been adopted by this study as its Reference Case scenario. This Reference Case scenario has been taken by this study to represent the future 2020 baseline situation without the introduction of the blockade. This Reference Case has been used as the basis for comparison with, and as the basis for the assessment of, the future scenarios including the total and partial blockades.



- 4.7.16 It has been agreed with LUL that the only changes to the assumptions in the NLE model required for this project are:
- Victoria Line: World Class Capacity service with 36 trains per hour (tph) in both directions, making maximum use of the available capacity on this line;
  - diversion of part of the northbound bus route 344 from Southwark Bridge/Upper Thames Street/Arthur Street onto London Bridge: as this diversion will be in place during the construction period to accommodate construction needs). It is not specifically related to the blockade.
- 4.7.17 Within the assessment of the blockade the following definitions of time related terms have been used:
- journey times – the amount of time spent travelling (generally expressed in minutes).
  - perceived journey times – a modelled measure of the time that people will take account of when assessing a journey, including weighted values of walk, wait, in-vehicle and interchange times
  - crowded and uncrowded passenger hours – time spent travelling on a mode when respectively it is not possible and it is possible to get a seat;
- 4.7.18 For the purposes of this TA a substantial change in these any of these journey time definitions has been categorised as one that is 20 per cent or more.
- 4.7.19 Where crowding levels on National Rail and London Underground services exceed a value of four standing passengers/m<sup>2</sup> it has been assumed that crowding will have a substantial transport impact on passengers. Industry accepted norms for comparison are:
- <4 passengers/m<sup>2</sup> – train is operating within its available capacity;
  - 4 passengers/m<sup>2</sup> – train is operating at capacity;
  - 5 passengers/m<sup>2</sup> – maximum observed standing capacity;
  - 6 passengers/m<sup>2</sup> – maximum full load standing capacity;
  - 7 passengers/m<sup>2</sup> – theoretical crush standing capacity.
- 4.7.20 Also, in this TA, in accordance with normal TfL Buses practice, it has been assumed that the capacity of a bus will have been reached to the extent that substantial crowding will begin to occur when the ratio of the overall passenger volume to the bus capacity on the corridor exceeds a value of 0.8 i.e. the v/c >0.8.
- 4.7.21 Increased pedestrian movements arising from the blockade have been assessed against the criteria contained in *Pedestrian Comfort Guidance for London Guidance Document* (TfL, 2010). It has been assumed the flows will have a substantial transport impact where the pedestrian comfort level on

footpaths are categorised as levels D or E i.e. where these are regarded as “very uncomfortable”.

- 4.7.22 It is unlikely that the blockade will result in material changes in highway traffic, as there is limited highway capacity and parking available in the central parts of London where many affected trips will have either their origin or destination.

#### **Definition of the Scenarios Assessed**

- 4.7.23 It is recognised that the blockade has the potential to disrupt and cause inconvenience to some Underground passengers, mainly Northern Line users. The scenarios and mitigation measures that have been developed and assessed as part of this TA have however, sought to reduce these impacts by making best use of the available capacity within the London Underground Network and introducing further service improvements where it is reasonably and practicably possible to do so.

#### **Definition of the Reference Case - Future Baseline 2020**

- 4.7.24 The AM and PM Reference Case (i.e. future baseline 2020) scenarios have been agreed with LUL as the basis for the assessments. These have been based on and include:
- all service patterns based on NLE 2020 with-scheme model;
  - service frequency on the Victoria Line of 36tph in each direction; and
  - diversion of bus route 344.

- 4.7.25 The Reference Case scenarios for the AM and PM peak periods have respectively been referenced as 'N00' and 'N10'.

#### **Definition of the Total and Partial 2020 Blockade Scenarios**

- 4.7.26 The total and partial blockade scenarios, including the embedded mitigation measures included within the design proposals, have also been modelled and assessed. The modelled mitigation measures have included the provision of additional London Underground services on the Northern Line and the rescheduling and earlier (than previously planned) introduction of the Northern Line Upgrade 2 (NLU2) signalling improvements.
- 4.7.27 These upgrades will allow the Northern Line service frequencies to be increased to levels that will be higher than would otherwise be the case without them.
- 4.7.28 LUL has sought to define service patterns that will maximise the use made of available capacity and reasonably provide for the needs of passengers using the Northern Line, including those to/from Battersea, Morden, High Barnet and Edgware, as well as providing for the requirements of the blockade.

- 4.7.29 LUL will continue to develop and refine these service patterns until the time of the blockade, with the aim of reducing adverse impacts where reasonably practicable.
- 4.7.30 These scenarios represent the outcome of a lengthy iterative process, where the aim has been to develop a suitable package of embedded mitigation measures to address problems as they have been identified. Where reasonably practical, the mitigation measures proposed in the total and partial blockade scenarios have been designed to cater for the forecast future demands.
- 4.7.31 The total and partial blockade scenarios for the AM peak periods have respectively been referenced as 'N01' and 'N02'; and for the PM peak period as 'N11' and 'N12'.
- 4.7.32 Table 4.3 and diagrams included as Appendix 4B1 to 4B3 show the frequencies assumed within the mitigated London Underground services that are proposed to be operated on the Northern Line during the total and partial blockade, and how these compare to the Reference Case. These frequencies will make best use of the available capacity. They take account of the different balance of services provided between the two Northern Line branches and to/from Battersea under the total and partial blockade scenarios.

**Table 4.3:** Modelled Service Frequencies on the Northern Line - AM and PM Peaks, 2020

<b>Northern Line Underground Service Frequencies - tph</b>			
<b>Northbound Direction/Section</b>	<b>Ref Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Charing Cross Branch	24	32	26
City Branch (from Moorgate to Euston)	24	16	24
City Branch (from Kennington to Moorgate)		0	12*
From Morden to Kennington	32	28	32
From Battersea to Kennington	16	4	6
From Euston to High Barnet	24	25	25
From Euston to Edgware	24	23	25
<b>Southbound Direction/Section</b>			
<b>Southbound Direction/Section</b>	<b>Ref Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Charing Cross Branch	24	32	32
City Branch (from Euston to Moorgate)	24	16	12
City Branch (from Moorgate to Kennington)		0	0
From Kennington to Morden	32	28	26
From Kennington to Battersea	16	4	6
From High Barnet to Euston	24	25	22
From Edgware to Euston	24	23	22
*non-stopping at Bank			

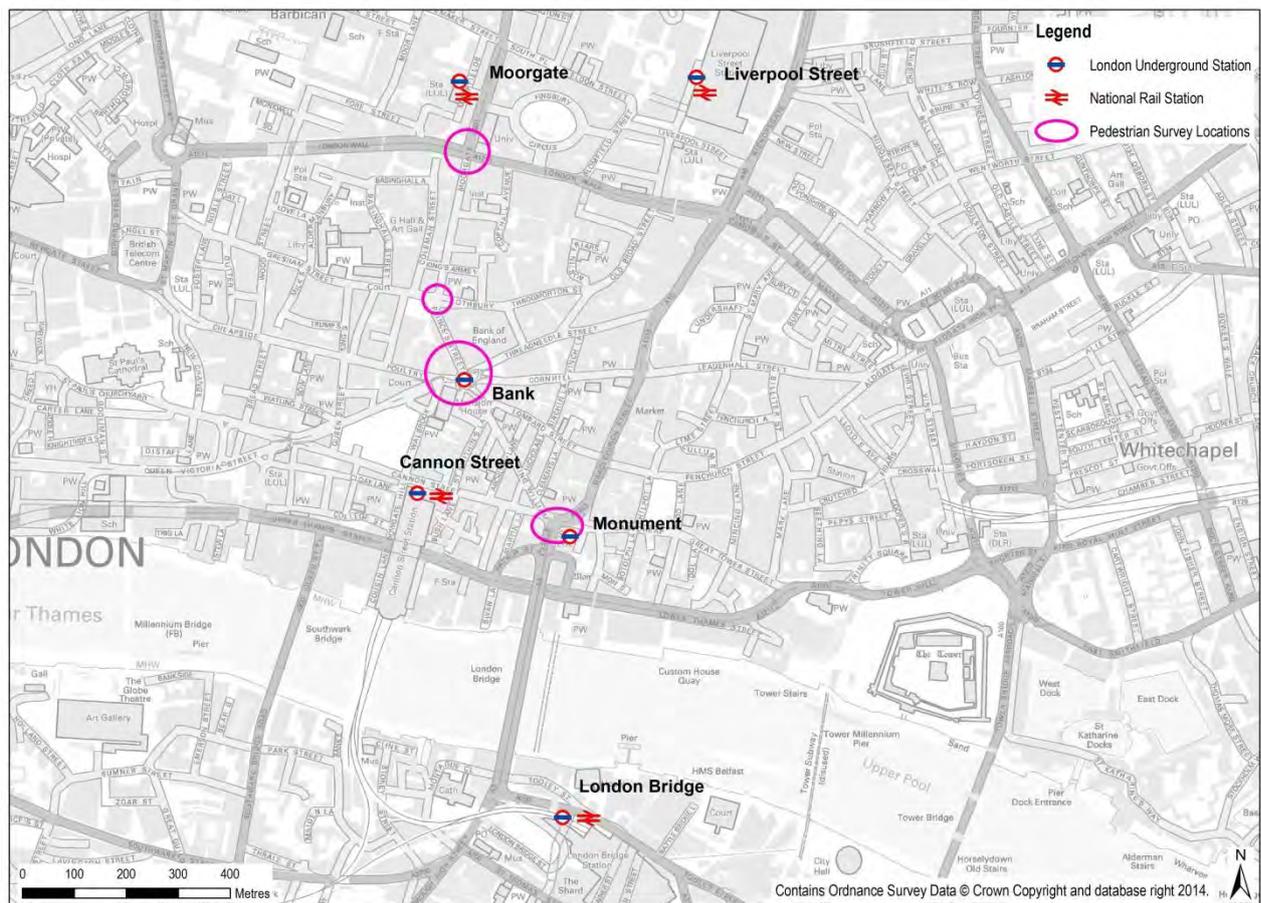
- 4.7.33 The scenarios will also include some further embedded mitigation measures, although it has not been possible to reflect the impacts of these through the Railplan modelling. This approach therefore provides a robust assessment that tends to overstate the possible impacts of the proposals. These measures are described and discussed further in Chapter 9.

## Blockade Pedestrian Surveys

4.7.34 Surveys of the pedestrian flows and footpaths at the main junctions in the area forecast to be most affected by the blockade (see Figure 4.6) were undertaken by TfL on Thursday 8 May 2014. These included:

- video surveys to count pedestrians on the links that will be most affected by the blockade;
- an on-site review of functional footway capacity and street-furniture;
- review of junctions and signal timings;
- calculation of current capacity and validation of results against observed data; and
- observation of any closure loading/unloading to the route.

**Figure 4.6:** Location of Pedestrian Surveys



## 4.8 Sub-surface Assumptions

### **LEGION Modelling**

- 4.8.1 The operational impacts associated with the BSCU have been assessed using Legion micro-simulation software.
- 4.8.2 Legion is the mostly widely used and accredited pedestrian simulation software in the rail and metro sector. Its patented technology accurately simulates the step-by-step movement of people within a pedestrian environment permitting a wide range of qualitative and quantitative conclusions to be drawn.
- 4.8.3 Since 2004 it has been LUL's preferred method of dynamic pedestrian simulation and a complementary portfolio of key London Underground station models has been put together. These have been used to plan, assess and optimise capacity enhancements, operational and safety strategies and a number of major stations upgrade schemes, Bank station is one such scheme.
- 4.8.4 Baseline Legion models of the complete station were produced by LUL in 2007. These were built upon passenger numbers and flow patterns derived from wide-ranging Rolling Origin Destination Surveys (RODS) and Metronet passenger surveys and have been updated regularly since, most recently with RODS 2012 dataset. RODS is a rolling programme of passenger surveys to capture information about journeys on the LUL network.
- 4.8.5 To inform the BSCU these models were developed by LUL using passenger demand forecasts developed in line with LUL's *Station Demand Modelling Guidelines v1.1* (LUL, 2005). LUL model files, inputs and assumptions were issued at the start of the Innovative Contractor Engagement (ICE) stage in 2012; through which a suitable contractor was selected to deliver the upgrade solution that is reported in this TA.
- 4.8.6 All subsequent model development supporting the current proposal has been carried out in close accordance with LUL's Legion Best Practice Guide and was scrutinised in detail and fully approved at the close of the ICE tender period.
- 4.8.7 Legion modelling was used as a design and validation tool throughout the design process; shaping the emerging scheme and measuring its performance. The proposals for the BSCU are designed to support projected passenger numbers to 2026 plus an additional 31 per cent; representing 60 years after opening as an accepted TfL time horizon for longer term scheme assessment. They are designed to 'future proof' the station until 2081 by creating more space and improved legibility to help passengers move through the station, improving accessibility and providing quicker and safer fire evacuation routes.

4.8.8 The Legion modelling has been assessed from two perspectives:

- outputs from the latest BSCU Legion modelling form the primary focus of pedestrian modelling, which has been used to determine the impacts associated with the underground works in terms of delivering the primary scheme objectives of improved capacity and reduced journey time; and
- outside the station, where Legion has also been used to evaluate the impact on footways surrounding the proposed Cannon Street entrance to Bank Station and to inform the assessment of revised pedestrian movement associated with the BSCU.

4.8.9 In common and to be consistent with the assessment of the Blockade impacts *Railplan Version 6.2.2* has also informed the Legion modelling assessment and provided the foundation for all station assessments.

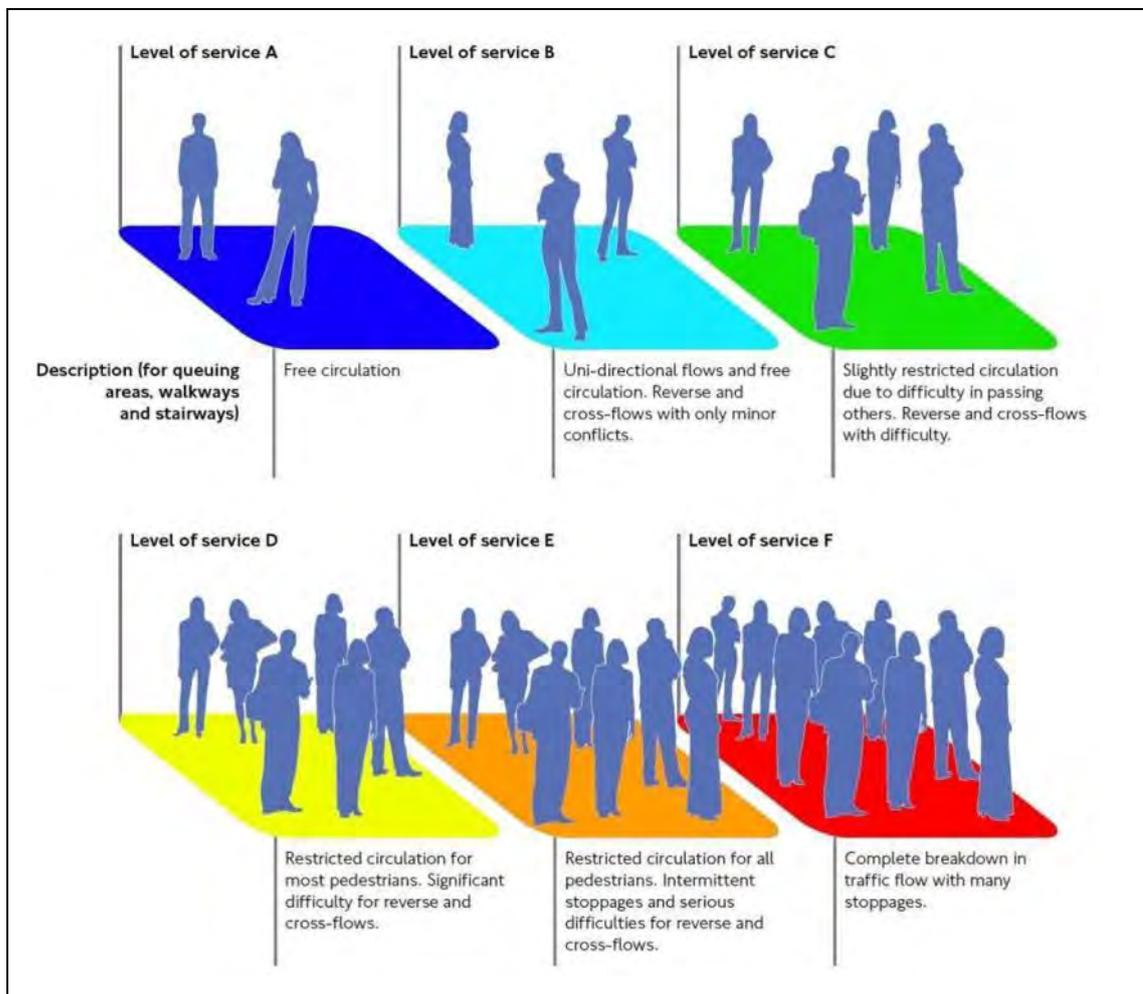
#### **Level of Service (LoS)**

4.8.10 Reference is made in the assessment to potential passenger or pedestrian congestion in terms of a respective Level of Service (LOS). In this context, the six Levels of Service (A to F) are based upon *Designing for Pedestrians: a Level of Service Concept*. (Fruin JJ, 1971).

4.8.11 The space planning principles recommended by Fruin have been adopted by LUL in its *Category 1 Standard, S1371 Station Planning*.

4.8.12 The six Levels of Service are colour coded to illustrate density in terms of the number of people per square metre. Blue represents the lowest non-zero density and red the highest. Circulatory areas showing consistent and widespread LOS D would typically be deemed non-compliant; while smaller or intermittent areas of LOS D (and lower) would be regarded as compliant.

4.8.13 Figure 4.7 presents the colour ranges and indicative levels of allied congestion.

**Figure 4.7:** Levels of Service for Pedestrian Planning

Source: London Underground Limited, 2012

- 4.8.14 It should be noted that congestion performance for the BSCU should be measured against LOS recorded in the 'Do Nothing' and 'Do Minimum' modelling discussed later in this report. Increases to both passenger demand and service frequencies (in year 2026) mean there is no appropriate basis for comparison with current station performance.
- 4.8.15 Furthermore, comparison with the 'Do Minimum' case should be moderated by the fact that while an 'absolute control' set-up can be established and then simulated in a model, it would be unreasonable to implement without having a considerable degrading impact on the nearby London Underground Network. A 'Do Nothing' case is therefore an extreme comparator, although it does reflect the absolute necessity for change, congestion relief and operational reliability the scheme offers.



## Passenger Demand

- 4.8.16 The construction of the BSCU is due for completion in advance of the 2026 demand forecast used for the station planning. It has therefore been necessary to determine appropriate passenger numbers for each year of the scheduled works programme up to scheme completion in 2021. For this purpose it was necessary to establish a start point (prior to construction) and an end point (post construction) based on:
- RODS station matrices for 2012; and
  - 2026 forecast passenger matrices.
- 4.8.17 To connect these two demand years, it was assumed that passenger numbers at Bank station will experience linear growth between 2012 and 2026 and also that origin-destination proportions will remain as forecast. A summary of the matrix totals for each of the years used in this assessment is shown in Table 4.4.

**Table 4.4:** Total Passenger Demand Forecast by Year

Year	AM Peak (07:00-10:00)	PM Peak (16:00-19:00)
2012	97,851	100,481
2017	101,056	102,439
2018	101,710	102,836
2019	102,367	103,233
2020	103,029	103,633
2026	107,343	106,311

## Assessment of Sub-surface Impacts During the Works

- 4.8.18 To ensure the viable and continued safe operation of Bank Station during all construction, interim and hoarding sequences, a spreadsheet analysis providing a static assessment of impacts has been undertaken for each period of the works in accordance with the guidance and calculation methodologies set-out in the *Category 1 S1371 Station Planning Standard, Issue A5* (TfL, June 2011).
- 4.8.19 *Section 3.12* of *S1371* provides acceptable planning criteria and performance levels for normal, special event and construction station operations: the latter has been used to benchmark performance in the analysis undertaken and is typically '+1' LOS on normal operational requirements.
- 4.8.20 Table 4.5 below is extracted from *Section 3.12* of *S1371* for reference and is the foundation of the assessment provided in Section 8 later in this report.

Table 4.5: TfL Station Planning Criteria and Levels of Service

Station Area	Category of Station Operation							
	Normal Operation		Guidance for Special events up to 3 days		Guidance for Special events over 3 days		Guidance for Construction Work	
	LoS	Quantitative Measure	LoS	Quantitative Measure	LoS	Quantitative Measure	LoS	Quantitative Measure
Open Concourses	B	1.0m <sup>2</sup> per person	D	0.45m <sup>2</sup> per person	C	0.8m <sup>2</sup> per person	C	0.8m <sup>2</sup> per person
	C	0.8m <sup>2</sup> per person	E	0.28m <sup>2</sup> per person	D	0.45m <sup>2</sup> per person	D	0.45m <sup>2</sup> per person
<b>Passageways</b>								
- one-way	D	50 pass/min/m width	E	80 pass/min/m width	D	65 pass/min/m width	D	65 pass/min/m width
- two way	C	40 pass/min	E	65 pass/min	D	50 pass/min	D	50 pass/min
<b>Stairways</b>								
- one-way	D	35 pass/min	E	43 pass/min	E	43 pass/min	E	43 pass/min
- two-way	C	28 pass/min	E	43 pass/min	D	35 pass/min	D	35 pass/min
- Escalators		100 pass/min		120 pass/min		110 pass/min		110 pass/min
- Platforms	B/C	0.93m <sup>2</sup> per person	E	0.28m <sup>2</sup> per person	D	0.45m <sup>2</sup> per person	D	0.45m <sup>2</sup> per person

- 4.8.21 The column highlighted in green in Table 4.5 indicates the spatial planning requirements for Normal Operation, while that in orange specifies those to be used for construction planning.
- 4.8.22 For the purpose of this assessment, the LOS, spatial and processing criteria shown in the orange of 'Guidance for Construction Work' column in Table 4.5 have been applied to the *S1371* calculations.

## 4.9 Surface Assumptions

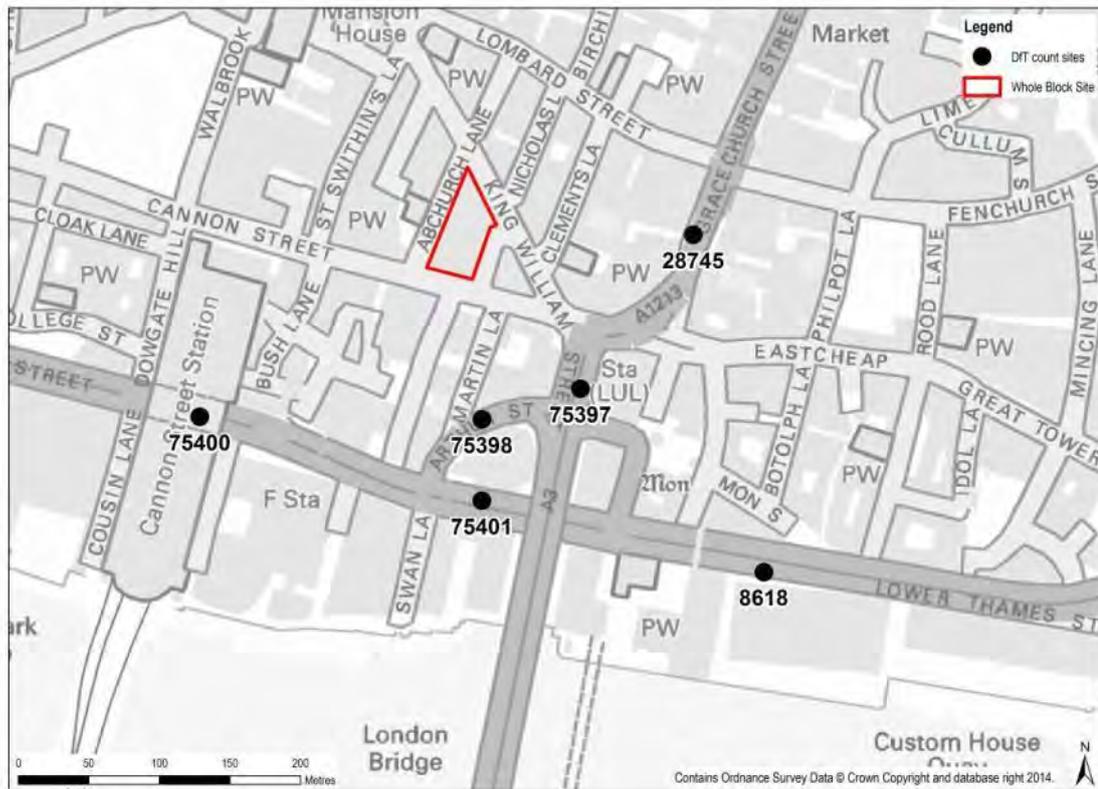
- 4.9.1 This section discusses the approach to calculating background growth on the surface transport network for all modes (general traffic, buses, walking and cycling). It also describes the methodology for assessing the impact of the closure of Arthur Street and finally it demonstrates that the commercial development that will be located alongside the station will have a negligible impact.

### Growth in Motorised Vehicles

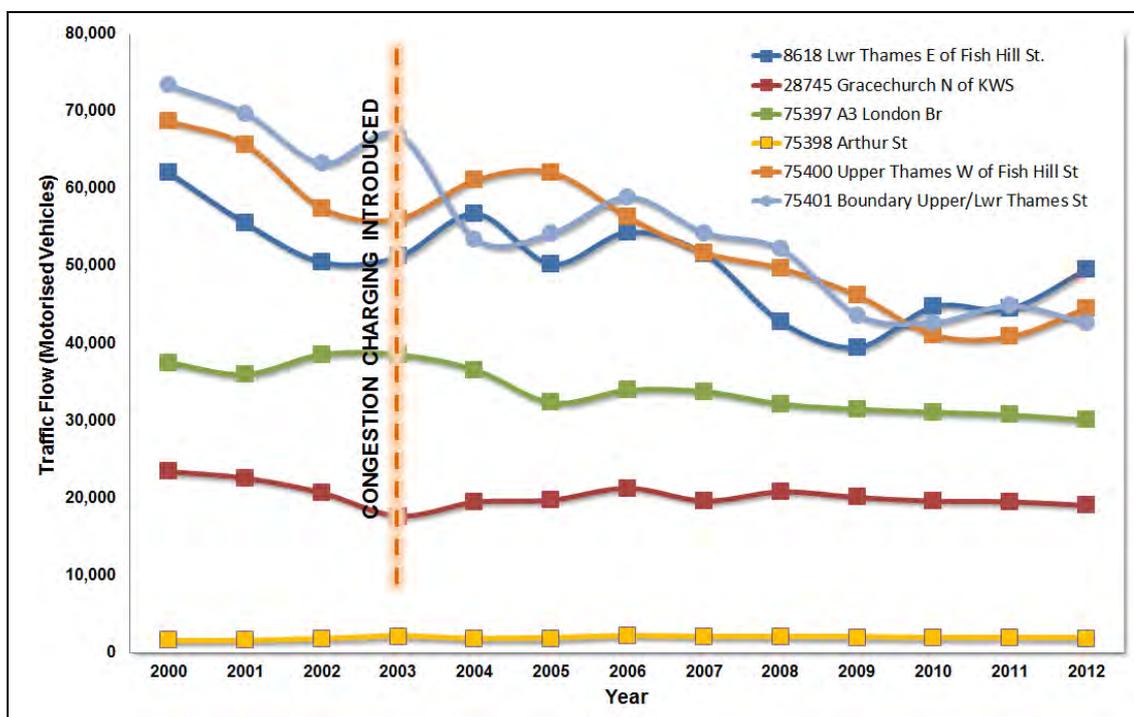
- 4.9.2 *Mayor's Vision for Cycling – Central London Grid* (Report to the City of London Planning and Transportation Committee on 18 March 2014) indicates an anticipated reduction in motorised traffic of approximately 25 per cent, although no timeframe is given for this.
- 4.9.3 Analysis of the potential change in traffic has therefore been assessed through interrogation of data available from the Department of Transport (DfT) that records street-level traffic data for every junction-to-junction link on the 'A' road and motorway network in Great Britain.
- 4.9.4 From this database Annual Average Daily Flows (AADT) have been extracted for the period 2000 to 2012 for six links on the network near the Whole Block Site to allow trend analysis. The chosen sites are listed in Table 4.6 and illustrated in Figure 4.8.

**Table 4.6:** Department for Transport Traffic Count Sites

Site Reference	Road Number	Location
<b>8618</b>	A3211	Lower Thames Street, east of Fish Hill Street
<b>28745</b>	A3 (A1213)	Gracechurch Street, north of Eastcheap/King William Street
<b>75397</b>	A3	London Bridge (King William Street), north of Arthur Street
<b>75398</b>	A3	Arthur Street, between A3 London Bridge and Upper Thames Street
<b>75400</b>	A3211	Upper Thames Street, west of Arthur Street
<b>75401</b>	A3211	Upper/ Lower Thames Street between Arthur Street and Fish Hill Street

**Figure 4.8:** Department for Transport Traffic Count Sites

4.9.5 In 2003 Congestion Charging came into force, which influenced travel patterns and route choices within central London. From comparison of these data across the years it is apparent that traffic volumes at each site have generally declined over the years, or have remained fairly stable. For ease of reference the comparison is shown graphically in Figure 4.9.

**Figure 4.9:** Annual Average Daily Traffic Flows (two-way) for Selected Links

- 4.9.6 The evidence shows that the two-way traffic flows passing through most of the sites have remained relatively constant over recent years. Sites 8618 and 75400 are exceptions, although these are within daily variations. Following a review of this evidence the BSCU assessment has assumed that zero growth in background traffic is acceptable and that any future growth in traffic will emerge from committed developments. The *Mayor's Vision for Cycling – Central London Grid* assumes a reduction of 25 per cent and therefore an assumption of no growth provides a worst-case assessment.

### Bus Passenger Growth

- 4.9.7 *Bus Services in London* (London Assembly, October 2013) indicates that TfL forecasts are for bus passengers to increase by seven per cent from 2013/14 to 2021/22. This is supported by a London Buses response to a request for information by the London Assembly dated 19 June 2013. This response further indicates that bus kilometres are forecast to increase by approximately four per cent from 2014/15 to 2021/22. Bus patronage data obtained from the TfL Bus Origin Destination Survey (BODS) database provides information from a variety of years; a linear seven per cent growth from the baseline year has therefore been adopted for this assessment.
- 4.9.8 The assessment of bus operations assumes that a passenger loading of 70 people per bus represents the threshold for determining if a bus service is over capacity. This has been agreed with TfL as acceptable for planning purposes.

### **Growth in Cycling Trips**

- 4.9.9 The Mayor of London aims to increase cycling by 400 per cent from a 2000 baseline by 2026; this is described in *The Mayor's Transport Strategy* (Greater London Authority, 2010).
- 4.9.10 The *2011 Census Analysis – Cycling to Work* (Office for National Statistics, March 2014) indicates an increase in cycling for work in the City of London of 228.4 per cent from 2001 to 2011. In the absence of alternative data 2001 provides a proxy for 2000. This generates a compound growth rate of 12.6 per cent from 2001 to 2011 and would achieve a total increase of 1,854 per cent in cycling by 2026, which is well in excess of the target included in *The Mayor's Transport Strategy* with no basis to support an assumption for constant high growth.
- 4.9.11 From 2011 to 2026 compound growth in cycling of 2.8 per cent per annum would achieve the target of 400 per cent total growth within the City of London and an increase of 335 per cent by 2021, the opening year of the new Station Entrance. Year-on-year growth in cycling of 2.8 per cent per annum was therefore assumed for this report.

### **Growth in Walking Trips**

- 4.9.12 For the purposes of this assessment 0.5 per cent growth in walking is assumed for years beyond 2016 in line with the *TfL Business Case Development Manual* (Transport for London, 2013).

### **Method of Assessment for the Closure of Arthur Street**

- 4.9.13 To assess the impact of displaced traffic resulting from the closure of Arthur Street, which accommodates the work site there, TfL has used its Operational Network Evaluator (ONE) tactical model to make the results available for this Transport Assessment. The modelled scenarios were both for 2016, consistent with other scheme and impact assessments completed by TfL; the scenarios were:
- existing network including with Arthur Street open;
  - existing network with Arthur Street closed to all vehicles except construction traffic.

### **Commercial Unit Trip Generation**

- 4.9.14 The new Station Entrance design will incorporate a commercial unit for ancillary station use. For security reasons it is accessed from Nicholas Lane, not from within the station. It is not expected to have an impact on the local transport network.

- 4.9.15 This will consist of a maximum of 108m<sup>2</sup> Gross External Area (GEA). In terms of land use classification it may eventually fall within the range of A1 to A5 as its actual use is not determined at this time. User class descriptions are provided in Table 4.7, sourced from *National Land Use Database: Land Use and Land Cover Classification* (Office of the Deputy Prime Minister, February 2006). Class A3 has been assumed for this assessment as it provides the most robust trip generation values and therefore provides a 'reasonable worst case'.

**Table 4.7:** Land Use Classifications

Use Class	Description
A1	Shops
A2	Financial and professional services
A3	Restaurants and cafes
A4	Drinking establishments
A5	Hot food takeaways

- 4.9.16 Customers are likely to be pedestrians passing the site or those working locally in neighbouring buildings taking advantage of the convenience of the facility. The primary impact would therefore be the employee trips to and from work.
- 4.9.17 The number of employees has been calculated based on employee density. In this case the source of the density is a report *Employment densities: a simple guide* prepared for English Partnerships (Arup Economics and Planning, 2001). The retail related employee levels that result from the proposed maximum GEA is seven employees.
- 4.9.18 Given that restaurants and cafes (Class A3) are usually open for long hours and up to seven days a week there will be a number of staff shifts. It is assumed that ten per cent of the total employees will arrive in each of the three morning peak hours and similarly ten per cent will depart in each of the three evening peak hours. This is equivalent to one employee trip per hour.
- 4.9.19 No vehicle parking facilities are provided; consequently it is likely that employees may arrive by public transport and by walking and cycling. The numbers of employees are such that the impact in addition to the existing demand will be imperceptible.
- 4.9.20 Following discussions with the City of London Corporation it was confirmed that no provision for cycle parking will be made in relation to the application for the Whole Block Site, which would include this ancillary station retail element.
- 4.9.21 To establish daily trip generation for service vehicles the Trip Rate Assessment Valid for London (TRAVL) trip generation database was interrogated. TRAVL is a multi-modal trip generation database designed for use in Greater London to

estimate trip generation from proposed development. Because of limited number of sites in TRAVL for A3 in Central London the area of search was extended to Inner London. The site used from TRAVL is shown in Table 4.8.

**Table 4.8:** TRAVL Sites used for Service Vehicles

Survey Code	Name	Survey Date	GFA (m <sup>2</sup> )	Use Type
681	Caffe Nero (8-10 Lordship Lane)	25/09/2008	82	A3

- 4.9.22 Following analysis of the TRAVL site in Table 4.8 the volume of servicing traffic for A3 is considered to be one trip per day per unit. The number of service vehicles visiting the new building on a daily basis is set out in Table 4.9. These vehicles will load / unload on Nicholas Lane, which has a vehicle restriction to allow vehicle access for loading / unloading only for premises along the lane. As a consequence there will be no impact on traffic along Nicholas Lane.

**Table 4.9:** Typical Daily Service Vehicle Trips

Use Type	Total	HGV
A3	1	1

## 4.10 Future Use of the Proposed New Station Entrance

- 4.10.1 Figure 4.10 illustrates the relative density and distribution of end destinations for Northern Line and DLR passengers leaving Bank Station (based on 2008 LUL Rolling Origin Destination Survey data for postcode destinations, the most recent data of this type available for this assessment). These passengers are the primary source of congestion emanating from the centre of the station and a key driver in the design concept for the new station. This congestion exists both within the station and on the narrow footways around Bank Junction.
- 4.10.2 Figure 4.10 also shows that the highest concentration of end destinations at present (shown in red) is focused in the area south-east of Bank and Monument Junctions.
- 4.10.3 Existing means of access and egress to Bank Station are shown as LUL symbols; while the new Cannon Street Station Entrance Hall and committed Bloomberg Ticket Hall (note: serving Waterloo & City Line users only) are highlighted by white and black rings respectively.



Figure 4.10: GIS Output: Northern Line and DLR Postcode Destinations

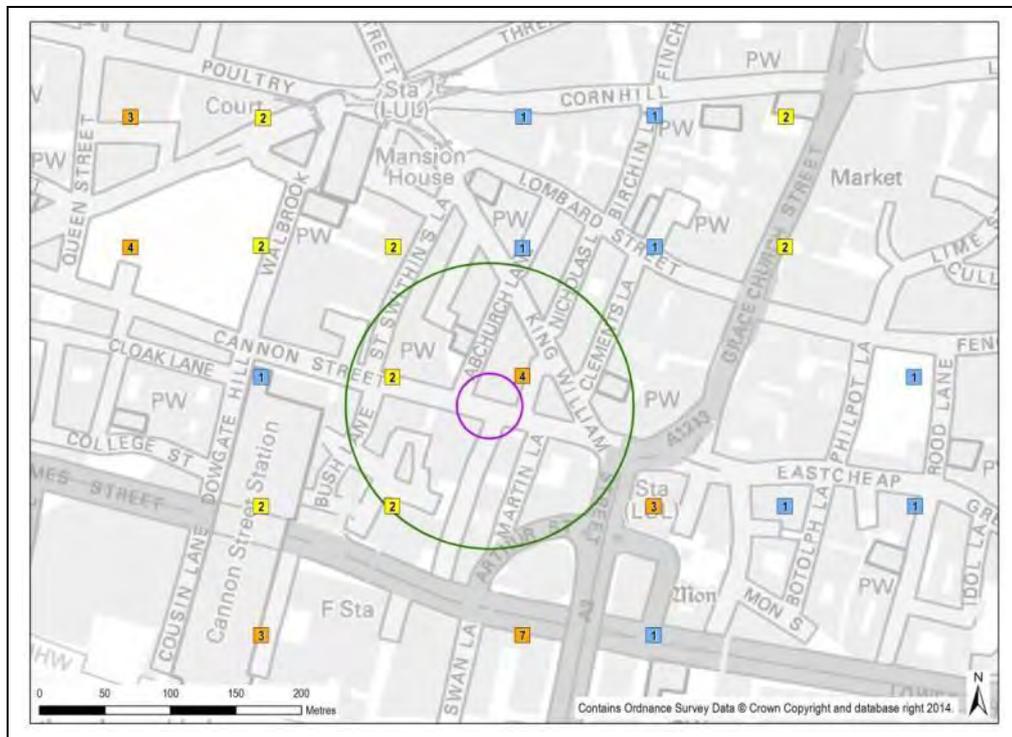


- 4.10.4 Passengers using other lines within the station are less likely to use the new entrance/exit as:
- Central Line: well served and directly connected by a triple escalator to the existing Central Line ticket hall;
  - District & Circle Lines: directly connected by (short-rise) stairs to the Monument ticket hall; and
  - Waterloo & City Line: will be well served by the Bloomberg development ticket hall (expected to open in late 2015, but outside the scope of the BSCU).
- 4.10.5 To determine the potential usage of the new Station Entrance and in particular the impact at street level the journey time advantage for passengers attracted to the new entrance in preference to the available alternatives has been examined.
- 4.10.6 For the assessment a simple comparison of walk-time to street was carried out that compared travel times originating from an identical point at Northern Line and DLR and ending at the gateline of the new Station Entrance and alternative Lombard Street and Monument ticket halls. The analysis established that:
- Northern Line - a 01:59 minute advantage over Monument, and a 01:54 minute advantage versus Lombard Street; and
  - DLR - a 01:19 minute advantage versus Monument, and a 00:18 minute advantage versus Lombard Street.
- 4.10.7 These values represent a comparative journey time advantage over alternative means of access/egress and show how far someone could walk at street level (from the new Station Entrance Hall) before they would have theoretically exited at either Lombard Street or Monument had they taken a different route to leave the station.
- 4.10.8 Figure 4.11 and Figure 4.12 illustrate the comparative advantage of the new Station Entrance Hall from both Northern Line and DLR users. For each Figure, the extent of the advantage versus Monument (green radius) and Lombard Street (purple radius) is shown.

**Figure 4.11: Comparative Journey Time Advantage for Northern Line Users**



**Figure 4.12: Comparative Journey Time Advantage for DLR Users**



4.10.9 By extrapolation, the mid-point between the extent of the time advantage and the nearest alternative station entrance, determines the point at which a passenger walking the two routes might converge, which helps define the

sphere of influence of the new Station Entrance Hall. To determine this convergence point the 'Get Directions' (walking) function in *Google Maps* was used.

4.10.10 The analysis has determined that a Cannon Street exit would be a superior means of access/egress for:

- 62 per cent of Northern Line to/from street passengers; and
- 44 per cent of DLR to/from street passengers.

4.10.11 These proportions have been subsequently used to inform an assessment of revised pedestrian and passenger movement surrounding the proposed new Station Entrance once operational, which is discussed in Chapter 11 below.

THIS PAGE IS INTENTIONALLY BLANK

## 5 Baseline Conditions within Bank Station and the Network (Sub-surface)

### 5.1 Introduction

5.1.1 This section describes the current connections Bank Station has to the wider London Underground and Overground Network. It should be read in conjunction with Figure 1.1.

### 5.2 Current Operations

5.2.1 The Central Line through Bank operates between West Ruislip in the west, with a branch to Ealing Broadway, and on a loop to Hainault in the east with a branch to Epping Forest. Stratford provides opportunities for interchange with National Rail and High Speed operators with stations in the west also providing connections with National Rail services. Interchange with London Overground services can be made at Stratford in the east and Shepherds Bush in the west.

5.2.2 Trains on the Circle Line passing through Monument run between Edgware Road and Hammersmith with those departing from Edgware Road running anti-clockwise through Victoria and Liverpool Street before running along the line through Ladbroke Grove to Hammersmith. Circle Line trains starting at Hammersmith travel to Edgware Road and then run clockwise through Liverpool Street and Victoria completing their journey the second time that they enter Edgware Road.

5.2.3 There are connections with National Rail services along the northern section of the route at Marylebone, Euston, St Pancras International, King's Cross, Farringdon, Moorgate, and Liverpool Street. On the southern section there are connections at Victoria and Cannon Street.

5.2.4 The Central Line platforms lie beneath the building, running broadly along Poultry and Threadneedle Street. The Northern Line platforms sits above the DLR platforms with both running directly below and along King William Street (see Figure 5.5).

5.2.5 District Line trains passing through Monument operate between Upminster and Wimbledon, Richmond and Ealing Broadway. This provides connections for onward travel at key interchanges such as Victoria and Blackfriars for both National Rail and bus services. Connections with London Overground services can be made at West Brompton and Whitechapel.

5.2.6 Trains on the Northern Line operate between Morden in the south and Edgware, Mill Hill East and High Barnet in the north. Bank Station is on the eastern branch of the Northern Line, with the western branch passing through Leicester Square. The two branches converge at Camden Town in the north and Kennington in the south.

- 5.2.7 The Waterloo & City Line operates between Waterloo and Bank Stations with a journey time of approximately four minutes during off-peak periods. It therefore provides for convenient connections for onward travel via National Rail services in south and south-east England.
- 5.2.8 The peak period frequency of these London Underground services, sourced from TfL timetables for local stations accessed in November 2013, is set out in Table 5.1.

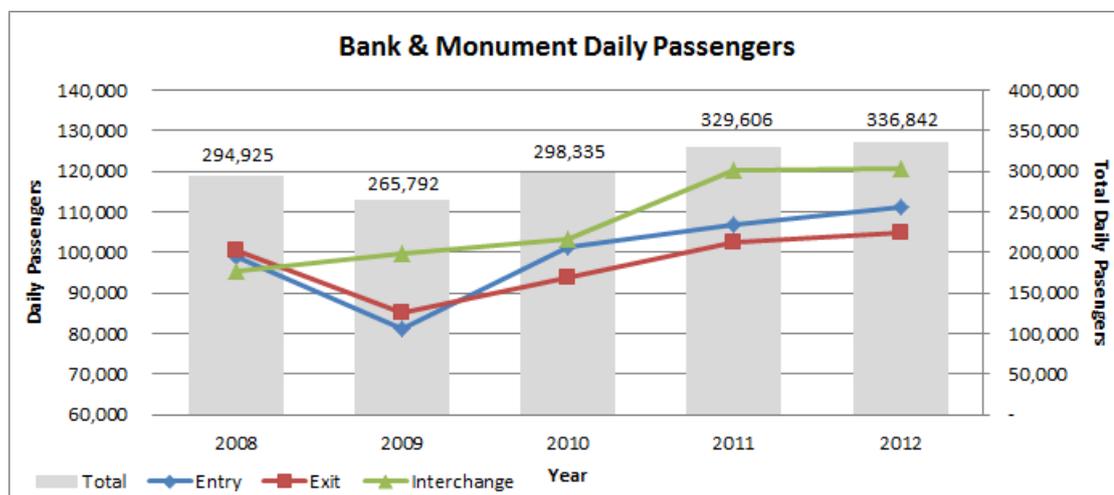
**Table 5.1:** Peak Period London Underground Frequencies (Trains per Hour)

Service	Direction Towards	Hours Commencing	
		08:00	17:00
<b>CENTRAL</b>	Leytonstone (EB)	26	30
	West Ruislip (WB)	32	26
<b>CIRCLE</b>	Edgware Road (Clockwise)	6	6
	Hammersmith (Anti-clockwise)	6	6
<b>DISTRICT</b>	Upminster (EB)	21	20
	Ealing Broadway (WB)	21	22
<b>NORTHERN</b>	High Barnet (NB)	22	21
	Morden (SB)	20	21
<b>WATERLOO &amp; CITY</b>	Waterloo (SB)	22	22
	Bank (NB)	22	22

- 5.2.9 Station entry/exit data, sourced from the TfL station RODS, is illustrated in Figure 5.1. It demonstrates that Bank and Monument Stations, which share much of the same sub-surface infrastructure and combined in the dataset, have experienced significant growth in passenger throughput in percentage terms of 14 per cent between 2008 and 2012 ; an increase of approximately 41,900 passengers per day.
- 5.2.10 There is growth across all movements within Bank Station with those exiting showing the smallest increase at four per cent; passengers entering showing an increase of 12 per cent; and interchange contributing the most significant increase at 27 per cent. A decrease in passenger throughput was experienced in 2009, which may result from the economic downturn experienced at that time.
- 5.2.11 The exception to this was interchanging passengers, which emphasises the increasing impact of these movements on the station and the importance of

Bank Station to provide for changing between London Underground services and interchange with the DLR.

**Figure 5.1:** Daily Passengers 2008-2012



5.2.12 The DLR has its main Central London Terminus (known also as the Thames Gateway Terminus) at Bank Station, operating services to Lewisham and Woolwich Arsenal Stations. Bank Station is a key interchange with London Underground routes, which are described in Section 5.1.

5.2.13 There are also opportunities for interchange with London Overground and National Rail services at:

- Greenwich;
- Shadwell; and
- Lewisham;
- Woolwich Arsenal.
- Limehouse;

5.2.14 Service frequencies on the DLR, obtained from the TfL website, are presented in Table 5.2. They provide an alternative to travel by bus and the London Underground Network including more direct travel, without interchange, to locations on the south bank of the River Thames such as Greenwich. Furthermore the Woolwich Arsenal branch provides a direct service to London City Airport, connecting the site with regional UK and international flights.



**Table 5.2:** Docklands Light Railway Service Frequencies at Bank-Monument Station Complex

Service	Trains per Hour	
	07:00-10:00	16:00-19:00
Bank - Lewisham	15	15
Bank - Woolwich Arsenal	8	8

5.2.15 The DLR network is illustrated in Figure 5.2. The number of boarders and alighters for the 07:00 to 10:00 hours AM peak period are shown by line in Table 5.3.

**Table 5.3:** 2012 RODS (07:00-10:00 hours) Line and Passenger Data

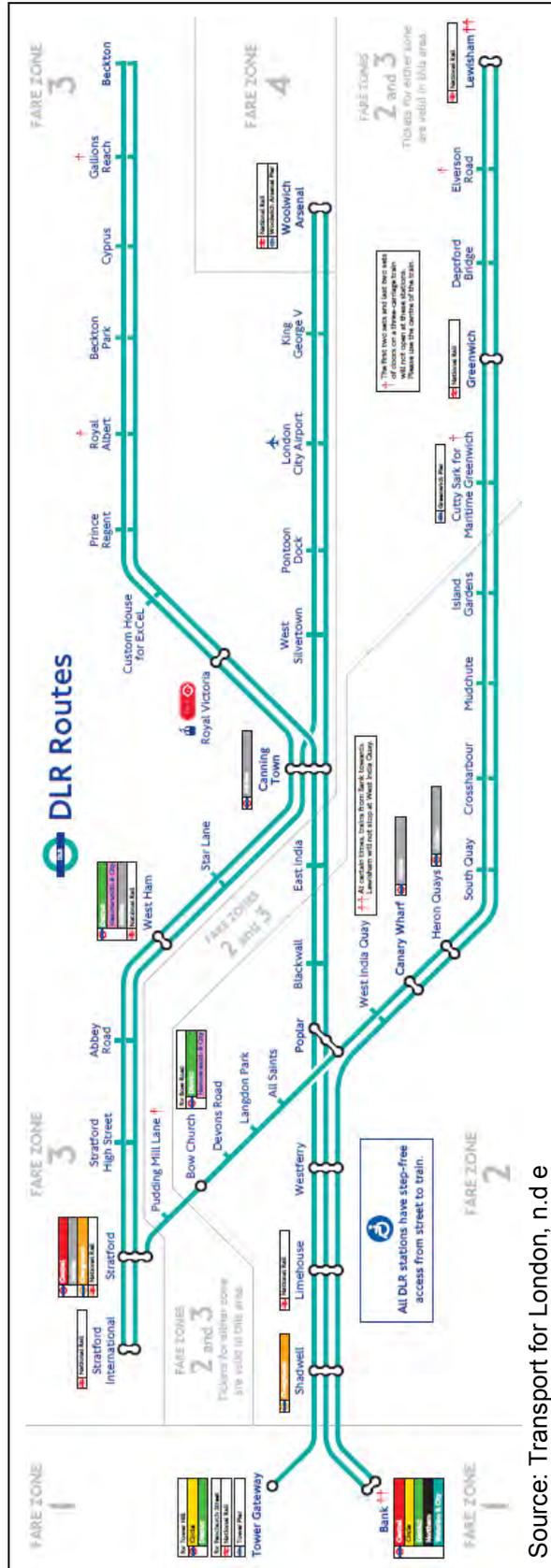
Passenger Type			Boarding	% of Total	Alighting	% of Total
District	& Circle	Line (westbound)	3,947	7.6%	3,715	4.2%
District	& Circle	Line (eastbound)	3,300	6.3%	5,142	5.8%
Northern Line (southbound)			5,980	11.5%	11,820	13.3%
Northern Line (northbound)			9,877	19.0%	12,284	13.8%
Central Line (westbound)			8,833	17.0%	10,983	12.3%
Central Line (eastbound)			7,370	14.2%	9,010	10.1%
Waterloo & City Line			3,348	6.4%	22,814	25.6%
Docklands Light Railway			9,411	18.1%	13,260	14.9%
<b>TOTAL</b>			<b>52,066</b>	<b>100%</b>	<b>89,028</b>	<b>100%</b>

Journey Type	2012	% of Total
Interchange	43,243	44.2%
Entry	8,823	9.0%
Exit	45,785	46.8%
<b>Station Total</b>	<b>97,851</b>	<b>100%</b>

5.2.16 Table 5.4 and Table 5.5 add further detail by presenting the Bank Station passenger matrices for the three hour morning and evening peaks; 07:00 to 10:00 and 16:00 to 19:00 hours respectively for 2012.

5.2.17 The matrices are presented in origin to destination format (row = origin, column = destination). For example **Table 5.4** shows that 978 people go from the District and Circle Line westbound to the Northern Line southbound line in the three hour AM peak. Shaded cells on the diagonals are illogical movements, such as alighting and then boarding the same service. It should be noted that the LUL base year matrix includes a small number of these unexplained flows.

Figure 5.2: Docklands Light Railway Network



Source: Transport for London, n.d e

**Table 5.4:** Bank Station 2012 RODS Passenger Demand Matrix (07:00 to 10:00 hours)

	D&C WB	D&C EB	NL SB	NL NB	CL WB	CL EB	W&C	DLR	Street	Total
District & Circle Westbound			978	1,381	427	70	37	42	780	3,715
District & Circle Eastbound			40	759	11	223	0	481	3,628	5,142
Northern Line Southbound	583	1,212			355	633	102	4,619	4,316	11,820
Northern Line Northbound	433	1,417			2,252	2,204	4	962	5,012	12,284
Central Line Westbound	392	30	3,453	1,524			1,077	314	4,193	10,983
Central Line Eastbound	23	182	356	471			22	1,373	6,583	9,010
Waterloo & City Line	4	12	0	1,183	302	3,036		360	17,917	22,814
Docklands Light Railway	1,446	17	776	3,432	3,687	419	127		3,356	13,260
Street	1,066	430	377	1,127	1,799	785	1,979	1,260		8,823
<b>Total</b>	<b>3,947</b>	<b>3,300</b>	<b>5,980</b>	<b>9,877</b>	<b>8,833</b>	<b>7,370</b>	<b>3,348</b>	<b>9,411</b>	<b>45,785</b>	<b>97,851</b>

**Table 5.5:** Bank Station 2012 RODS Passenger Demand Matrix (16:00 to 19:00 hours)

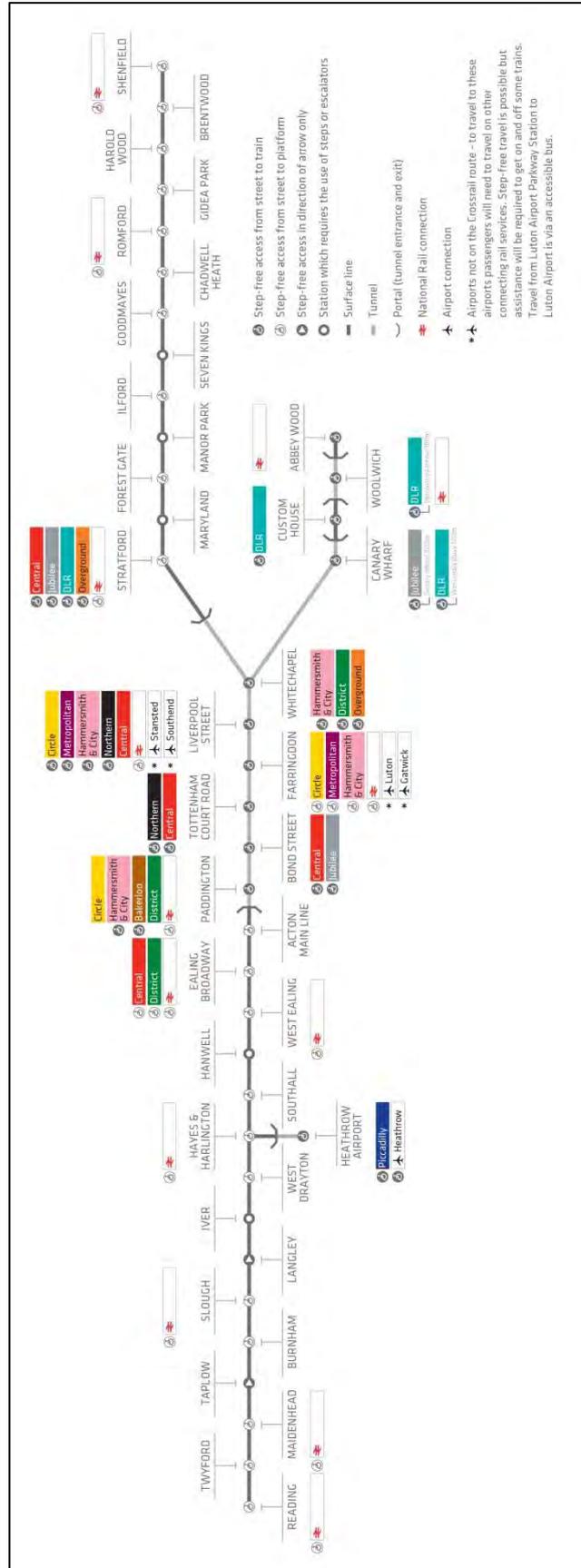
	D&C WB	D&C EB	NL SB	NL NB	CL WB	CL EB	W&C	DLR	Street	Total
District & Circle Westbound			405	636	33	910	9	1,006	1,130	4,129
District & Circle Eastbound			1,158	1,508	345	43	214	212	411	3,891
Northern Line Southbound	751	1,349			1,265	1,886	1,935	3,080	837	11,103
Northern Line Northbound	106	887			1,039	3,777	0	776	518	7,103
Central Line Westbound	375	34	1,816	1,437			4,355	696	1,595	10,308
Central Line Eastbound	144	547	2,395	447			720	3,159	1,907	9,319
Waterloo & City Line	9	167	1	112	44	1,158		265	812	2,568
Docklands Light Railway	1,039	0	976	3,842	1,717	589	155		1,401	9,719
Street	5,217	733	3,000	4,046	6,764	3,036	15,299	4,246		42,341
<b>Total</b>	<b>7,641</b>	<b>3,717</b>	<b>9,751</b>	<b>12,028</b>	<b>11,207</b>	<b>11,399</b>	<b>22,687</b>	<b>13,440</b>	<b>8,611</b>	<b>100,481</b>

## 5.3 Future Network Improvements

### **Crossrail**

- 5.3.1 Work is already underway on construction of Crossrail. When the service opens Crossrail trains will travel from Maidenhead and Heathrow in the west to Shenfield and Abbey Wood in the east to provide an enhanced link to stations in the City of London, (Liverpool Street), London Borough of Islington (Farringdon) plus the West End (Tottenham Court Road and Bond Street), while also providing a direct link to London City Airport. See Figure 5.3.
- 5.3.2 It is envisaged that the peak period service on the section between Paddington and Whitechapel will be 24tph running in each direction, with 14 starting or ending at Paddington. Along the Great Western Corridor peak period services are expected to be:
- ten tph in each direction between central London and Heathrow Airport (includes replacement of existing Heathrow Connect service);
  - four tph between Maidenhead and central London; and
  - two tph between central London and West Drayton.
- 5.3.3 Crossrail will make travelling in the region easier and quicker. It will reduce crowding on London's transport network with main line size trains, carrying more than 1,500 passengers in each during peak periods.
- 5.3.4 Crossrail services will commence from 2018 with the introduction of the service over the full length of the route phased over a period of months.

Figure 5.3: Proposed Crossrail Route and London Connections

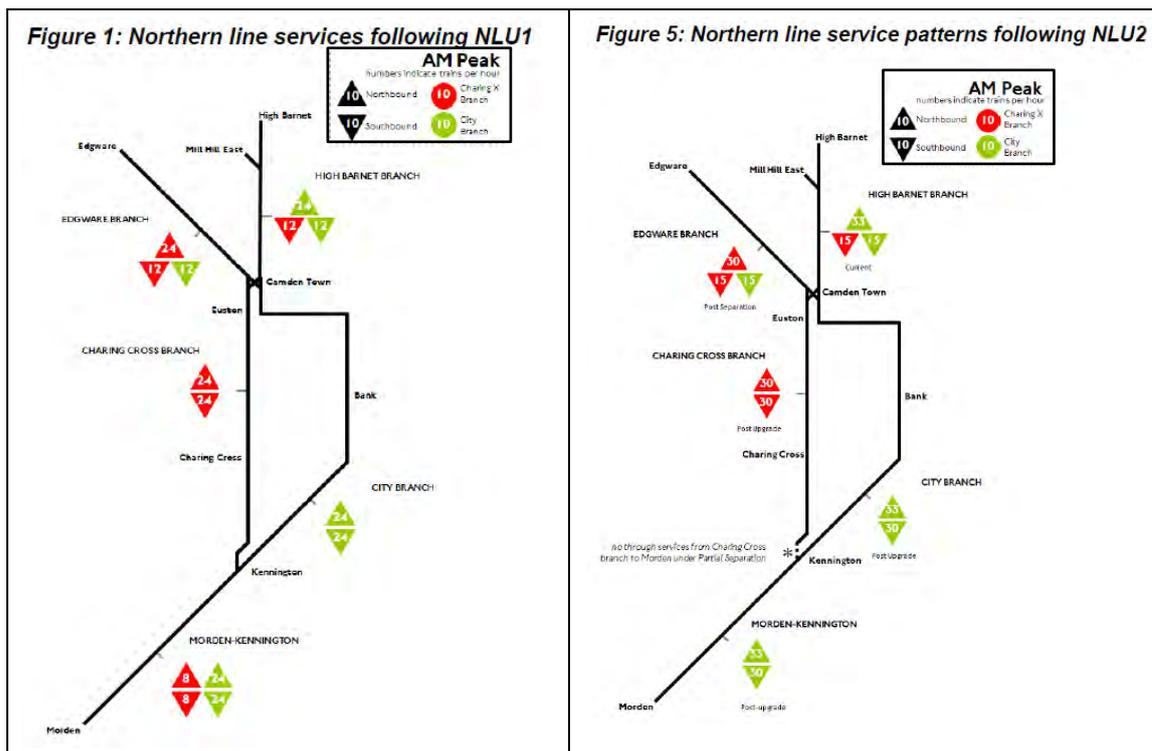


Source: Crossrail Limited (n.d.)

### London Underground Network

- 5.3.5 London Underground Limited is currently in the middle of a significant upgrade plan, which is anticipated to take approximately seven years to complete. The objective is to increase capacity on the system through the introduction of new trains, track and signalling and control systems to include the replacement of old equipment with new and more reliable systems.
- 5.3.6 The Northern Line signalling system upgrades will be completed during 2014 and deliver a 20 per cent increase in central London. It will allow a higher frequency of train service on the Northern line, with 24tph on both branches of the line during the AM peak in both directions with 26tph scheduled to operate northbound on the Bank branch in the peak hour. A second Northern Line upgrade NLU2 is also scheduled for implementation by April 2021 to deliver a further increase in capacity. Both these upgrades are independent of the Northern Line Extension (NLE) to Nine Elms and Battersea. See Figure 5.4.

**Figure 5.4:** Revised Northern Lines Services Associated with NLU1 and 2



Source: Transport for London (13 December 2013)

- 5.3.7 For NLU2 it is currently planned that 19 additional new trains will enable services on the line to be further enhanced. This is in addition to the five trains required for the NLE. The increased fleet will allow a much higher service to be run on all branches. Additionally it will permit the line to be partially segregated south of Kennington so that all Charing Cross trains will reverse via the Kennington loop or operate to Battersea and all Bank branch trains will

continue to Morden. By removing the junction working and the need to 'slot' trains into paths, capacity will be released. A feasibility study for NLU2 is programmed to be completed by the end of 2015 to determine the optimal train service pattern for the Northern Line and the number of additional trains that would be required to support this. In addition to the NLU2 partial separation option shown above this will also consider full separation scenarios involving line also being split at Camden Town. Full separation of the Northern Line would be dependent upon implementation of the Camden Town congestion relief scheme.

- 5.3.8 Future baseline frequencies on the London Underground Network are presented in Table 5.6. These frequencies incorporate the changes related to the upgrades being implemented by TfL across the London Underground Network.

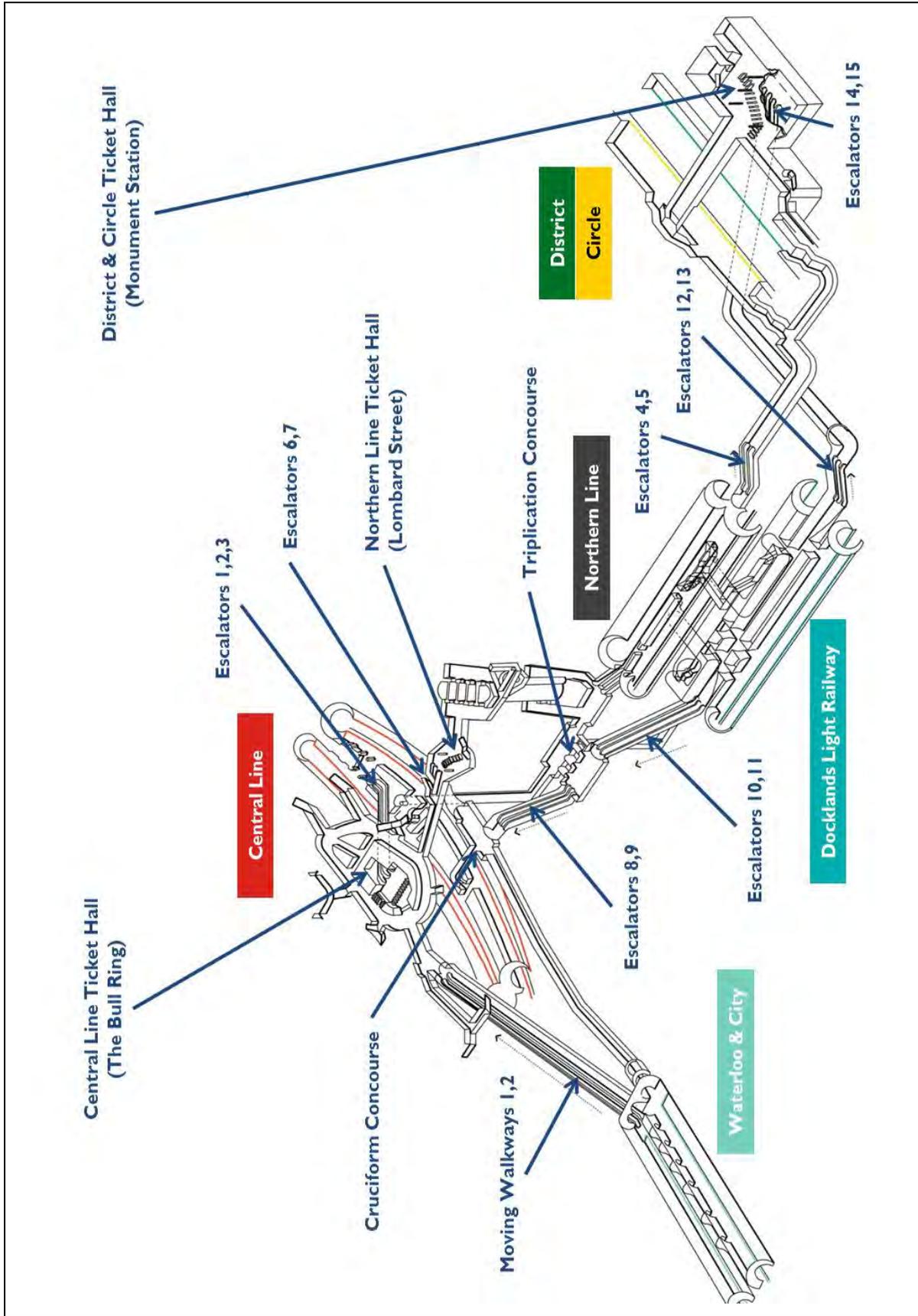
**Table 5.6:** Future Baseline, Typical Peak Hour, London Underground Frequencies

Service	Direction Towards	Trains per Hour
<b>CENTRAL</b>	Leytonstone (EB)	26-32
	West Ruislip (WB)	26-32
<b>CIRCLE</b>	Edgware Road (Clockwise)	6
	Hammersmith (Anti-clockwise)	6
<b>DISTRICT</b>	Upminster (EB)	21-23
	Ealing Broadway (WB)	21-23
<b>NORTHERN</b>	High Barnet (NB)	26
	Morden (SB)	26
<b>WATERLOO &amp; CITY</b>	Waterloo (SB)	22
	Bank (NB)	22

## 5.4 Current Crowding and Intervention Operations at Bank Station

- 5.4.1 Bank Station's configuration makes it one of the largest and probably the most convoluted underground stations in the world. The station contains five London Underground lines as well as a DLR terminus, three ticket halls, ten platforms, 15 escalators and two 300ft moving walkways. The maze of complex routes within the station hampers wayfinding and increases conflict between opposing flows. Figure 5.5 illustrates the station configuration and provides annotations on locations referred to in various sections within this chapter.

Figure 5.5: Bank Station Configuration





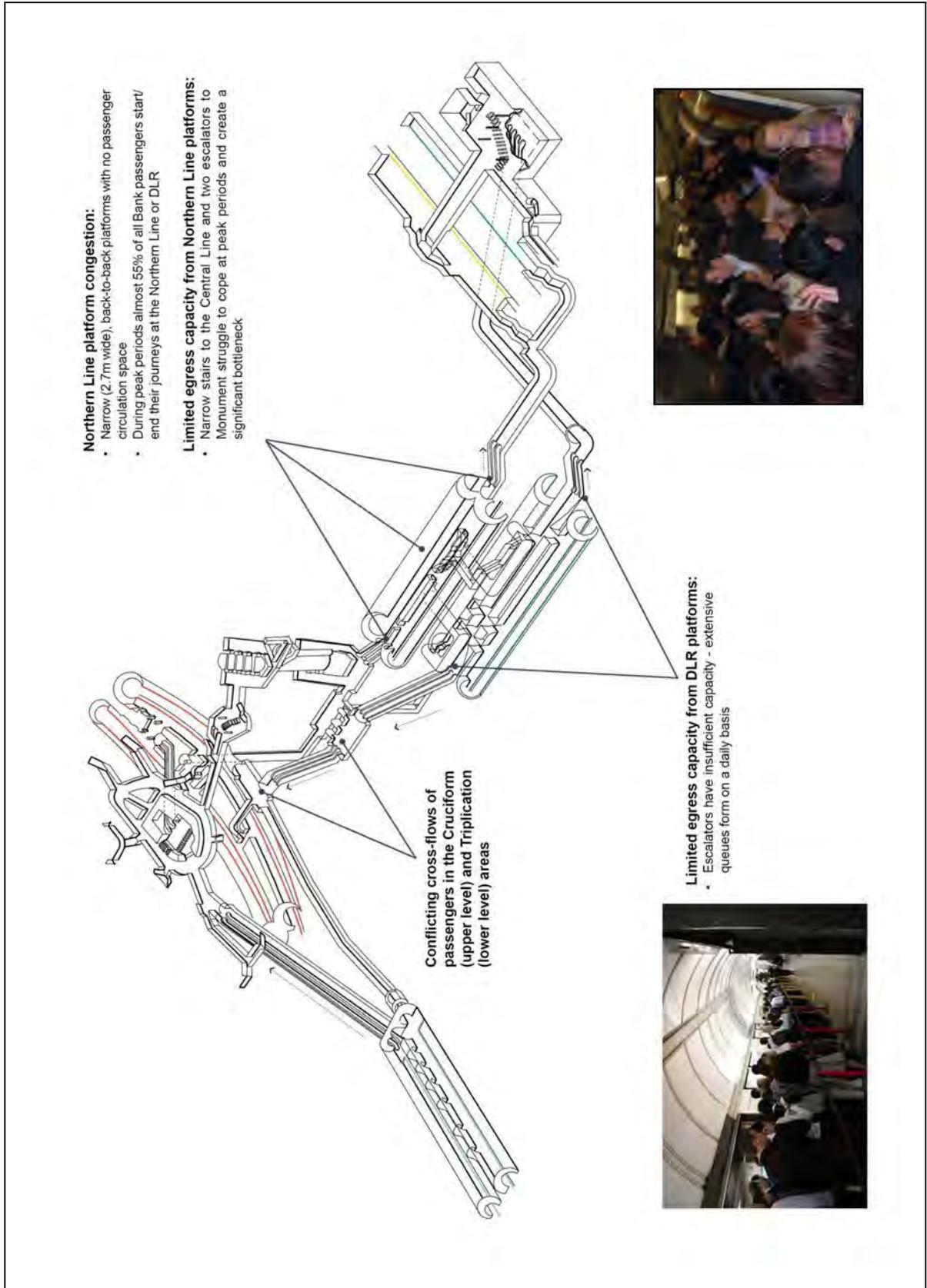
- 5.4.2 Around 50 per cent of all journeys in both peak periods are passengers interchanging between the six services; the complex and often indirect routes result in passengers converging upon the TriPLICATION area (three side by side passageways) and Cruciform concourses (four crossing passageways); named as such due to their respective shapes (see Figure 5.5); creating cross-flow, confusion and crowding. This contributes to congestion during peak periods and means that journey times can be extremely lengthy and uncomfortable.
- 5.4.3 In terms of London Underground and DLR services, about 55 to 60 per cent of all journeys start or end at either Northern Line or DLR platforms; the geographic 'centre' of Bank Station. There is consequently a substantial outward demand pressure that falls directly onto areas accommodating multiple routes within the station and creates a considerable capacity burden that must be accommodated.
- 5.4.4 This makes for a challenging station to manage. On a typical weekday between 07:00 and 10:00 hours about 95 per cent of all journeys within the station are exit-to-street or interchange flows; i.e. they originate within the station and are therefore difficult to control. Conversely, during a typical weekday evening peak almost 50 per cent of journeys start outside the station and are therefore easier to manage at times of extreme crowding, through measures such as the closure of gatelines and holding people at street level.
- 5.4.5 While the issues faced are not exclusive to the morning peak periods, the instances of sustained crowding are more keenly felt during this period:
- the Northern Line platforms (2.7m wide) accommodate the highest boarding and highest alighting demand within the whole station complex. The platforms are back-to-back, have no central circulation area and are served by inadequate vertical circulation. At peak times they can fail to clear between trains;
  - the Northern Line stairs (from either platform to the TriPLICATION Area - 2.25m) and serve substantial two-way footfall. They accommodate both entry and exit flow and some of the busiest interchange flows within the station. Demand for these stairs far exceeds their operating capacity, and regular control and intervention measures (see Table 5.7 below) are required to mitigate one of the primary bottlenecks in the station and to maintain the maximum exit capacity practicable from the platforms;
  - the (split) interchange stairs between the DLR and Northern Line are a width of 1.4m each: queues often back-up onto Northern Line platforms aggravating the congestion already on them and affecting clearance times between arrivals. Their capacity means DLR flows up to the Northern Line must use a less direct route up, then down, through the TriPLICATION area;
  - Escalators 4 and 5 lead passengers from the Northern Line towards Monument and the District and Circle Lines. A single escalator serves either direction: the upward escalator specifically processing high

interchanging passenger numbers and exiting flows; leading to queues forming back onto the Northern Line southbound platform;

- Escalators 10 and 11 carry passengers from the DLR towards the Triplication Area – and again a single escalator serves both directions. Extremely busy DLR trains arrive at Bank every two to three minutes, with more than 80 per cent using this route. Consequently queues spill back onto the arrivals platform and clearance between headways is not always possible;
- the Triplication Area: multidirectional cross flows, poor wayfinding and insufficient vertical circulation exacerbate the levels of crowding seen here. Queues are routinely seen along the approach to Escalators 8 and 9 (one up, one down) and on the approach to the narrow Northern Line stairs (see second bullet above);
- the Cruciform Concourse: again multidirectional flows to and from virtually all lines that creates cross flows and congestion in a very constrained space; and
- the ‘Overbridge’ passage links the Central Line platforms with the Cruciform Concourse. This consists of a relatively narrow passage leading into a sequence of rising and falling stairways (to cross the Central Line running tunnel). It serves heavy two-way traffic between the Central Line and the Waterloo & City Line and DLR (as well as some Central Line/Northern Line interchangers) and experiences sustained congestion throughout peak hours.

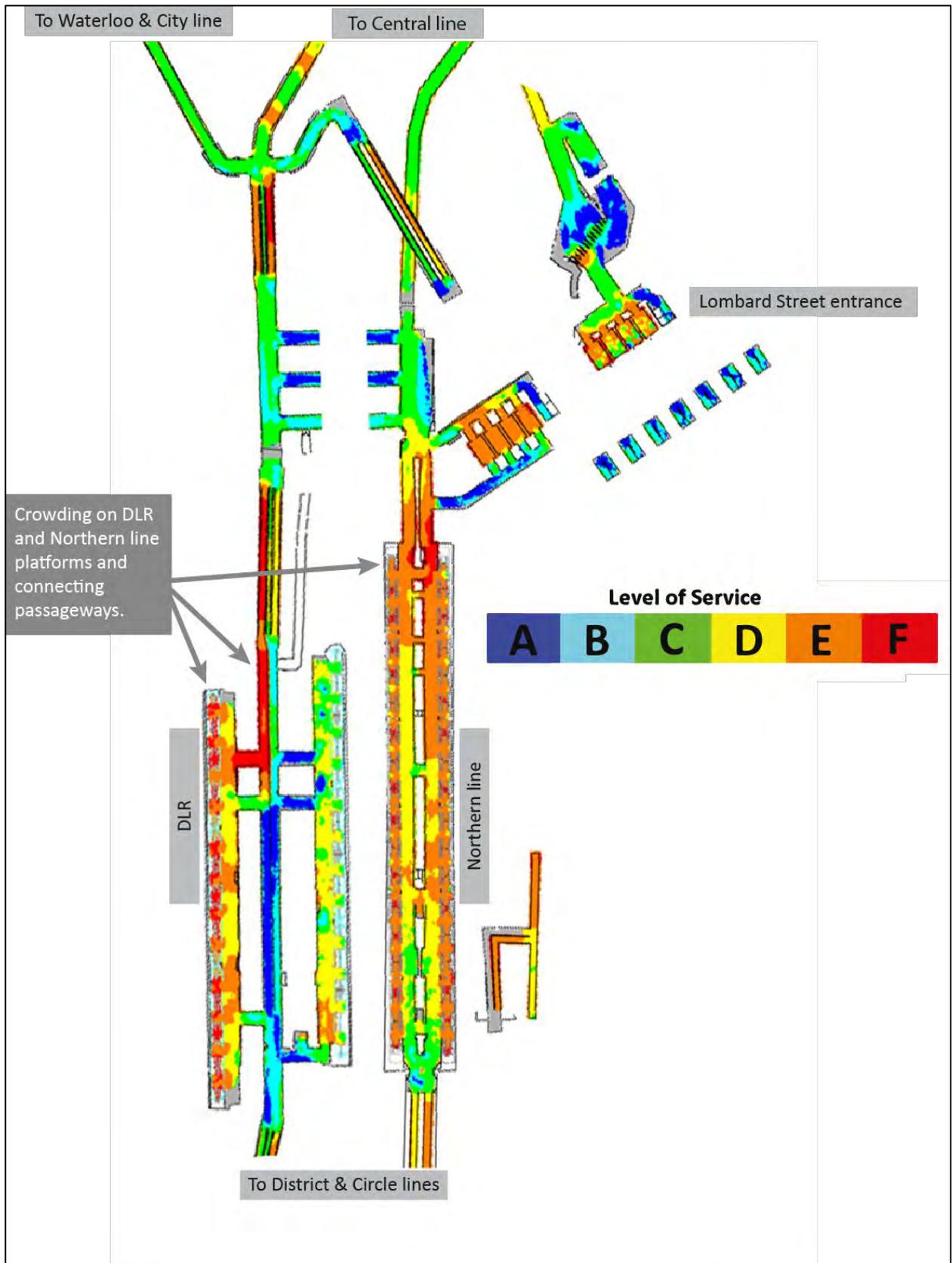
5.4.6 Figure 5.6 provides a diagrammatic representation of the station and the issues described above.

**Figure 5.6:** Current Configuration Issues



- 5.4.7 LUL has maintained and updated current year Legion models that demonstrates these issues; the most recent being to a 2012 demand level. Figure 5.7 below, illustrates the LOS output from this model for the morning 'high peak' (08:45 to 09:00 hours). The colours correspond to the threshold range shown previously in Figure 4.7.
- 5.4.8 It should be noted that the output shown reflects a typical weekday peak in which the station 'operates without control measures. While some of the more extreme congestion issues described above are not necessarily evident, the areas in which they would occur are clear.

**Figure 5.7:** Legion Modelling: Current Station (2012 RODS)



5.4.9 In response to the crowding issues seen, operational controls are regularly implemented to manage varying levels of congestion. At the extreme these include non-stopping trains, closing gatelines to entry, diverting DLR passengers and full station closure. At less extreme levels of crowding station operations can be maintained, but with increasingly strict controls enforced. These are described in Table 5.7 below with the indicative level of passenger inconvenience escalated by progression through the table.

**Table 5.7: Station Control Measures Currently Adopted**

Route Affected	Intervention	Reason
<b>Interchange from DLR to Northern Line</b>	Station-staff implement closure of the staircase from DLR to Northern Line in the upward direction – serving downward flows to the DLR only. Passengers heading from the DLR to the Northern Line must use Escalators 10/11 to the Triplication area. Here, combinations of the three cross passages can be closed to further lengthy journeys and dilute congestion.	Low capacity (narrow) stairs between DLR and Northern Line are not able to safely process two-way demand.
<b>Entry from the Northern Line Ticket Hall (Lombard Street)</b>	Closure of the four lifts linking the Triplication Concourse with the Northern Line Ticket Hall below Lombard Street. Passengers must use the multi-level staircase serving the same route.	To avoid overloading the narrow stairs at the head of the Northern Line platforms. The multi-level stair from the Ticket Hall lands at a safer distance and take longer to descend, meaning a greater dissipation of passengers.
<b>Interchange from Cruciform to Northern Line and DLR</b>	The downward Escalator 9 is turned off and used as a staircase.	To lengthen journey and slow the rate at which passengers descend to the Triplication level
<b>Interchange from Waterloo &amp; City Line to Northern Line and DLR</b>	The paid-side interchange passageway (3/211) is closed, forcing passengers to exit via the Waterloo & City gateline, ascend to the Central Line ticket hall level and re-enter the station; this is a designated Out of Station Interchange	To lengthen journeys and reduce congestion through the Cruciform Concourse
<b>Interchange from Central Line to Northern Line</b>	The Cruciform route towards the Northern Line is closed; interchange to the Northern Line must be made via the downward spiral stair at the eastern end of the Central Line platforms. From here, passengers continue via the Low Level Interchange Passage and emerge on the eastern side of the Triplication Area.	To alleviate congestion through the Cruciform, and in turn to reduce west/east movements through the Triplication area.
<b>Interchange from</b>	In addition to the first tabled item above, the Triplication area is now fully segregated into	To alleviate congestion and cross

Route Affected	Intervention	Reason
<b>DLR</b>	west/east sides. To move from DLR to Northern Line, passengers have to ascend towards the Northern Line Ticket Hall (Lombard Street) and descend via the multi-level staircase towards the Triplication concourse	flow through the Triplication area and to force a dilution of crowds emerging from the DLR towards the Northern Line.
<b>Exit from DLR</b>	Passengers normally exiting the Northern Line Ticket Hall via the Triplication area are forced to ascend to the Cruciform and exit via Escalators 6 and 7.	To increase dilution of crowds emerging from DLR towards exits
<b>Northern Line interchange and exit</b>	Escalators 4 and 5 (towards Monument and the District and Circle Lines) both operate up, meaning that passengers heading from Monument to Bank must walk at [King William] street and re-enter via the Lombard Street entrance. As above, this is a designated out of station interchange and does not incur further charge.	To improve exit capacity from the Northern Line
<b>Access to DLR from Monument</b>	Further to the full segregation of the Triplication Area above, Monument-side access to the DLR is closed. Escalators 12 to 15 are run up only meaning passengers must walk at street to the Lombard Street entrance (again, a designated out of station interchange)	To improve exit capacity from the DLR
<b>DLR exit and interchange</b>	Escalators 10 and 11 are both run in the downward direction, meaning that all DLR alighters must exit at Monument, with interchangers continuing along King William Street to the Lombard Street entrance (dedicated out of station interchange).	Improves access to DLR from north, improves egress from DLR to south and fully segregates opposing flows.

5.4.10 The incidence of these control measures increases year-on-year.

5.4.11 In 2011, Bank Station staff implemented control measures on 108 documented occasions as a direct result of overcrowding. Equivalent data from 2012 is unrepresentative, due to the 2012 London Games and 2013 has not yet been collated. With demand expected to grow in the future however, it is likely that operational controls, non-stopping trains and indeed full station closures will be required on an increasing basis to maintain a manageable operating environment.

## 5.5 Future Baseline

5.5.1 To help manage the operation of the station, and as part of separate works unrelated to the BSCU, two projects are currently underway with the expectation they will be completed by 2017:

- £16 million scheme at Monument Station to improve the station's operation systems. This includes the provision of a new Station Operation Room and

staff accommodation at Monument Station, closed-circuit television and a help-point system. Management systems are also currently being integrated across all of Monument station.

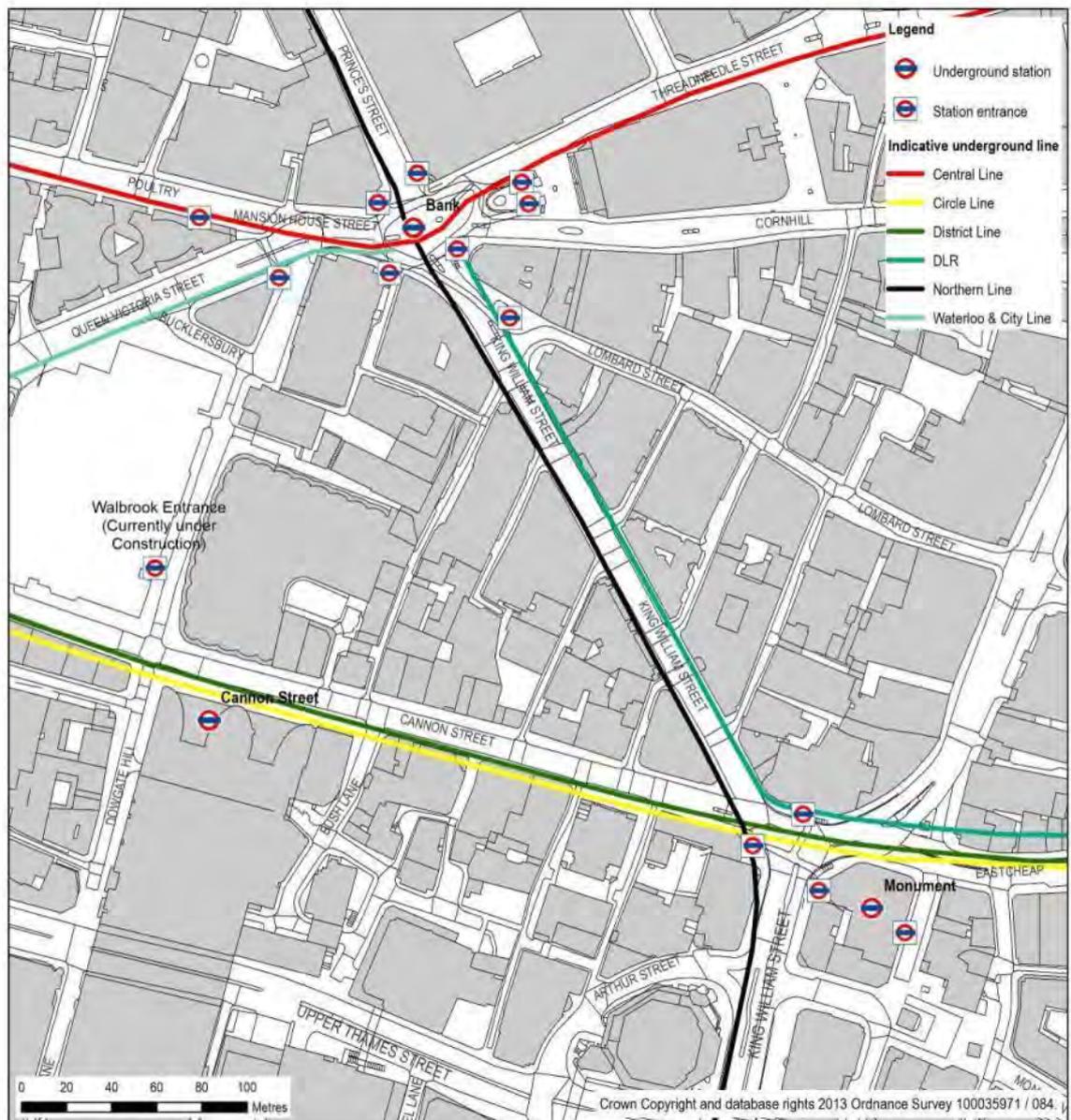
- Bloomberg Development Ticket Hall at street level on Walbrook. This will provide a new station entrance with passenger lifts and escalators and provide step-free access to the Waterloo & City Line.

5.5.2 The second project is the new Bloomberg Development Ticket Hall at street level on Walbrook, which will include a station entrance with passenger lifts and escalators providing step-free access to the Waterloo & City Line when completed in late 2015. This is currently under construction as part of a major new Bloomberg Place office development south-west of Mansion House and identified on Figure 5.8 below.

5.5.3 The work is expected to relieve congestion within Bank Station as passengers will exit from the new Station Entrance Hall and travel at street level rather than going through the station to the subway exit nearest their final destination.

5.5.4 Despite these improvements by 2016, it is still forecast that the AM peak three hour passenger demand will be approximately 100,000 through the effect of significant new employment generated by major commercial development and the increased train service capacity from London Underground Network and DLR upgrades. Faced with this level of demand further operational controls will be essential on an ongoing and increasingly disruptive basis to manage congestion at rational operating levels.



**Figure 5.8: Bank Station - Surface Access Points**

### Future Baseline 2020 - No Blockade

5.5.5 Details of the future baseline conditions forecast for the period during the period of the proposed blockade works, described in Section 4.7 above, are discussed later in Section 9.2. This is to ease direct comparison with the assessment of impacts associated with this particular situation.

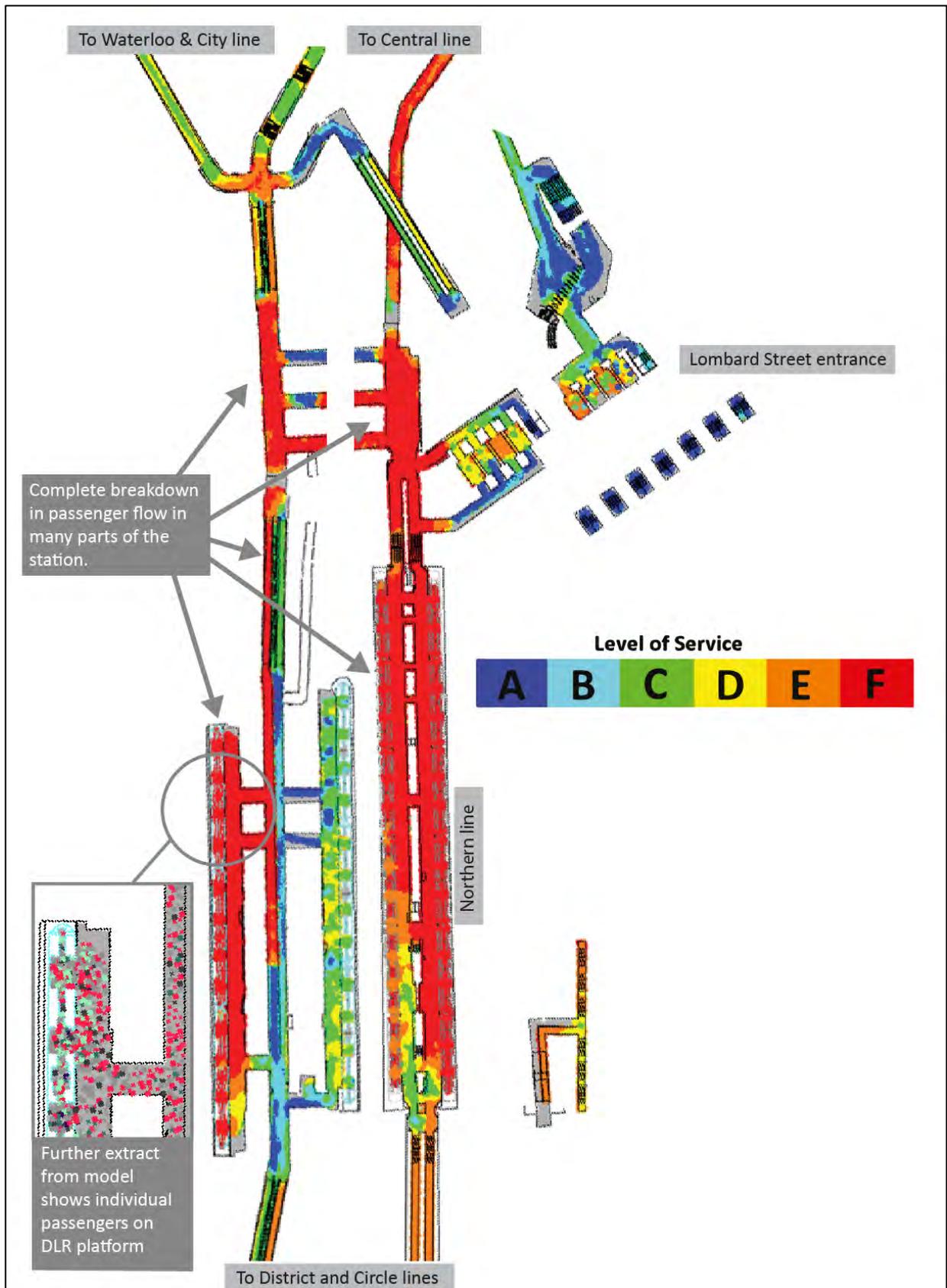
### Future Baseline 2026 - 'Do Nothing' Assessment

5.5.6 Assuming that demand grows to the 2026 Railplan forecasts and also that Bank Station is only provided with the improvements highlighted in Section 5.5 above, it is clear that the station will be rapidly unable to process the forecast

passenger demand and will become highly congested. This is confirmed by Legion output shown in Figure 5.9 that shows the forecast LOS for the 2026 'Do Nothing' morning peak.

- 5.5.7 The model is unable to simulate beyond 08:45 hours due to the level of congestion. Figure 5.9 represents the complete breakdown in flow and circulation occurring between 08:30 and 08:45 hours. In the circumstances it is reasonable to assume that the station would have been closed prior to congestion reaching such a critical level. The colours correspond to the threshold range shown previously in Figure 4.7.
- 5.5.8 In simple terms therefore 'Do Nothing' is not a viable option. The break-point in operations, assuming the station layout stays as it is today has not been assessed, but what is clear is that Bank Station is not physically able to deal with future increases in forecast demand.

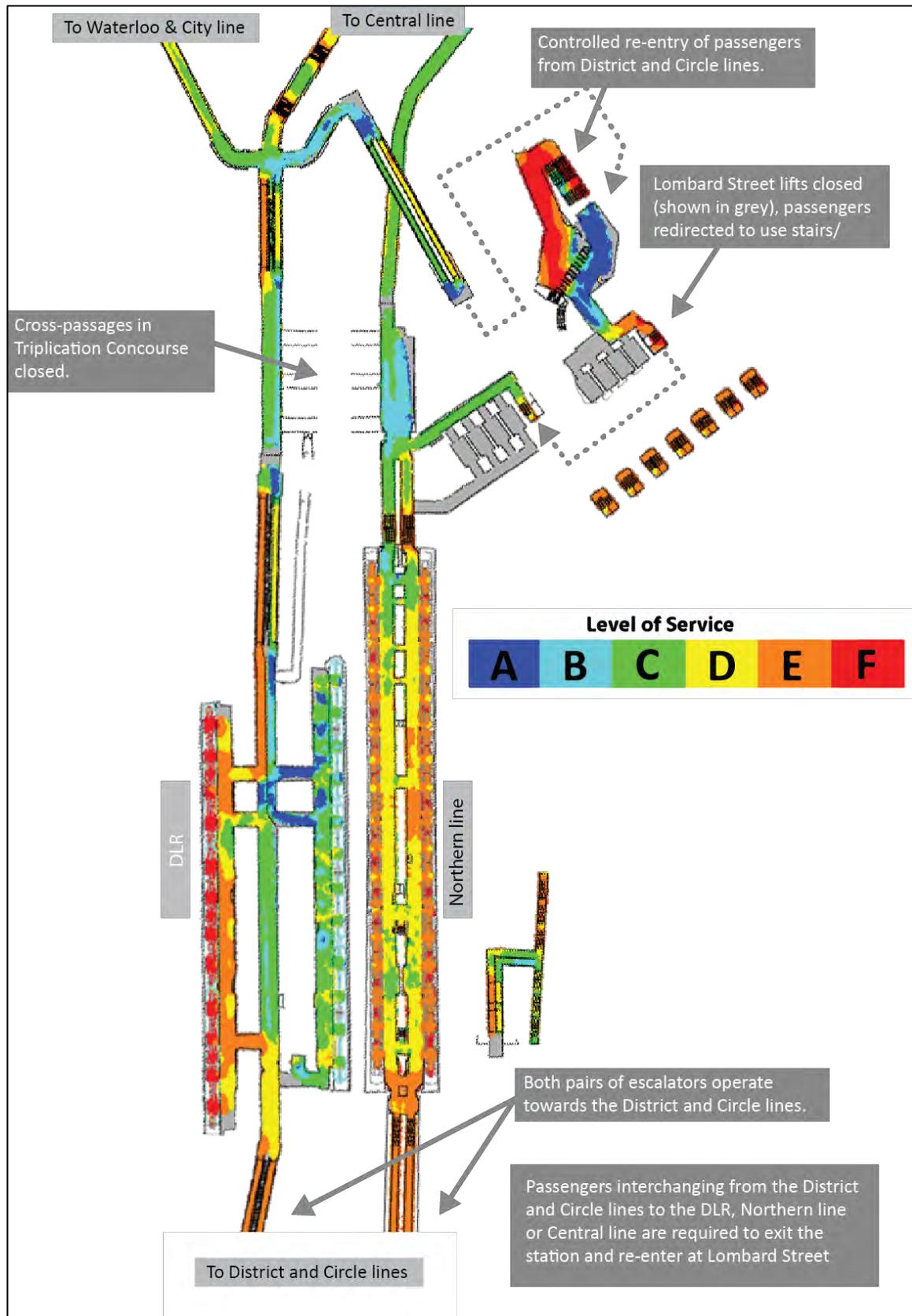
**Figure 5.9: Legion Modelling - 2026 'Do Nothing'**



### Future Baseline - 2026 'Do Minimum' Assessment

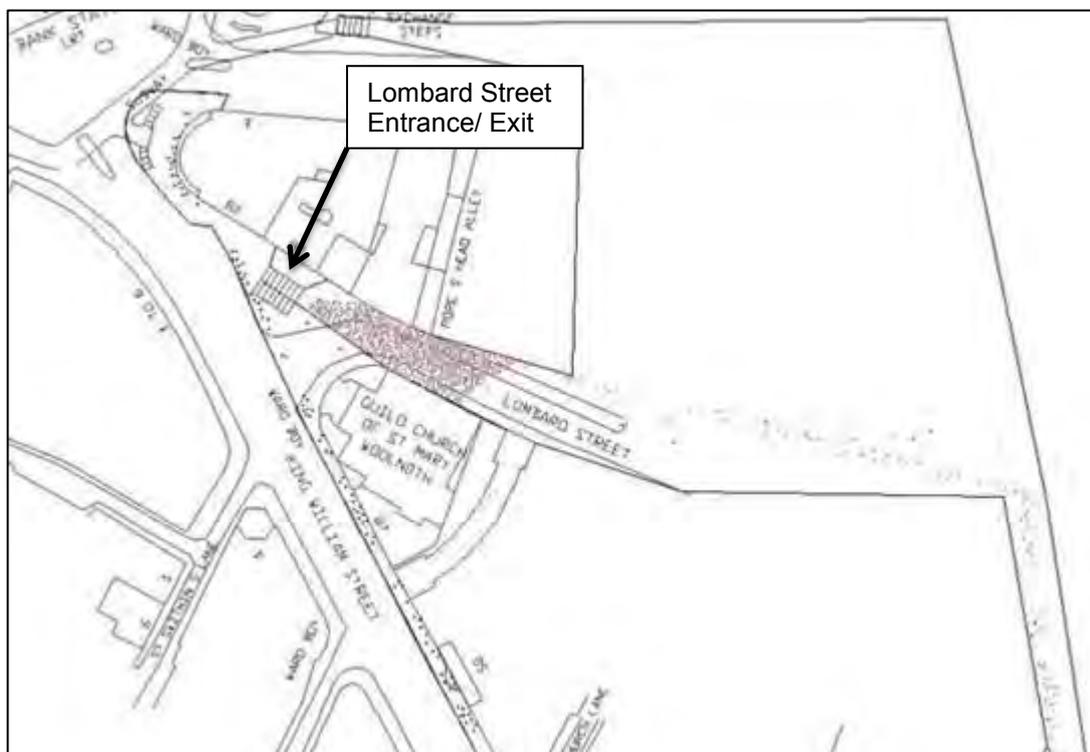
- 5.5.9 The conditions required to, just, process forecast demand for the year 2026 is a regime of almost complete regulated control of passenger flows into, away from and within Bank Station. It is anticipated that this would require a combination of a number of the current control measures described in Table 5.7 on a daily basis.
- 5.5.10 A 2012 LUL modelling study considered this 'Do Minimum' scenario and established that the following combination would have to implemented:
- there will be no access from Monument to Bank, only from Bank to Monument with the escalators from both Northern Line and DLR running in the up direction only;
  - the three cross passages in the Triplication area would be closed (to segregate flows to and from Northern Line and DLR);
  - A large number of interchanging passengers will be expected to have to re-route via King William Street and held outside, before re-entering at Lombard Street;
  - queues for access to the Lombard Street ticket hall will be expected because of gateline entry restrictions, the lifts will not be in use and both Escalators serving Lombard Street will operate in the up direction only;
  - furthermore, the connection between the Lombard Street entrance and the Bull Ring entrances will be closed; and
  - access to the Northern Line from street is therefore only via the single multi-level stair to the Triplication Area.
- 5.5.11 To accomplish this level of control would be extremely challenging and highly disruptive to general pedestrian circulation within the City of London. Figure 5.10 illustrates the LOS output from the 'Do Minimum' morning peak and represents the 'complete control' scenario described in paragraph 5.5.10 above. The image shows the LOS values experienced within the station, although critically, what cannot be seen directly is a large number of passengers forecast to be queuing along King William Street and Lombard Street to re-enter the station. The indirect impact of the out of station interchange can however, be seen in the extreme congestion occurring around the Lombard Street entrance.

**Figure 5.10: Legion Modelling - 2026 'Do Minimum'**



- 5.5.12 In response to the almost complete control of passenger routing implemented, the model is able to process the 2026 demand through the current station layout; accordingly, the 'high peak' period of 08:45 to 09:00 hours is shown.
- 5.5.13 Once again the colours correspond to the threshold range shown in Figure 4.7.
- 5.5.14 To accomplish this level of control would be extremely challenging and highly disruptive to general pedestrian circulation within the City of London (see Figure 5.11). It would almost certainly lead passengers to migrate towards other transport routes and in doing so, create major capacity concerns at neighbouring transport hubs. It is therefore not a viable solution.

**Figure 5.11:** Street Level Impacts of Bank Station 'Do Minimum'



## 5.6 Implications of Future Baseline without the BSCU

- 5.6.1 The consequences of a continuation and any further deterioration in the passenger experience connected with operational control/non-stopping trains at Bank Station are:
- increasing levels of delay for customers as operational control extends journey times to the extent that the station would have to be closed at peak times;
  - London Bridge, Moorgate and Liverpool Street Stations, as alternatives to Bank, have little spare capacity and become vulnerable to closure themselves as is currently experienced when Bank Station is closed;

- the benefits of train upgrades, particularly the Northern Line, may be compromised if future train services at Bank Station are regularly disrupted due to congestion; and
- the DLR could be regularly and seriously disrupted by restricted or suspended access into Bank Station during periods of station control. The terminus at Tower Gateway, where the station and train service capacity is restricted, would not be a viable diversionary route. Under these circumstances, the Jubilee Line is a natural alternative to the DLR exacerbating an already congested Jubilee Line and the respective stations which serve it.

5.6.2 Without the BSCU Bank Station will cease to function effectively as there will be grossly inadequate space to cope with the expected rise in passenger numbers. Accordingly, station closures and trains non-stopping will be unavoidable to maintain passenger well-being, with a significant detrimental impact on the wider London public transport network. Anticipated issues associated with such conditions are:

- London Bridge, Moorgate and Liverpool Street Stations, with little spare capacity themselves, become vulnerable to closure as a direct result of station crowding. This has already been observed at London Bridge in March 2009, where the station closed as a direct result of a Bank Station closure;
- all train services that pass through Bank Station will be disrupted and future Northern Line upgrade benefits will not be realised;
- the DLR, which terminates at Bank Station will have to be re-directed to Tower Gateway; increasing passenger journey times and forcing passengers to seek alternative routes, possibly equally congested, routes via the District and Circle Lines;
- the Jubilee Line, again with little spare capacity of its own, will be an alternative to the DLR should the service be suspended at Bank. Boarding peak hour Jubilee Line trains at Waterloo and London Bridge is already challenging and would become even more so. Congestion levels at a number of Jubilee Line stations would increase, probably requiring control measures of their own; and
- In the immediate vicinity of Bank Station, neither King William Street nor Lombard Street has the width or capacity to accommodate this scale of street level interchange.

THIS PAGE IS INTENTIONALLY BLANK



## 6 Baseline Conditions - Surface Level Transport and Highways

### 6.1 Introduction

6.1.1 This chapter outlines the existing surface level transport conditions surrounding the BSCU Work Sites. This sets out the basis for future assessment in terms of the potential impacts associated with the construction programme and associated works and network operations once the construction of the BSCU is complete.

### 6.2 Existing Local Highway Network

6.2.1 The Whole Block Site is bounded by King William Street to the north, Nicholas Lane to the east, Cannon Street to the south and Abchurch Lane to the west. These enable connections with a comprehensive road network in the vicinity of the Whole Block Site, illustrated previously in Figure 3.2.



**Plate 1:** View looking westbound along Cannon Street from Martin Lane



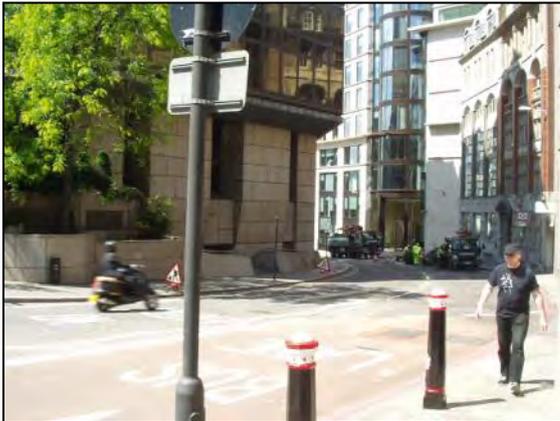
**Plate 2:** View northbound along King William Street from Nicholas Lane



**Plate 3:** Abchurch Lane - view northbound from Cannon Street



**Plate 4:** Nicholas Lane - View northbound from Cannon Street



**Plate 5:** Arthur Street - view southbound from the junction with A3 King William Street



**Plate 6:** Arthur Street - view northbound from junction with A3211 Upper Thames Street



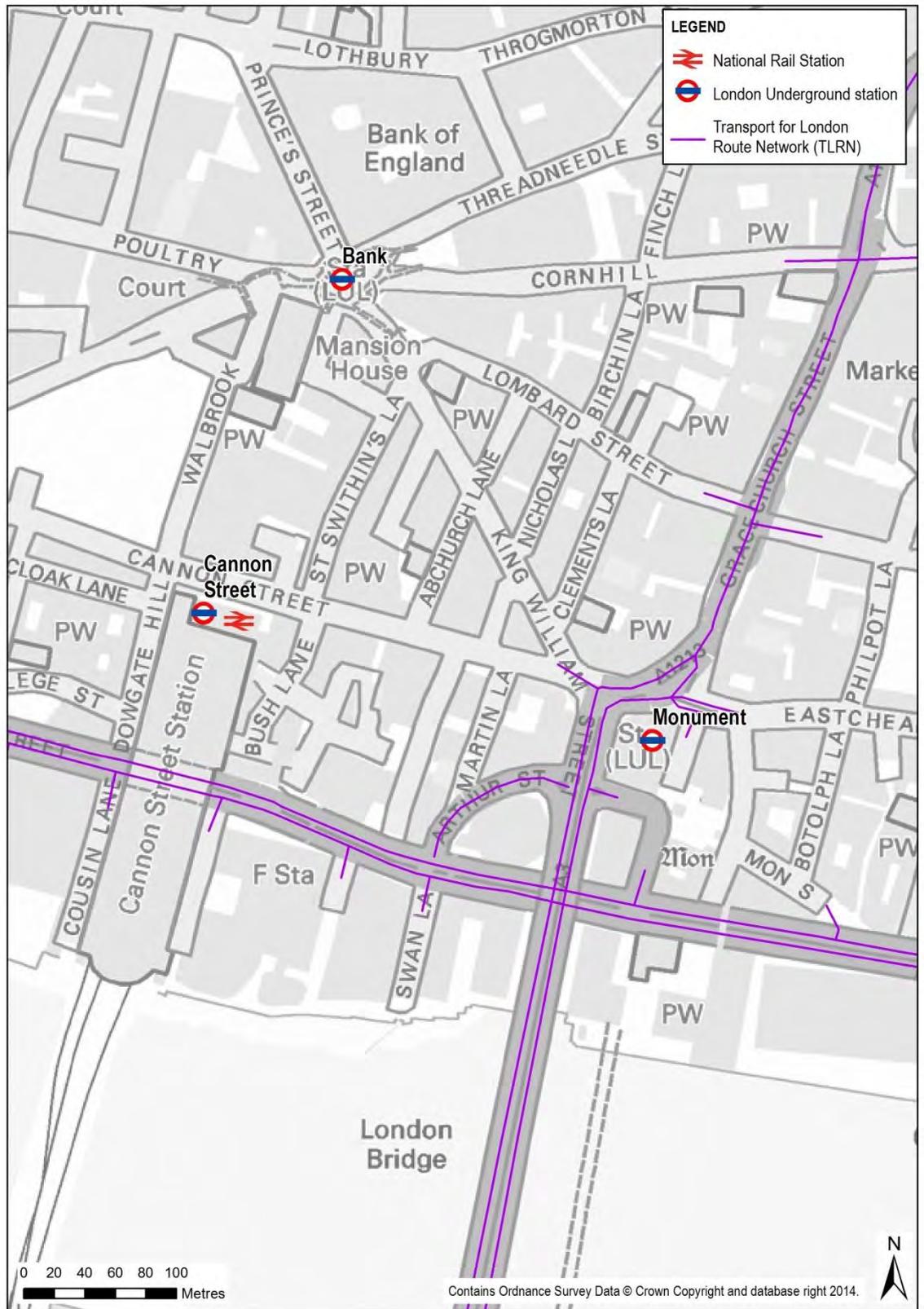
**Plate 7:** Arthur Street - view southbound towards junction with A3211 Upper Thames Street



**Plate 8:** Arthur Street - view northbound towards junction with A3 King William Street

6.2.2 Cannon Street and King William Street meet some 60m east of the Whole Block Site to form a junction with the A1213 Gracechurch Street / Eastcheap and the A3 King William Street. Gracechurch Street is the closest section of the Transport for London Road Network (TLRN), together with A3 King William Street that subsequently links with London Bridge to continue the TLRN across the River Thames to connect with Southwark (see Figure 6.1).

Figure 6.1: Local Highway Network

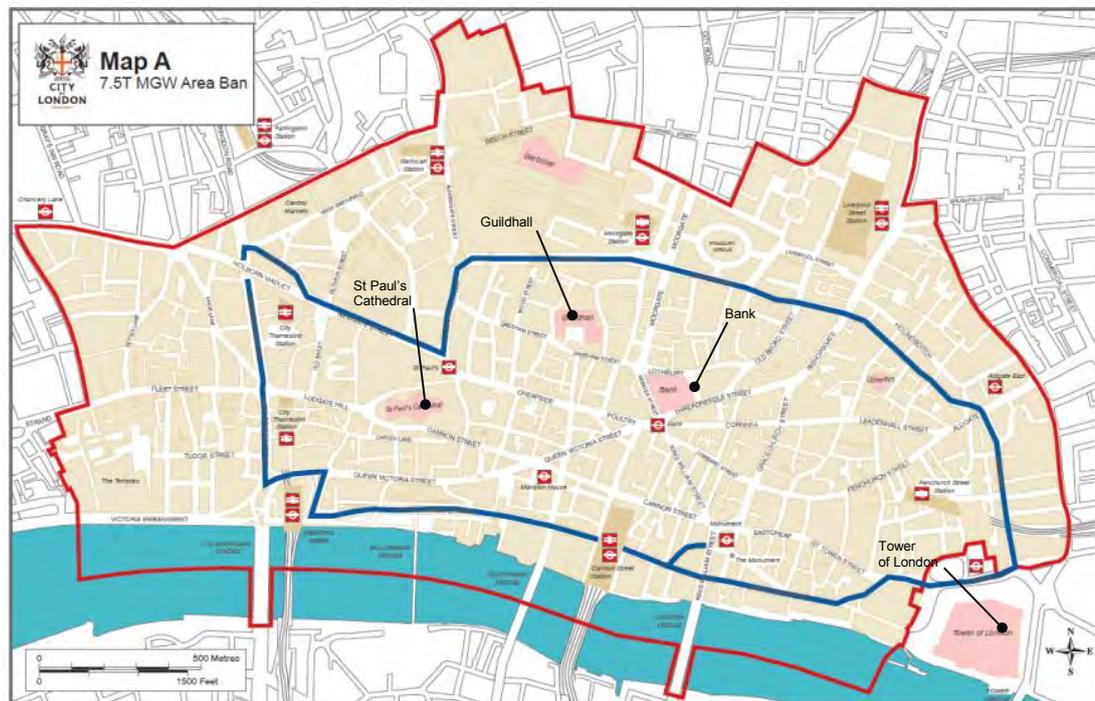


- 6.2.3 Heading north, Gracechurch Street crosses Lombard Street and Fenchurch Street and then continues into Bishopsgate, which marks the start of the A10 through Outer London.
- 6.2.4 Bank Station is located within the Congestion Charging Zone and also in close proximity to a number of mainline stations. See Table 6.1.

**Table 6.1:** Distance to mainline services from Bank Station

Station	Approximate Walk Distance (metres)	
	Bank	Monument
<b>Blackfriars</b>	1,100	1,300
<b>Cannon Street</b>	350	350
<b>City Thameslink</b>	1,100	1,300
<b>Fenchurch Street</b>	800	650
<b>Liverpool Street</b>	750	1,000
<b>London Bridge</b>	1,000	700
<b>Moorgate</b>	650	1,100

- 6.2.5 The BSCU Work Sites are within the centre of a 7.5 tonnes maximum gross weight goods vehicle restriction, which covers the central zone of the City of London denoted by the inner boundary line marked in blue in Figure 6.2 with the City of London Corporation's boundary shown in red.
- 6.2.6 Vehicles subject to the 7.5 tonnes restriction are prohibited from entering the streets contained within the central zone unless they have a legitimate need to load / unload or gain access to specific premises.

**Figure 6.2: 7.5 Tonnes Maximum Gross Vehicle Weight Restriction Area**

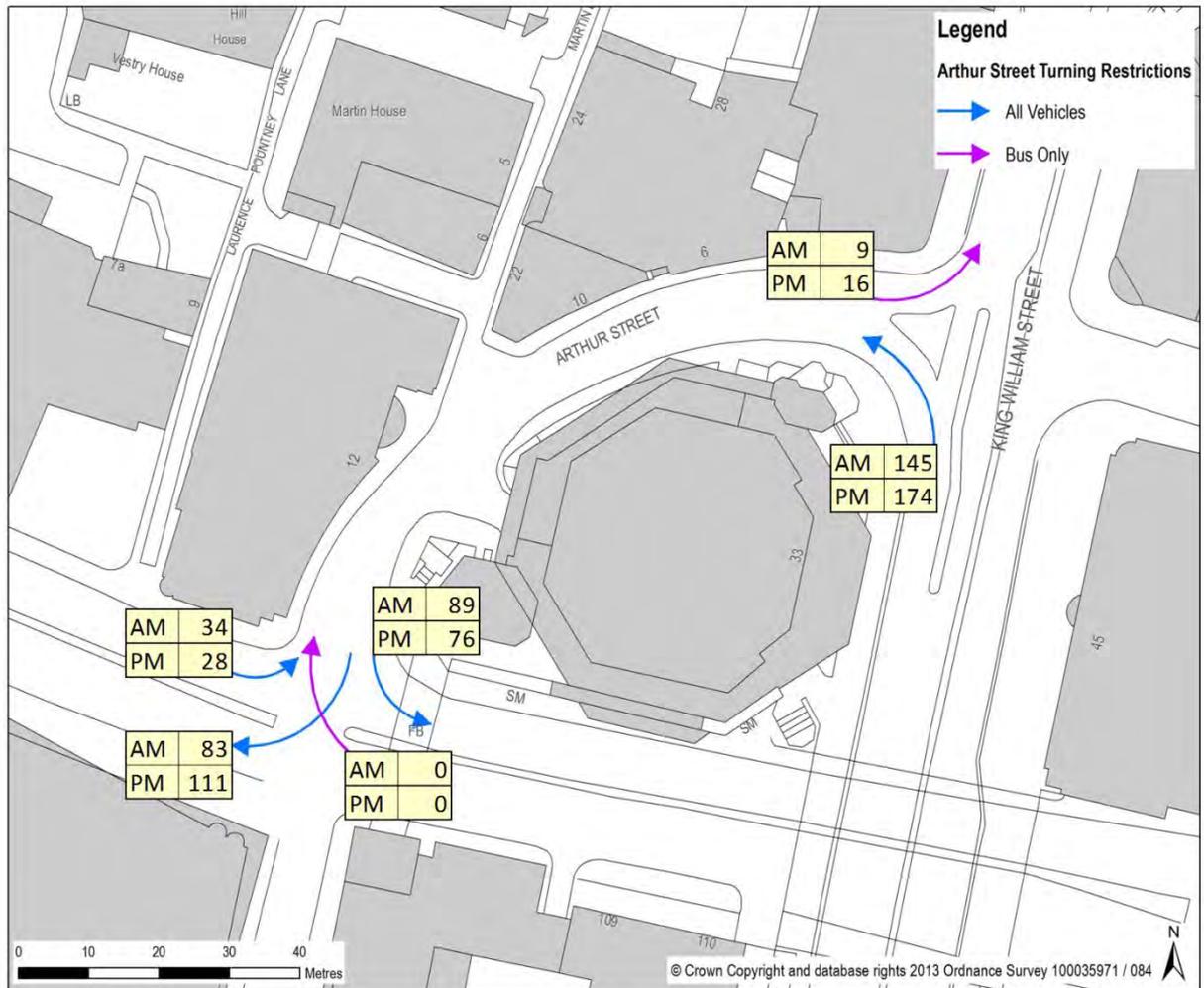
Source: City of London Corporation, 2013a

- 6.2.7 The Cannon Street / King William Street / Gracechurch Street junction is controlled by traffic signals. Notably traffic restrictions prevent vehicles making a right-turn from King William Street into Cannon Street and a left-turn from Cannon Street into King William Street. The junction also includes an 18 tonnes maximum gross weight vehicle restriction in response to concerns about a potential structural weakness associated with a pedestrian subway; which results in a constraint on the movement of some large vehicles wishing to travel both to and from the A3 London Bridge in the area.
- 6.2.8 The 18 tonnes restriction applies to:
- King William Street northbound between Arthur Street and Cannon Street;
  - Eastcheap into Cannon Street or right into King William Street; and
  - Gracechurch Street into King William Street and right into Cannon Street or King William Street.
- 6.2.9 The TLRN in the form of the A3211 Upper Thames and Lower Thames Street is also available to the south of the site. The A3211 provides a dual carriageway route along the northern bank of the River Thames and connects the A302 Westminster Bridge Road in the west with the A100 Tower Hill in the east. From Tower Hill routes are available to join with the A1203, A11 and A13 for journeys to the east of London.

- 6.2.10 Both King William Street and Cannon Street are two-way roads with one lane in each direction. From the junction with Gracechurch Street, King William Street runs broadly north-west to link with Queen Victoria Street / Poultry / Prince's Street / Threadneedle Street and Cornhill at the traffic signal controlled Bank Junction. Cannon Street also links with Queen Victoria Street directly west at a traffic signal junction, from where it continues into St Paul's Churchyard and Ludgate Hill where the road connects at a junction with the A201 Farringdon Street near City Thameslink station and Fleet Street.
- 6.2.11 At a local level Abchurch Lane is currently one-way in the northbound direction, which enables traffic to connect between Cannon Street and King William Street to evade the left-turn turning restriction at the Cannon Street / King William Street junction ahead. The carriageway is relatively narrow, which can encourage some larger vehicles to mount the footway during a journey along the route.
- 6.2.12 Both Abchurch and Nicholas Lane provide a convenient conduit for pedestrians and, where permitted, cyclists. Abchurch Lane in particular, is potentially more attractive of the two through the appeal of Abchurch Yard at its southern end. The City of London Corporation has recently introduced an experimental Order to allow contra-flow cycling between King William Street and Cannon Street; this matches the existing arrangements for the continuation of Abchurch Lane on the opposite side of King William Street. The scheme is to be monitored to gauge its benefit before a decision is made on making the Order permanent.
- 6.2.13 Nicholas Lane is effectively an access only road with signs that denote a 'Prohibition of Driving - Except For Access' restriction for vehicles entering from King William Street; the signs are not however repeated at the Cannon Street entrance to the road.
- 6.2.14 In practice this means that drivers entering from King William Street are only able to do so in the event that they have legitimate reason to access premises alongside Nicholas Lane, while in the opposite direction the absence of signing implies that any vehicle can use the route. The City of London Corporation has confirmed that the Order became operational on 19 March 1987 and that the restriction applies to all motorised vehicles from either direction.
- 6.2.15 Arthur Street, which has been identified as a secondary work site, is located to the north of London Bridge and west of the A3 King William Street, directly opposite Monument Street. The road is currently accessed from the A3 King William Street northbound carriageway linked to London Bridge and also by an all movements junction from A3211 Upper Thames Street, which is managed by traffic signals. Arthur Street currently supports London Bus Route 344 for northbound travel. Two-way access along the entire road length is however restricted as a bus gate at the junction of Arthur Street with King William Street

allows only buses to legally emerge onto the northbound carriageway. Available turning movements are illustrated in Figure 6.3.

**Figure 6.3:** Arthur Street Turning Restrictions and Associated Total Traffic



6.2.16 Although the majority of Arthur Street caters for two-way traffic, the presence of the bus gate effectively implies a one-way system in terms of interaction with the A3 King William Street, with the notable exception of maintaining an exclusive through route for Route 344 buses, the only bus service with its defined route along Arthur Street.

## 6.3 Traffic Volumes

### Data Collection

- 6.3.1 Existing traffic volumes surrounding the BSCU Work Sites have been collated from a data collection exercise specified over a wide geographic area and detailed in Appendix 6A.
- 6.3.2 Automated traffic count (ATC) data were collected for four consecutive weeks, including one holiday week to demonstrate that the video surveys provided a representative sample compared with other neutral weeks (i.e. not school holiday). These data have revealed Thursday as the busiest weekday at King William Street and the second busiest at Cannon Street and Arthur Street. King William Street carried the highest traffic volumes in the peak periods compared with Cannon Street and Arthur Street. This is demonstrated in Table 6.2.

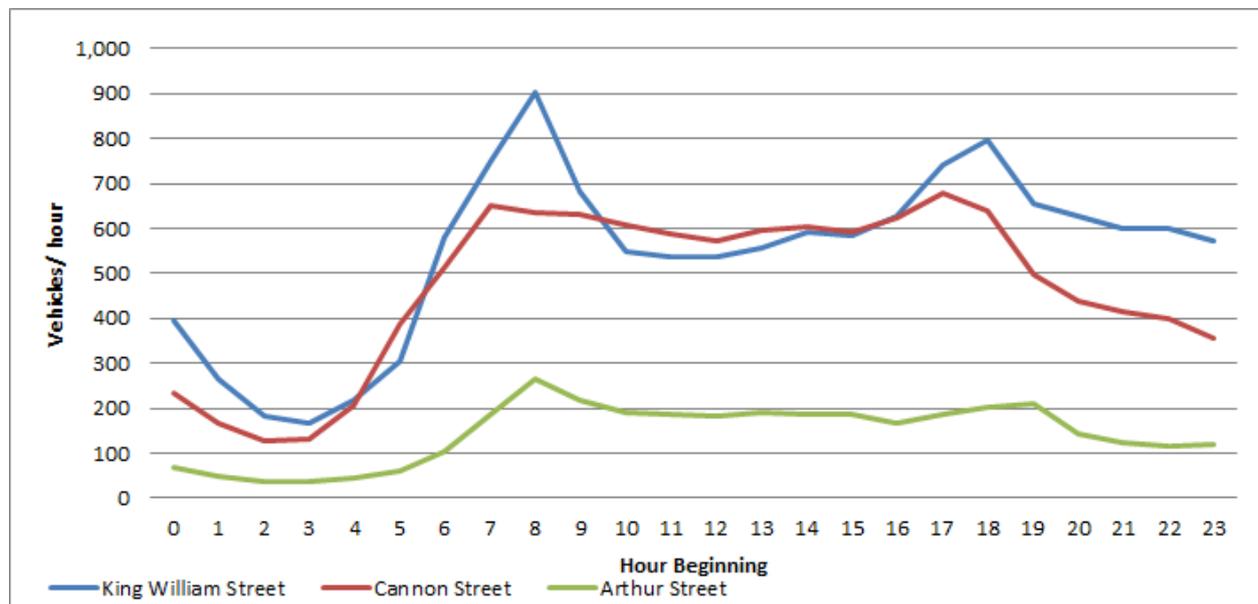
**Table 6.2:** Peak Period Traffic Volumes

Location	Direction	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
<b>King William Street</b>	Northbound	384	400
	Southbound	525	353
	Two-Way	909	753
<b>Cannon Street</b>	Eastbound	258	418
	Westbound	265	259
	Two-Way	523	677
<b>Arthur Street</b>	Eastbound	73	48
	Westbound	197	179
	Two-Way	270	227

### Traffic Demand: Whole Block Site

- 6.3.3 The traffic profiles in Figure 6.4 show that Cannon Street experiences limited daily flow variations with relatively small increases in the AM and PM peak periods of approximately 670 vehicles compared with an average two-way flow of 605 vehicles per hour from 08:00 to 17:00 hours. The peak periods occur in the hours beginning 07:00 and 17:00 hours.
- 6.3.4 The peak hour periods recorded for King William Street are more obvious with some 900 two-way vehicles in the AM peak at 08:00 - 09:00 hours and 800 vehicles in the PM peak at 18:00 - 19:00 hours compared with an average of approximately 600 vehicles per hour from 09:00 hours to 18:00 hours inclusive.



**Figure 6.4:** Weekday Two-Way Traffic Comparison of Automatic Traffic Count Sites

### Traffic Demand: Arthur Street

- 6.3.5 Traffic surveys were also completed at the junctions serving both ends of Arthur Street (A3 King William Street and A3211 Upper Thames Street/Swan Lane). These data show that traffic volumes travelling along Arthur Street to A3 King William Street are significantly lower than in the opposite direction towards Upper Thames Street. For example in the hour beginning 08:00 hours 145 vehicles turn from A3 King William Street into Arthur Street, although only nine pass from Arthur Street onto A3 King William Street; in the hour beginning 18:00 hours, the balance of flows is broadly comparable with 174 and 16 vehicles respectively.
- 6.3.6 The greatest contributory factor to this difference is the control imposed by the bus lane on Arthur Street on the approach to A3 King William Street, which limits traffic movement at this point to buses only. The recorded flows confirm a high level of compliance with the bus lane restriction.
- 6.3.7 A comparison of the same hours at the junctions at either end of Arthur Street indicates that traffic entering and exiting at A3 King William Street varies from that entering and exiting at A3211 Upper Thames Street; some variation in the traffic survey is to be expected, although other reasons will include servicing for premises along the road and access for car parking accessed via Martin Lane and directly from Arthur Street immediately in advance of the bus lane.
- 6.3.8 Service and delivery access for premises alongside Arthur Street will need to be maintained throughout the construction of the BSCU, to include suitable alternatives arrangements for those that currently approach from A3 King William Street.

- 6.3.9 There is relatively little variation in traffic volumes travelling north across A3 London Bridge during the three AM peak hours recorded as only 127 vehicles; this represents around 12 per cent of the maximum demand observed in the hour beginning 08:00 hours. In the PM peak the variation is much less at only 21 vehicles; representing two per cent of peak demand for the hour beginning 17:00 hours.
- 6.3.10 Table 6.3 shows little variation in the proportion of traffic turning left into Arthur Street from A3 King William Street (travelling north over A3 London Bridge) with an average of 13.5 per cent across the recorded AM peak hours and 17 per cent in the PM peak hours.

**Table 6.3:** Proportion of A3 London Bridge Northbound Traffic turning left into Arthur Street

Time Period	Per cent	Time Period	Per cent
07:00 - 08:00 hours:	13.2%	16:00 - 17:00 hours:	15.7%
08:00 - 09:00 hours:	13.8%	17:00 - 18:00 hours:	17.1%
09:00 - 10:00 hours:	13.6%	18:00 - 19:00 hours:	18.3%
<b>AM Average:</b>	<b>13.5%</b>	<b>PM Average:</b>	<b>17.0%</b>

- 6.3.11 A comparison of the figures shows a slight increase in the PM values compared with the AM. This variation may respond to the relative attractiveness of Arthur Street for access to Upper and Lower Thames Street for the PM work to home commuter trip.

#### **Bus Lane Usage: Arthur Street**

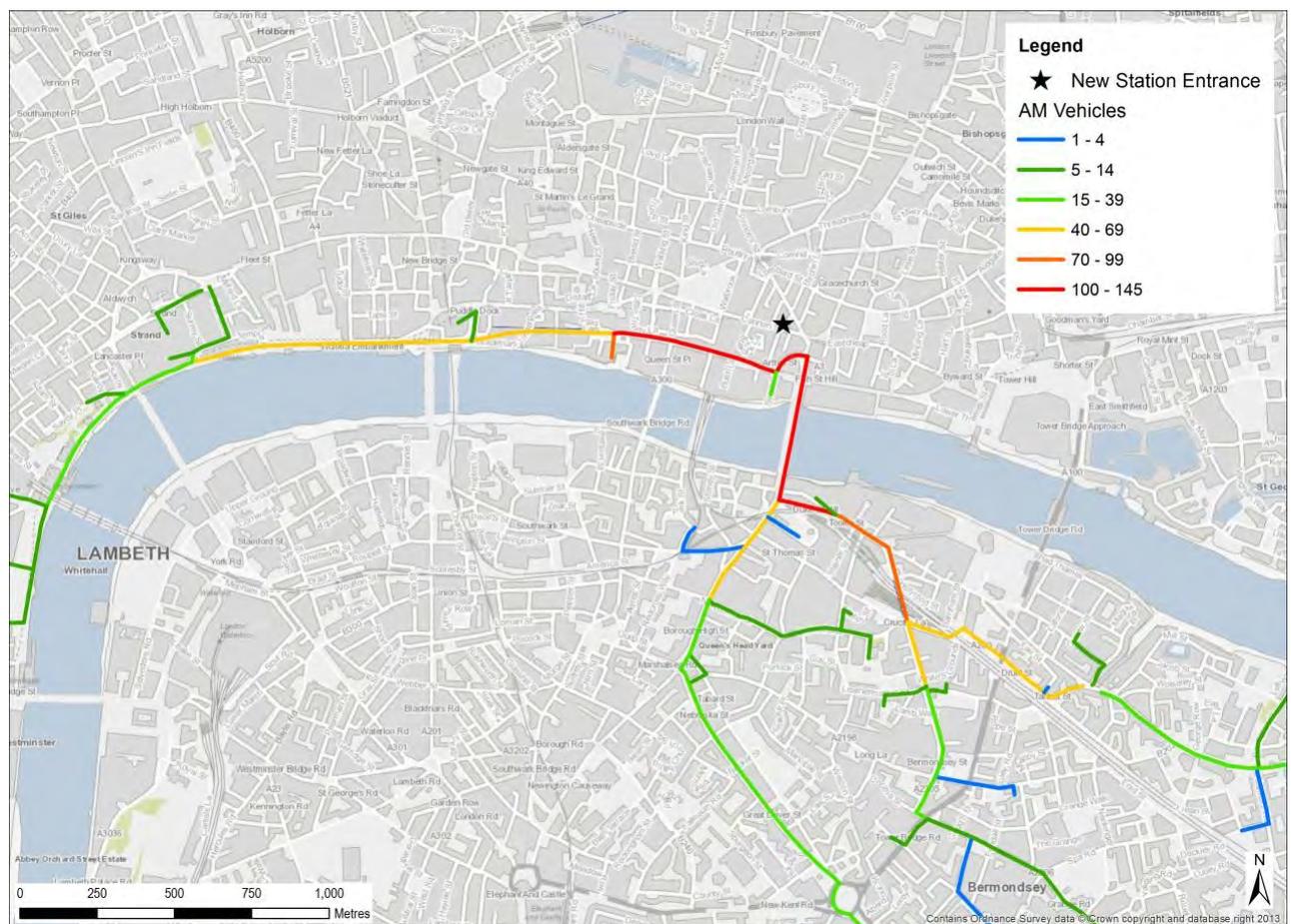
- 6.3.12 While there is little variation in timetabled bus frequency across the survey periods 07:00 to 19:00 hours, traffic leaving Arthur Street to join the A3 King William Street shows relatively little variation at up to only five vehicles in both the AM and PM periods. Between 08:00 to 09:00 hours six of the nine vehicles recorded for this manoeuvre were buses, while between 18:00 to 19:00 hours 10 out of the 11 vehicles were buses.
- 6.3.13 Across the total survey period 07:00 to 19:00 hours a total of 139 vehicles emerged from Arthur Street to join the A3 King William Street, of which nearly 89 per cent (123) were buses. This indicates some potential contravention of the Arthur Street bus only lane by restricted vehicles.

#### **Traffic Distribution: Arthur Street**

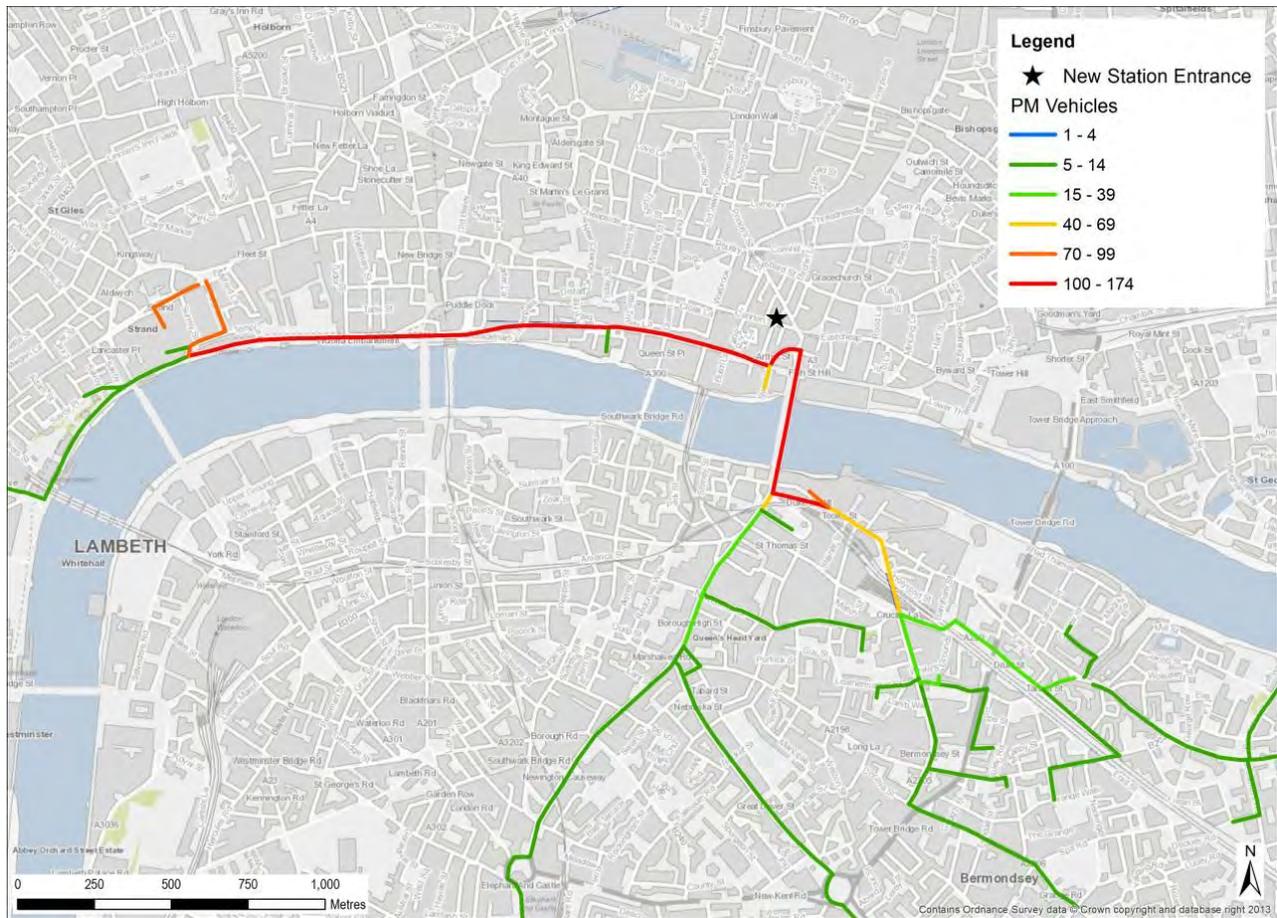
- 6.3.14 Transport for London provided analysis from its ONE model. It was used to extract the routes of vehicles travelling along Arthur Street from the A3 King William Street for the 145 vehicles in the AM peak (08:00 – 09:00 hours) and 174 vehicles in the PM peak (17:00 – 18:00 hours). Vehicle routing is illustrated in Figure 6.5 for the AM Peak and Figure 6.6 for the PM peak.

6.3.15 In both peak periods the pattern of demand (the origins and destinations) is comparable, with origins to the south of the River Thames focused around the vicinity of London Bridge station and destinations to the north of the river, along the bank and predominantly between London Bridge and Waterloo Bridge. Figure 6.5 and Figure 6.6 suggest that in the PM peak more traffic passes along A3211 Upper Thames Street to destinations around Waterloo Bridge than in the AM peak.

**Figure 6.5:** AM Peak Hour Traffic Flows Using Arthur Street

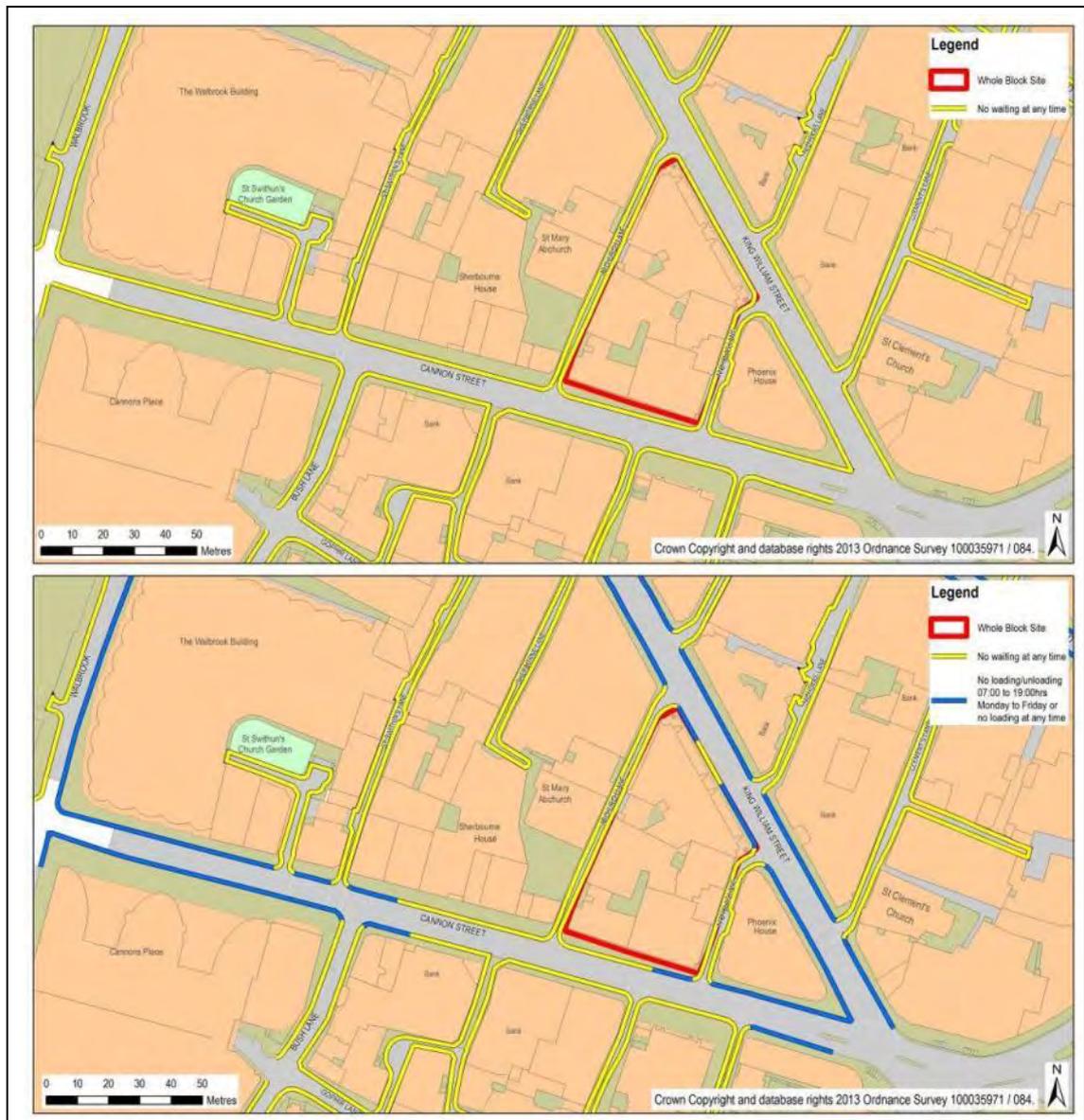


**Figure 6.6: PM Peak Hour Traffic Flows Using Arthur Street**



## 6.4 Local Servicing Arrangements

6.4.1 Parking is not permitted on any of the streets immediately surrounding the BSCU Work Sites. No waiting 'At Any Time' restrictions cover the road frontage surrounding the Whole Block Site with further conditions overlaid on Cannon Street and King William Street in the form of specific 'No-loading' restrictions for the period 07:00 to 19:00 hours in selected areas. Otherwise loading and unloading is permitted for a reasonable period on the 'At Any Time' restrictions, provided the activity is undertaken as a continuous operation.

**Figure 6.7:** Existing Waiting and Loading Restrictions - Whole Block Site

Source: City of London Corporation (n.d. a)

- 6.4.2 An existing service entrance for 10 King William Street is provided beside 20 Abchurch Lane, which includes a compact vehicle turn-table for servicing vehicles flanked by separately marked areas to accommodate parking provision for around six cycles and four motorcycles.
- 6.4.3 A gated service entrance on the opposite side of the road next to 5 Abchurch Lane is also apparent, although in this case a turn-table is not necessary as the opening serves an internal through-route that connects with Sherborne Lane to the west.
- 6.4.4 Vehicles using this facility can therefore enter from either Cannon Street or Sherborne Lane but are obliged to exit by King William Street due to Sherborne

Lane presenting as a cul-de-sac and the one-way Order controlling vehicular movement along Abchurch Lane.

- 6.4.5 Observations on site confirmed that some servicing for 5 Abchurch Lane is currently undertaken from Cannon Street, with goods then loaded onto a motorised pallet truck that is manually guided along the lane to the building.
- 6.4.6 Nicholas Lane also contains service entrances to serve Phoenix House. Originally the building presented with a relatively wide vehicular service entrance with an internal loading/ unloading area that included a turntable. Recent redevelopment of the building has delivered a modification that has now created two separate but neighbouring facilities provided with separate access doors. The approved modifications to the building now rely on vehicular servicing arrangements at kerbside for loading and unloading activities. Nicholas Lane also forms part of a wider network noted by TfL as a quiet road recommended for cyclists.

**Figure 6.8:** Existing Waiting and Loading Restrictions - Arthur Street Work Site

Source: City of London Corporation website (n.d. a)

- 6.4.7 Loading and unloading on single and double yellow lines is allowed for a maximum of 40 minutes; Monday to Friday 07:00 to 19:00 hours and on Saturday 07:00 to 11:00 hours, provided that this is a continuous activity. Outside these periods the time limit is unlimited on single yellow lines, provided drivers avoid dropped kerbs or a raised carriageway.

## 6.5 London Buses

- 6.5.1 Access to bus services is by stops located around Cannon Street and Bank Junctions. The location of nearby bus stops is confirmed by Figure 6.9. The services provide direct connections between the proposed New Station

Entrance and 19 of London’s 33 boroughs; the bus routes passing through Bank and Monument are illustrated in Figure 6.10 and Figure 6.11 respectively.

**Figure 6.9:** Bus Stop Locations

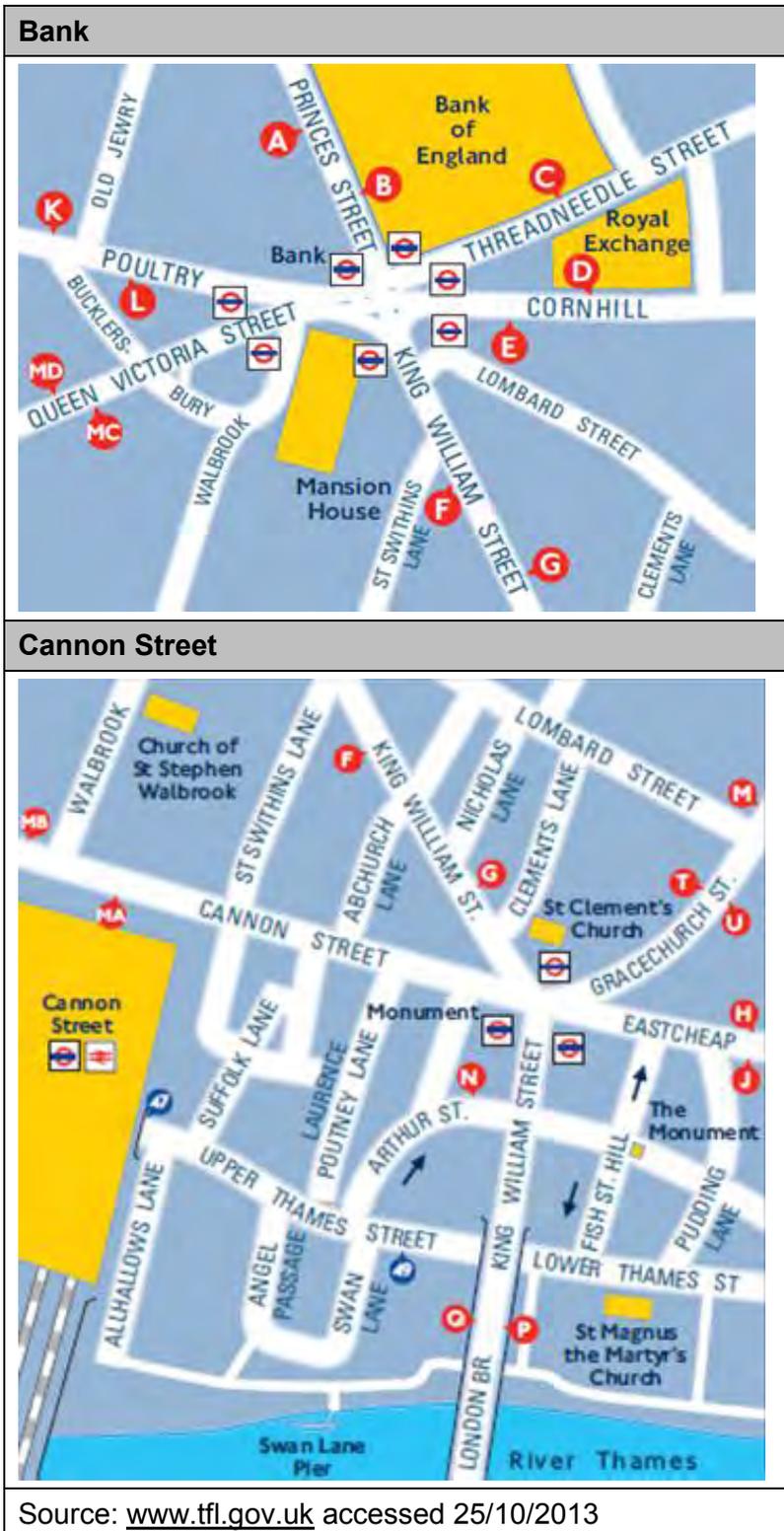
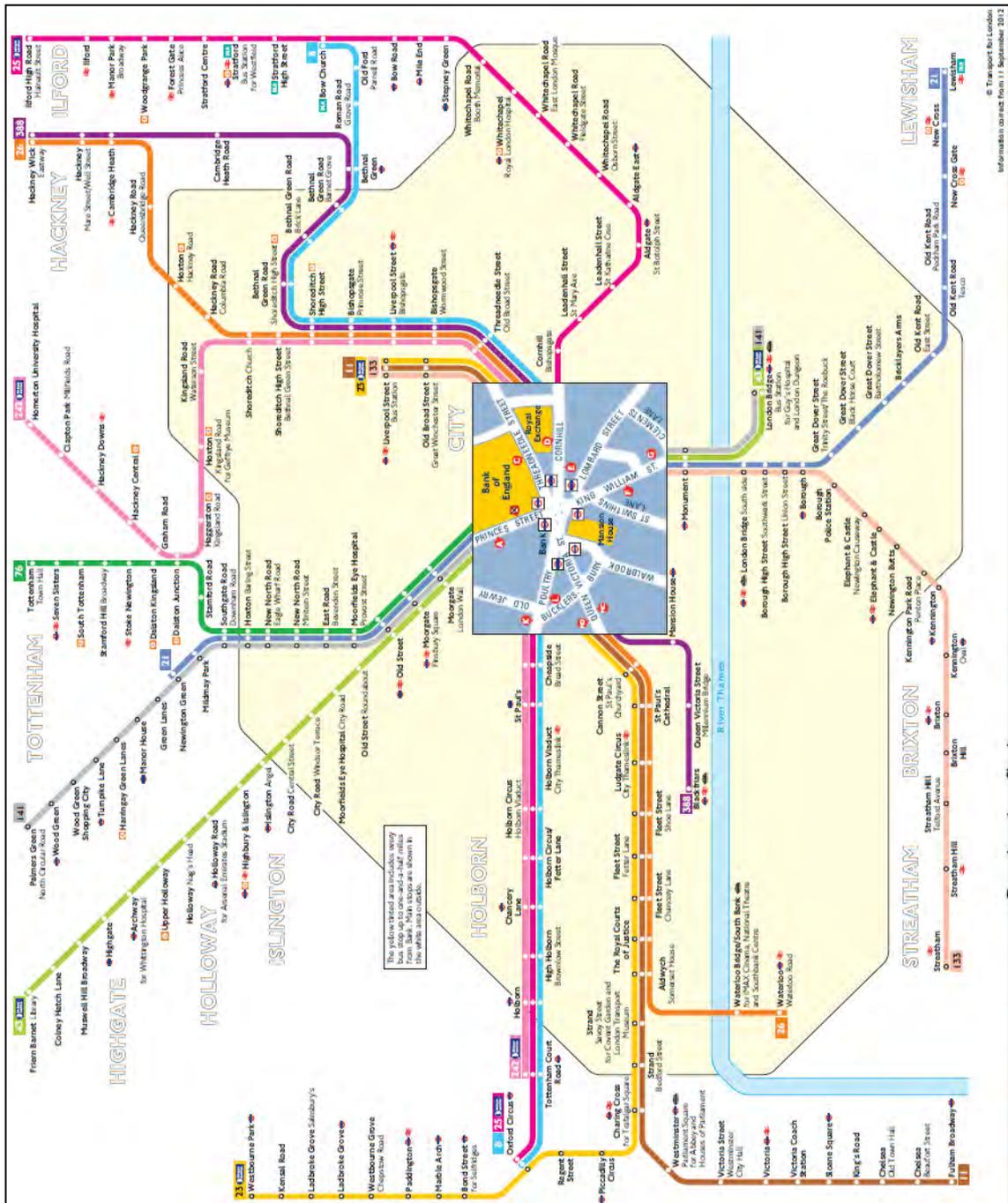


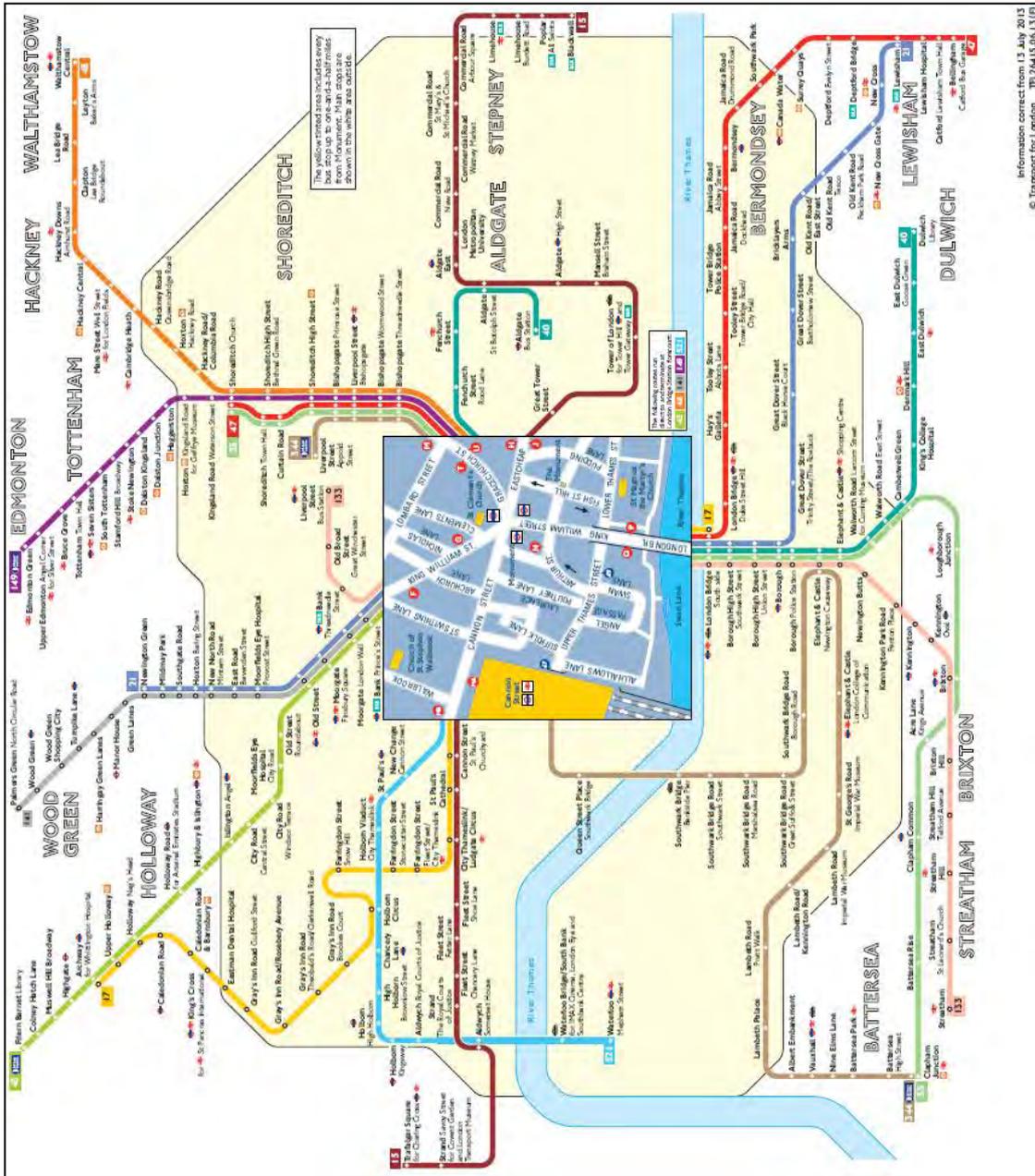


Figure 6.10: Bank Station Bus Services Spider Diagram



Source: Transport for London 2013 c

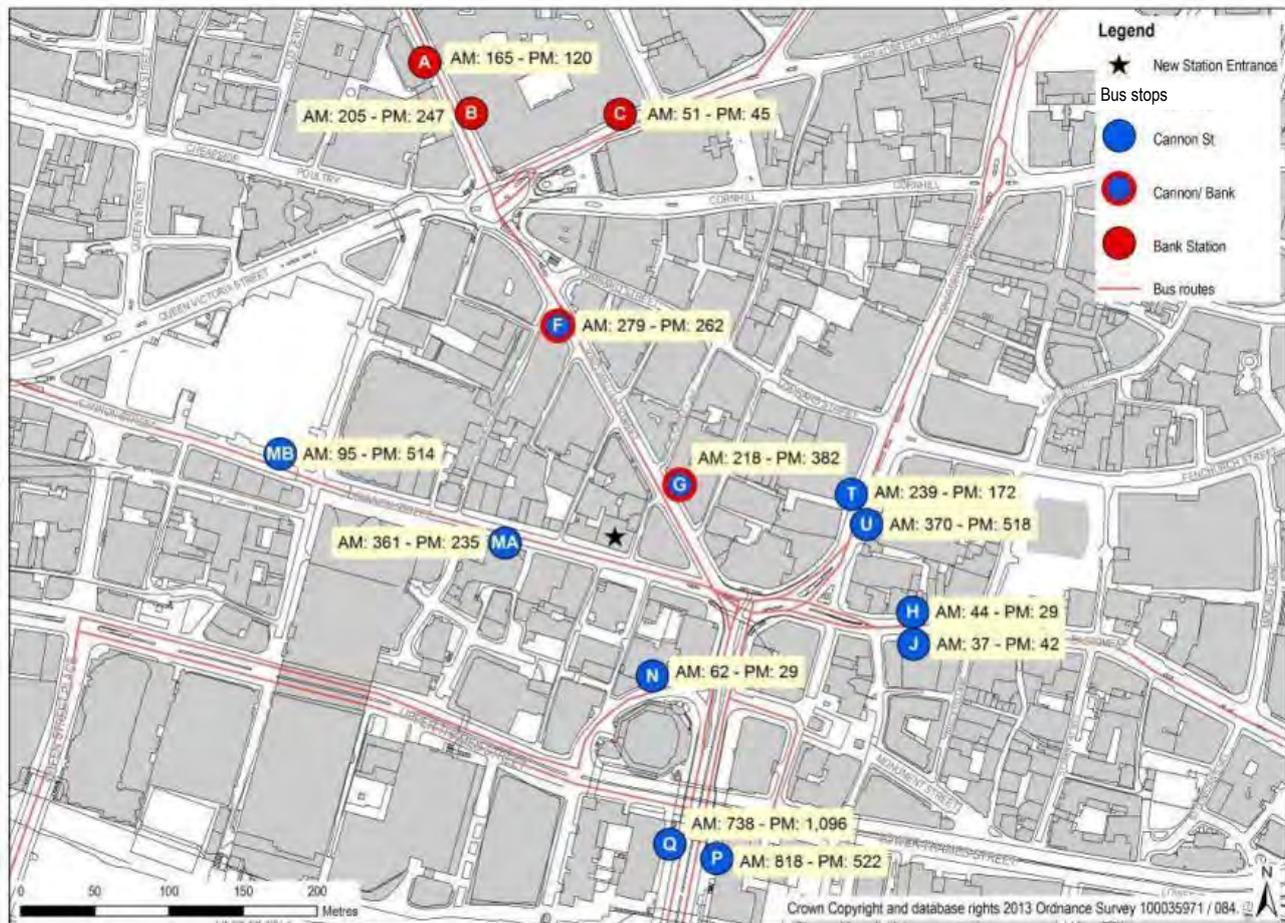
Figure 6.11: Monument Bus Services Spider Diagram



Information correct from 13 July 2013  
© Transport for London TFL2013 06.13(1)

Source: Transport for London 2013 c

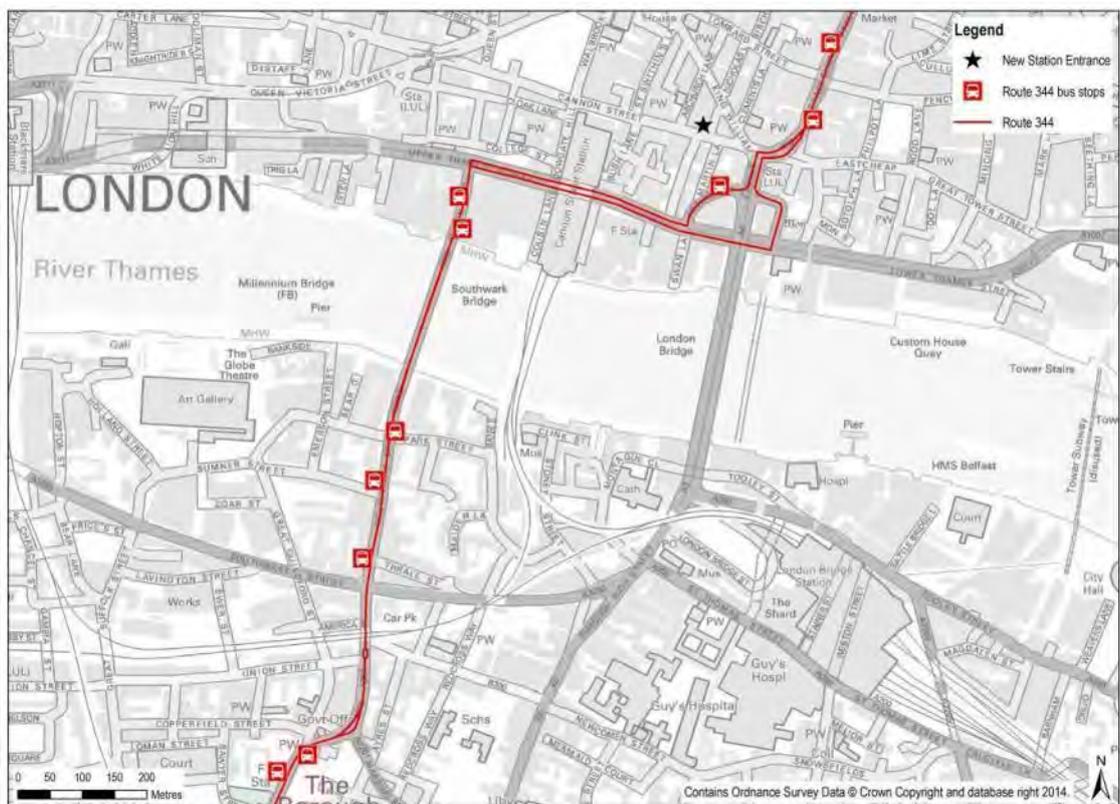
- 
- 6.5.2 The area around Bank Station is very well catered for by bus routes both in terms of frequency and the range of places served. The maximum frequency is generally maintained between the hours of 07:00 hours until midnight, although some routes offer a slightly reduced service after 20:00 hours.
- 6.5.3 A number of services are 24 hours, enabling journeys to and from the BSCU Work Sites at all times. The location of bus stops, coupled with the wide range and frequency of services offers an excellent provision and opportunity for interchange between the London Underground Network and bus services.
- 6.5.4 Total demand in the AM peak is high, in particular at London Bridge and Gracechurch Street. The high frequency of bus services ensures however, that average passenger loadings are well below the capacity threshold. The maximum loading is 62 passengers, which occurs on Route 149 at London Bridge heading north.
- 6.5.5 On average there is a bus along this route every five minutes or less. There are therefore no capacity constraints on this route. All other routes report a low maximum passenger loading.
- 6.5.6 In the PM peak the busiest stops match the AM peak. Gracechurch Street experiences a maximum load of 57 passengers associated with Route 40 heading south while London Bridge accommodates a maximum of 64 passengers, also on Route 40 heading south. The peak hour frequency on Route 40 is approximately one bus every eight minutes and average passenger loadings are low, therefore this does not present a capacity issue. All other routes have a low maximum passenger loading.
- 6.5.7 The TfL Bus Origin Destination Survey (BODS) is a rolling survey of boarding and alighting of passengers on bus routes across Greater London. Data also provides for analysis of passengers boarding and alighting at bus stops in the vicinity of the Whole Block Site. Peak period boarders and alighters are totalled in Figure 6.12 to provide a comparator for pressure of bus services on nearby footways; it also illustrates the routes for which data was extracted from BODS of passengers who use the bus stops.

**Figure 6.12:** Peak Hour Bus Stop Passenger Demand (Boarders and Alighters)

- 6.5.8 Analysis of bus stop demand indicates that the greatest pressure is on A3 King William Street immediately north of London Bridge at bus stops Q and P, with demand exceeding 1,000 passengers at stop Q in the PM peak. It is likely that many of these passengers will walk to and from locations north of the bus stop, across the eastern end of Arthur Street, because they would be more likely to use stops to the south of London Bridge if they were travelling to and from locations south of the River Thames.
- 6.5.9 In contrast those stops closer to the Whole Block Site, on Cannon Street and King William Street (stops MA, MB, F and G) have a much lower peak demand, totalling no more than approximately 500 passengers per hour per stop on Cannon Street and 400 passengers per hour per stop on King William Street.
- 6.5.10 At most bus stops the footway is approximately 3m wide, with the highest pedestrian flows occurring along A3 King William Street and the greatest number of passengers also boarding and alighting at this location, including those waiting for buses to arrive.

- 6.5.11 The assessment forecasts that the highest level of footway congestion is likely to be generated at stop Q.
- 6.5.12 Bus route 344 passes close by the Whole Block Site and along Arthur Street. The route is shown in Figure 6.13, which approaches from the south via Southwark Bridge, travels eastbound along A3211 Upper Thames Street, northeast on Arthur Street then northbound along A3 King William Street and A1213 Gracechurch Street.
- 6.5.13 Travelling southbound buses pass from A1213 Gracechurch Street onto A3 King William Street and access A3211 Upper Thames Street via Monument Street and Fish Hill Street to follow the northbound route in reverse. The route also connects with river services, which stop at a pier on the south bank of the River Thames approximately 150m west of Southwark Bridge.
- 6.5.14 Northbound buses stop twice on A300 Southwark Bridge Road between A3200 Southwark Street and Southwark Bridge and once on A300 Queen Street Place, immediately north of Southwark Bridge, before stopping at Arthur Street and then on A1213 Gracechurch Street. Southbound buses stop on A1213 Gracechurch Street, A300 Queen Street Place and once between Southwark Bridge and A3200 Southwark Street south of the River Thames.

**Figure 6.13: Bus Route 344**



6.5.15 From the TfL BODS data, peak period passenger bus stop demand generated by Route 344 is presented in Table 6.4; this confirms the demand shown in Figure 6.12. Data was not available for northbound stops on A1213 Gracechurch Street. Table 6.4 indicates a higher demand on the route in the AM peak. Northbound the highest demand for the bus stop is on the A300 Queen Street Place in the AM peak but at A300 Southwark Street in the PM peak. Southbound A300 Southwark Bridge Road is busiest in the AM peak while in the PM peak the stop generating most demand is at A1213 Gracechurch Street.

**Table 6.4:** Peak Period Bus Stop Demand (Total Boarders & Alighters) for Route 344

Stop	Direction	Passenger Demand	
		AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
A300 Southwark Bridge Road at Thrale Street	Northbound	45	65
A300 Southwark Bridge Road at Sumner Street	Northbound	70	80
A300 Queen Street Place	Northbound	101	23
Arthur Street	Northbound	62	29
A1213 Gracechurch Street	Southbound	121	123
A300 Queen Street Place	Southbound	11	73
A300 Southwark Bridge Road	Southbound	168	89

Source: TfL BODS data

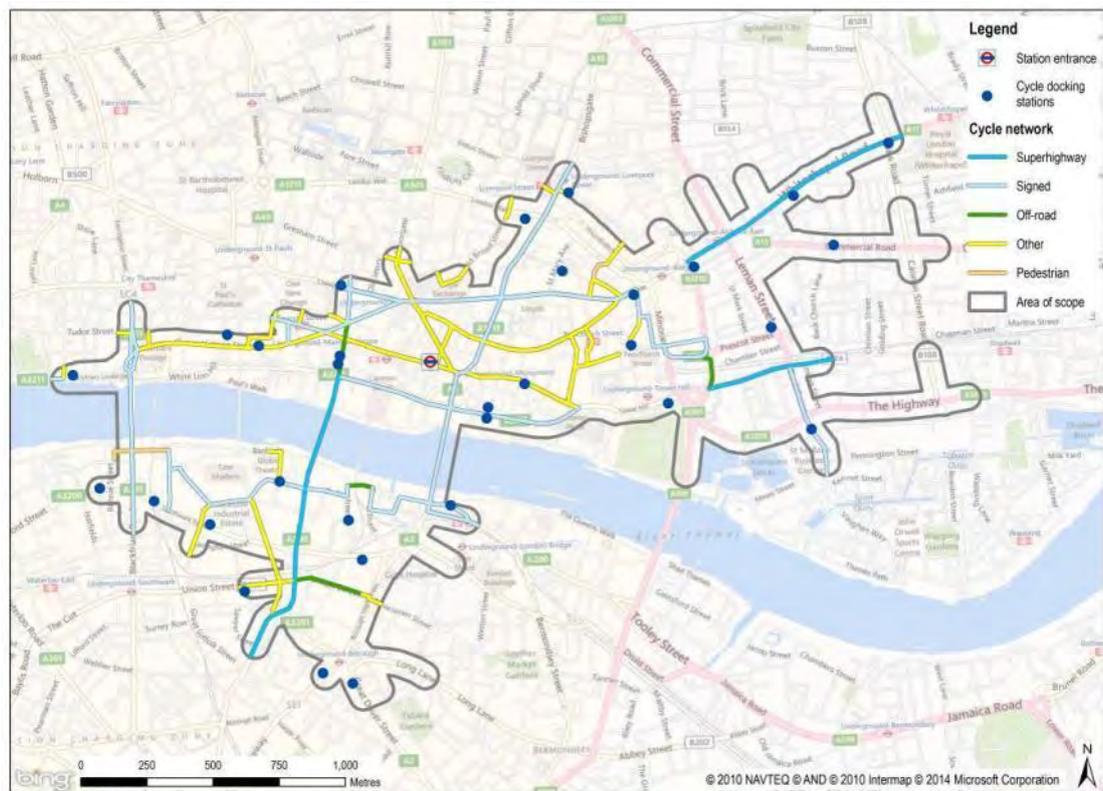
## 6.6 Cycling

6.6.1 There is a dense network of cycle routes around Bank station and the BSCU Work Sites; an excerpt from the TfL Central Area cycling map is reproduced as Figure 6.14. It displays all cycle routes and Barclays Cycle Hire docking stations within the TA area of scope.

6.6.2 The docking stations are discussed in more detail in Section 6.7.

6.6.3 The *Cycling in Central London* guide (TfL, 2012/13) identifies that the routes closest to the Whole Block Site are:

*Quieter roads that have been recommended by other cyclists, may connect with other direct route sections*

**Figure 6.14:** Cycle Infrastructure within Area of Scope

Source: Transport for London (2012/13)

- 6.6.4 The nearest signed routes on the formal cycle network are aligned north-south on the A3/A10 corridor including across London Bridge to the east and along the A201 across Blackfriars Bridge to the west although King William Street does have cycle lanes in both directions. Signed east-west routes are provided on the A3211 Lower Thames Street to the south of the site and on the Cornhill/Queen Victoria Street/Cannon Street corridor to the north of the Whole Block Site.
- 6.6.5 The available cycle routes connect the Whole Block Site with Greater London but also provide links to nearby stations such as Blackfriars, Cannon Street, Liverpool Street, and London Bridge which facilitate access by cycling at both ends of a journey.
- 6.6.6 Detailed diagrams of cycle movements are presented in Appendix 6A. In the AM peak cycle trips account for a significant proportion of movements on the road network. This is particularly noticeable on Abchurch Lane and Nicholas Lane and even more so on King William Street westbound and on A3 King William Street northbound where cycle movements exceed other vehicles by over 100 trips. On Cannon Street and eastbound along King William Street this is not the case, although cycle trips are still some two thirds of the total of other

vehicles. The baseline traffic surveys do not indicate that Abchurch Lane and Nicholas Lane are significant thoroughfares for cycling.

- 6.6.7 Westbound on Arthur Street cycle trips account for approximately one third of all traffic while eastbound they are approximately double the number of motorised vehicles. There is a reduction of 28 eastbound cycles on Arthur Street that suggests people are diverting up Martin Lane to access Cannon Street. On A3211 Upper Thames Street cyclists account for between 14 and 26 per cent of motorised vehicles with a maximum one way flow of some 331 cyclists.
- 6.6.8 In the PM peak cycling trips account for a smaller proportion of movements compared with the AM peak. It also demonstrates that the predominant flow is eastbound compared with the westbound bias in the AM peak. Cycle movements account for approximately half to two thirds of other vehicle movements with the surveys again indicating that Abchurch Lane and Nicholas Lane are currently not major routes for cyclists. On A3 King William Street cycle flows are also lower at approximately two thirds of the southbound motorised vehicles and one third of the northbound motorised vehicles. However the flows are still significant at a minimum of 343 cyclists per hour.
- 6.6.9 On Arthur Street PM peak cycle flows are significantly reduced compared with the AM peak period. On A3211 Upper Thames Street cyclists account for between 11 and 15 per cent of motorised vehicles with a maximum one way flow of some 201 cyclists.

## 6.7 Barclays Cycle Hire

- 6.7.1 Barclays Cycle Hire provides the opportunity to hire a bicycle for free for up to 30 minutes with a scale of charges thereafter. Casual users can hire a bicycle but the scheme encourages registration for regular users. Cycle docking stations are provided in Central London approximately every 300-500m. New docking stations are proposed over the coming years.
- 6.7.2 Docking stations are located within approximately 300m of the proposed new Station Entrance on Cannon Street and provide opportunities for travel within London, both for commuting and business trips during the working day. The closest docking stations are located at:
- Queen Street south of Cloak Lane;
  - Cheapside west of Queen Street;
  - Great Tower Street west of Idol Lane; and
  - A3211 Lower Thames Street adjacent to Monument Street.



## 6.8 Walking

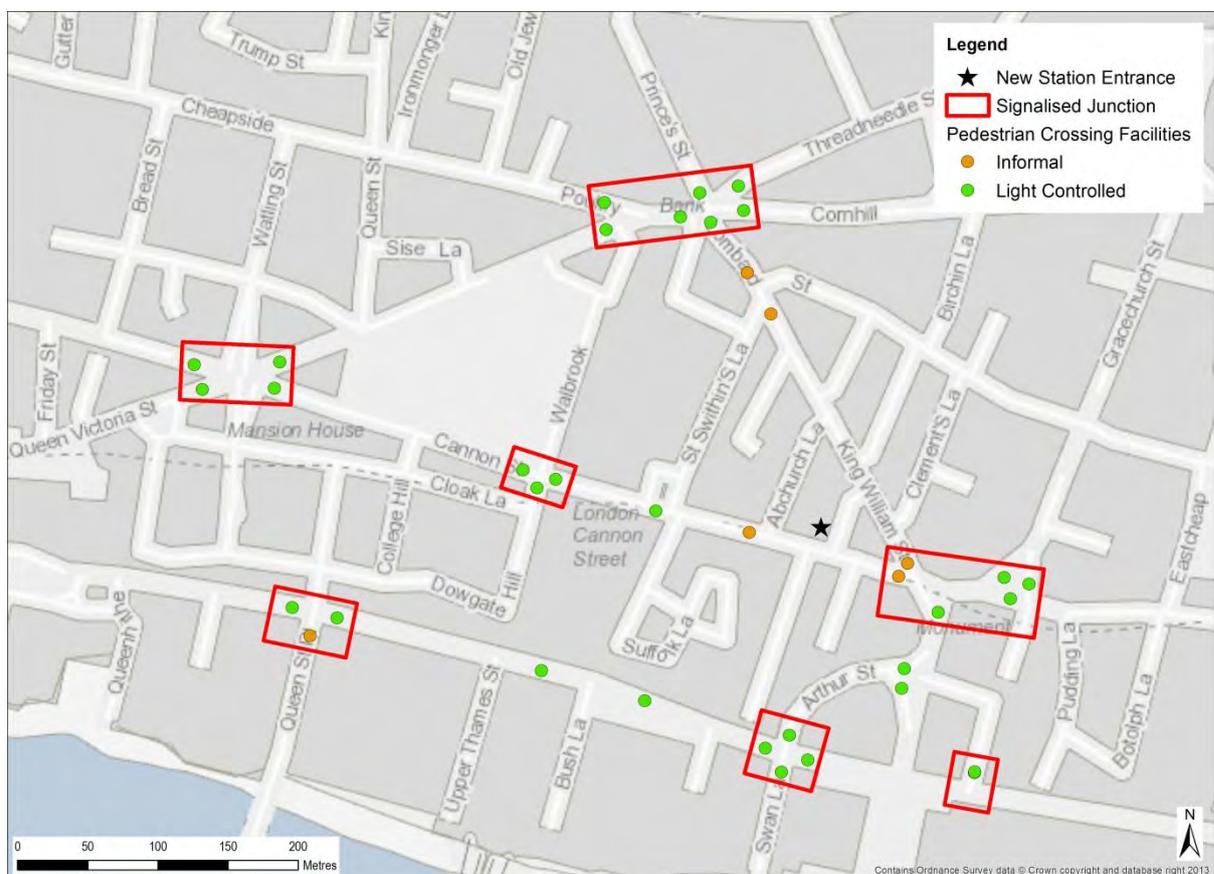
- 6.8.1 The new Station Entrance on Cannon Street fronts a relatively wide footway (approximately 5m along the north side of the carriageway tapering to approximately 3.5m at its narrowest point) for movement towards Monument in the east and Cannon Street in the west, continuing on to Blackfriars via Queen Victoria Street.
- 6.8.2 The footway on the southern side of King William Street is less accommodating (approximately 2m along the south side of the carriageway) providing for connections between Monument and Bank Stations. The footway on the northern side of King William Street is wider, at approximately 3.5m.
- 6.8.3 Abchurch Lane provides relatively narrow footways on either side of the carriageway at a maximum of some 1.5m in width. Abchurch Lane allows access onto Abchurch Yard. Nicholas Lane footways are some 2m at their widest point, although restricted to 1m for much of their length. See Figure 6.15 as an illustration of the pedestrian network around the Whole Block Site.

**Figure 6.15:** Whole Block Site Pedestrian Network

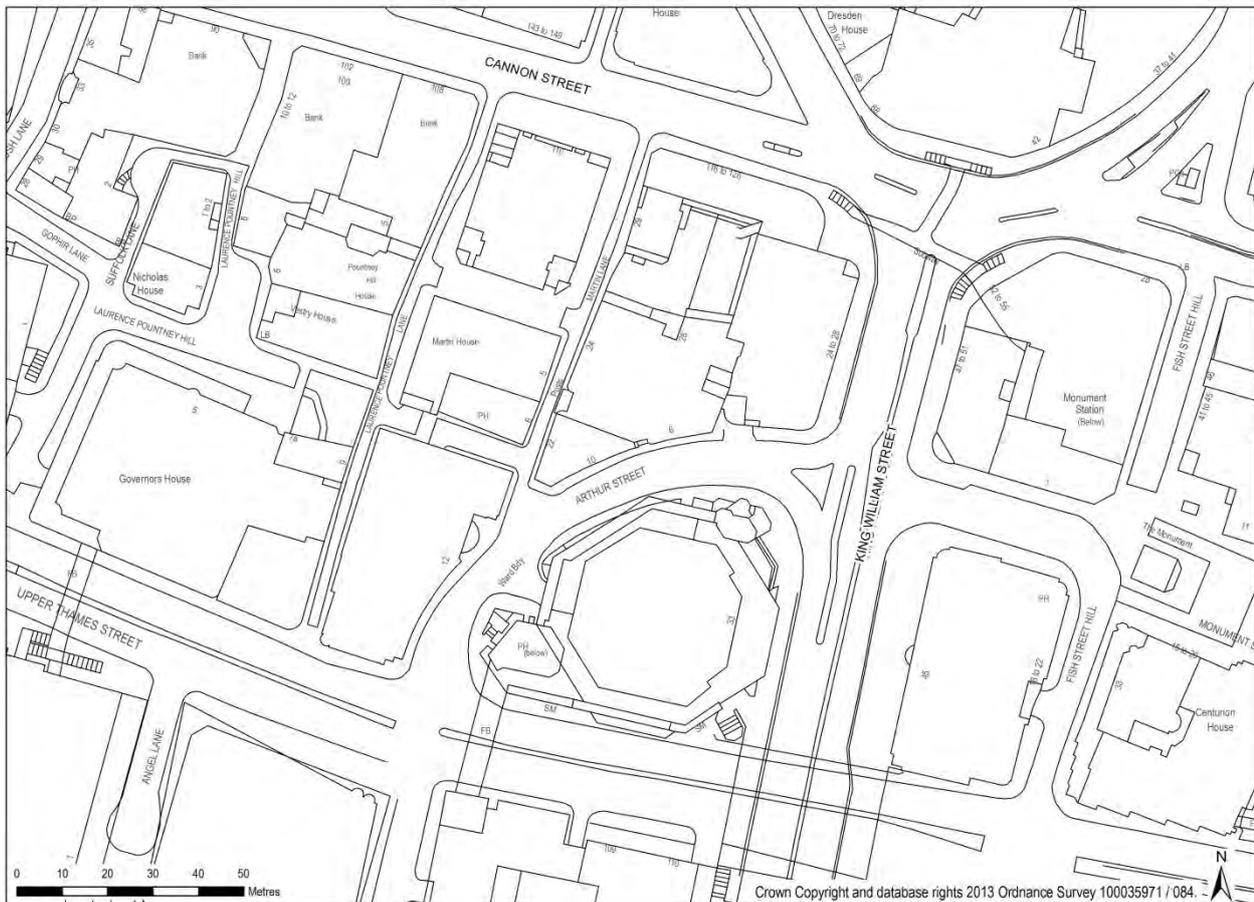


6.8.4 To serve the high footfall in Central London there is excellent provision for pedestrians around the new Station Entrance (illustrated in Figure 6.16) incorporating:

- Abchurch Lane/Cannon Street – informal crossing provided by a central refuge on Cannon Street immediately west of Abchurch Lane;
- Monument – signalised crossings on most approaches including central refuges and advanced stop lines for cyclists. In addition a subway is provided by the points of access/egress to Monument;
- Cannon Street/Dowgate Hill – signalised crossing on the eastern, southern and western approaches, northern approach is shared use. Advanced stop lines for cyclists on Cannon Street. Also a pedestrian crossing to the east of Cannon Street;
- St Swithin’s Lane/King William Street – informal crossing provided by a central refuge to the west of St Swithin’s Lane on King William Street;
- Bank Junction and Poultry – signalised crossings on all approaches including central refuges and advanced stop lines for cyclists; and
- Queen Victoria Street/Cannon Street – signalised crossing on all approaches with central refuges and advanced cycle stop lines.

**Figure 6.16: Pedestrian Crossing Facilities**

- 6.8.5 Arthur Street is a short street at approximately 100m long providing an important conduit to connect A3211 Upper Thames Street directly with A3 King William Street and via Martin Lane to Cannon Street. There are footways on both the north and south side of the road with signalised pedestrian crossings across the carriageway at its junction with both A3211 Upper Thames Street and A3 King William Street. At this latter location this is provided in the form of separate crossings across westbound and eastbound traffic.
- 6.8.6 The footway is approximately 1.6m wide at its narrowest point on the northern side of the carriageway and 1.5m wide at its narrowest point on the southern side. There is access to Martin Lane some 40m from the junction with A3211 Upper Thames Street. There are dropped kerbs to cross Martin Lane, which has narrow footways but is pedestrianised for approximately 24m along its middle section and therefore only provides for access and servicing to properties along the Lane. At its narrowest point Martin Lane is approximately 4m wide. See Figure 6.17 as an illustration of the pedestrian network around the Arthur Street Work Site.

**Figure 6.17: Arthur Street Work Site Pedestrian Network**

6.8.7 Walbrook is a pedestrianised road, with the carriageway raised to the level of the footway although clearly de-marked by virtue of it being laid in tarmac. The footway along the eastern side of Walbrook is approximately 2.2m at its narrowest point. This is the usable width when a vehicle is travelling along or loading/ unloading at Walbrook.

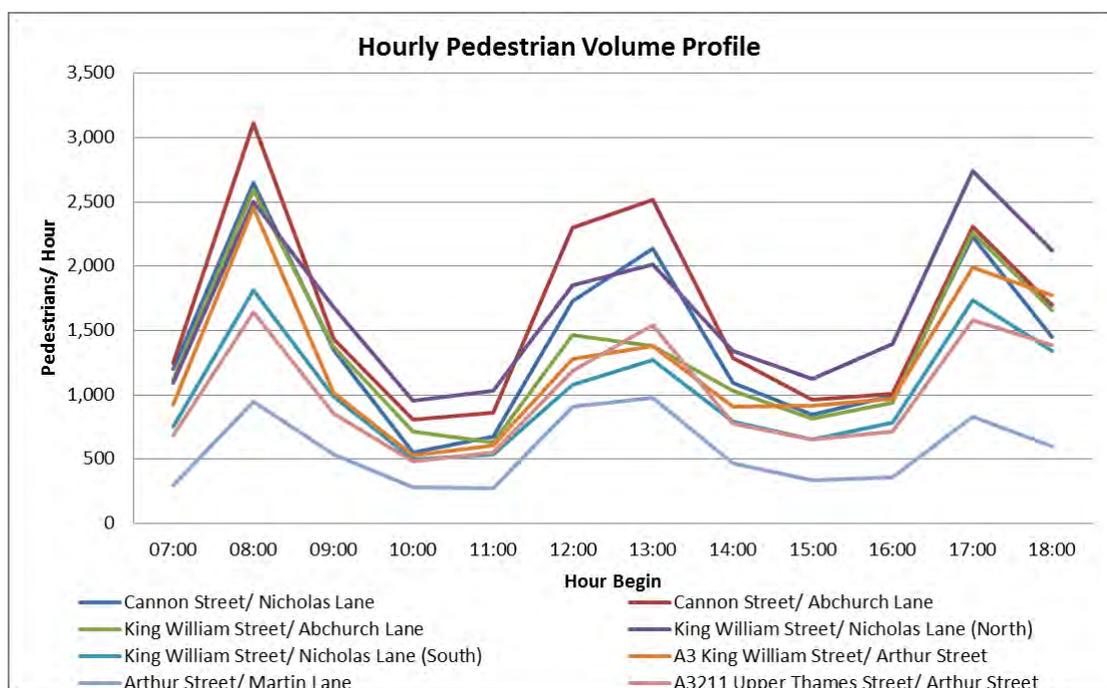
### **Pedestrian Volumes**

- 6.8.8 Pedestrian surveys were completed at junctions around the new Station Entrance. Eight sites were counted on 24 October 2013 from 07:00 to 19:00 hours.
- 6.8.9 The volume and profile of movements is illustrated in Figure 6.18, which indicates peak hours as 08:00 to 09:00 hours and 17:00 to 18:00 hours. The exceptions to this pattern are at Cannon Street/Abchurch Lane and Arthur Street/Martin Lane where the period 13:00 to 14:00 hours were marginally higher than the PM peak.
- 6.8.10 At Cannon Street / Nicholas Lane the PM peak demand is 16 per cent less than the AM peak demand. Pedestrian movements around this junction are tidal in nature with the AM peak generally showing a higher demand for pedestrians

travelling north along Nicholas Lane and east towards Monument with the reverse in the PM peak.

- 6.8.11 At Cannon Street / Abchurch Lane demand in the PM peak is 26 per cent lower than the AM peak with the same tidal pattern as Cannon Street / Nicholas Lane.
- 6.8.12 At the junction of King William Street / Abchurch Lane demand in the PM peak is 13 per cent below the AM peak. This junction does not demonstrate the same north-south tidal flow on Abchurch Lane but does demonstrate a predominantly westbound movement in the AM peak and eastbound movement in the PM peak.

**Figure 6.18:** Profile of Pedestrian Movements at Junctions



- 6.8.13 This is the reverse of the east-west movement along Cannon Street and is likely to reflect movement from Monument to and from destinations around Bank Junction.
- 6.8.14 King William Street/Nicholas Lane (North) has a PM peak demand 10 per cent higher than the AM peak demand but it does not demonstrate a particularly tidal character. King William Street/Nicholas Lane (South) has a comparable total flow in the AM and PM peak periods with the same tidal characteristics of the junction of King William Street/Abchurch Lane.
- 6.8.15 The junction of A3 King William Street/Arthur Street demonstrates an AM peak junction throughput approximately 24 per cent higher than the PM peak period. In the AM peak there are more movements northbound with a greater number

of southbound movements in the PM peak. In part this may be due to people walking to and from London Bridge Station for work.

- 6.8.16 Arthur Street/Martin Lane peak periods are broadly comparable in the AM and PM and also in the early afternoon. It was observed to have the greatest number of pedestrians travelling along Martin Lane in the AM peak with 404 in total, of which 358 pass along Arthur Street southbound. The PM peak describes a tidal flow that is the opposite of the adjacent north-south alignment at A3 King William Street/Arthur Street.
- 6.8.17 In spite of its strategic place in the highway network, flows at the A3211 Upper Thames Street/Arthur Street junction do not suggest it performs a strategic function for pedestrians when compared with other junctions. This may reflect its remoteness relative to more popular desire lines in the area.
- 6.8.18 Data provided in *Walbrook Square Limited Bloomberg Place, City of London Transport Assessment* (JMP, December 2011) indicates that peak pedestrian movements along Walbrook, in both directions, occur between 17:00 – 18:00 hours and total 2,321 pedestrians.

#### Baseline Pedestrian Comfort Assessment

- 6.8.19 Using the TfL Pedestrian Comfort Guidance assessment method and spreadsheet described in *Pedestrian Comfort Guidance for London Guidance Document* (TfL, 2010) the footways around the Whole Block Site were assessed using the data collected during October 2013; the rating system is included as an excerpt in Appendix 6A. The results for peak hour flows are described in Table 6.5.

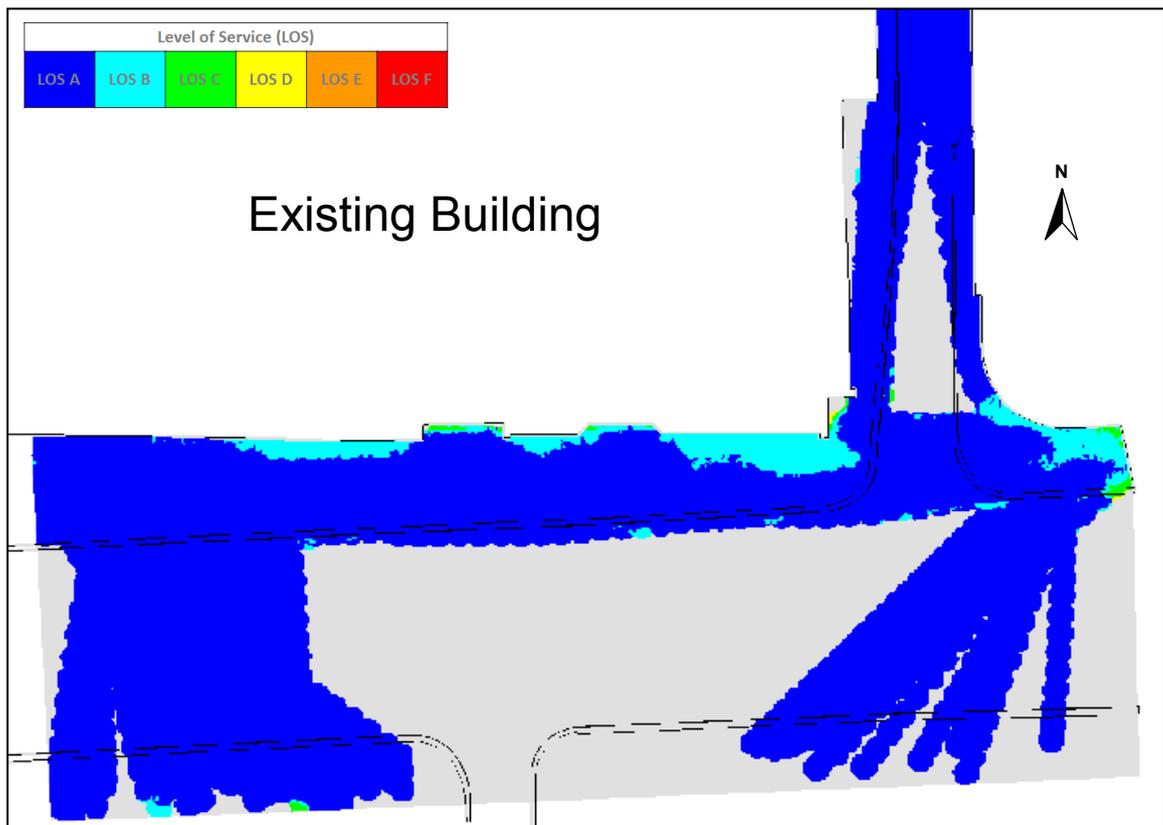
**Table 6.5:** Pedestrian Comfort Rating Around the BSCU Work Sites

Location	Comfort Rating
Cannon Street (northern footway only)	Recommended minimum
King William Street (southern footway only)	Very uncomfortable
Abchurch Lane (both footways)	Very uncomfortable
Nicholas Lane (both footways)	Very uncomfortable
Arthur Street (northern footway only)	Very uncomfortable
Walbrook	Increasingly uncomfortable

- 6.8.20 Both Abchurch Lane and Nicholas Lane were assessed for the use of footways only. During site visits pedestrians were habitually observed using the carriageway, even when the footway was not congested. It is therefore reasonable to assume that this practice will continue in the future, particularly along Abchurch Lane where the City of London Corporation has proposals for street scene improvements. This means that the rating of very uncomfortable will, in practice, not be experienced by pedestrians.

- 6.8.21 Based on October 2013 pedestrian count data recording all movements at the Cannon Street/Nicholas Lane junction Figure 6.19 illustrates the baseline LOS (see **Figure 4.7** for guide to LOS). It reveals that there are no areas of congestion. East-west flows predominate and are well accommodated along the relatively wide Cannon Street pavement (one of the major safety based factors that guided positioning of the new Station Entrance).

**Figure 6.19:** 2013 Baseline Level of Service



## 6.9 Personal Injury Collision Analysis

- 6.9.1 This section provides summary analysis of the collision and casualty information received from TfL for July 2010 to June 2013 inclusive. The collisions and casualties were assessed separately for four areas of scope:

- the construction traffic routes;
- the Southern Diversion Route;
- the Northern Diversion Route; and
- the area around the new Station Entrance.

- 6.9.2 Further more detailed analysis is provided in Appendix 6B. Detailed collision and casualty records are included as Appendix 6C and Appendix 6D. respectively.

- 6.9.3 Collisions involving pedestrians account for 23 per cent of all collisions but 36 per cent of all Fatal and Serious collisions, including all Fatal collisions. Pedestrians are therefore disproportionately involved in more severe collisions.
- 6.9.4 A summary of all collisions is provided in Table 6.6 indicating that the significant majority were of Slight severity (85 per cent). This may be because of the congested nature of the road network within the scope of the project resulting in many collisions occurring at relatively low speed. Both the construction route and the area around the new Station Entrance share this higher percentage and account for the majority of collisions (the construction route incorporating a total of 470 collisions). The diversions have a slightly lower instance of Slight collisions at approximately 80 per cent.

**Table 6.6:** Summary of all Collisions (1 July 2010 to 30 June 2013)

Year	Pedestrians			Non-Pedestrians			All Collisions		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	6	21	0	8	71	0	14	92
2011	2	6	43	0	21	148	2	27	191
2012	2	16	44	0	26	185	2	42	229
2013	0	6	17	0	12	60	0	18	77
Sub Total	4	34	125	0	67	464	4	101	589
<b>Total</b>	<b>163</b>			<b>531</b>			<b>694</b>		
%	2.5%	20.9%	76.7%	0.0%	12.6%	87.4%	0.6%	14.6%	84.9%

- 6.9.5 The collision data shows that where pedestrians are involved in a collision it is frequently as a result of failing to look properly or poor crossing behaviour. When pedestrians are not involved the principal cause is again failing to look properly, this time with drivers and riders at fault. The next largest cause of vehicle only collisions is as a result of drivers or riders undertaking poor manoeuvres. A review of collision descriptions indicated that this is frequently when changing lane.
- 6.9.6 Pedestrians and cyclists account for approximately 50 per cent of all casualties including all Fatalities and 69 per cent of all Serious casualties. The percentage of Slight casualties is comparable to the percentage of Slight collisions. A review of descriptions indicates that bus or coach casualties



generally occur as a result of sudden movement of the vehicle causing a passenger to fall.

- 6.9.7 A comparison of casualties across the various collision scopes considered indicates some variation from the summary of all casualties presented as Table 6.7. In particular the percentage of pedestrian and cyclist casualties totals approximately 74 per cent around the new Station Entrance compared with 44 per cent along the construction route, which may be as a result of the poor crossing and driver/ rider behaviour identified in Appendix 6B. Also of note is the higher percentage of car casualties along the construction route (22 per cent) compared with six to nine per cent on the diversion routes and three per cent around the new Station Entrance. This may be as a result of higher vehicle speeds on less congested roads.

**Table 6.7:** Summary of Casualties by Mode and Severity

Mode	Severity			Total	Percentage
	Fatal	Serious	Slight		
Pedestrian	4	31	133	<b>168</b>	21.6%
Pedal Cycle	0	39	178	<b>217</b>	27.9%
Powered 2 Wheeler	0	22	159	<b>181</b>	23.3%
Car	0	7	127	<b>134</b>	17.2%
Taxi	0	2	23	<b>25</b>	3.2%
Bus Or Coach	0	1	37	<b>38</b>	4.9%
Goods Vehicle	0	0	14	<b>14</b>	1.8%
<b>Total</b>	<b>4</b>	<b>102</b>	<b>671</b>	<b>777</b>	100.0%
Percentage	0.5%	13.1%	86.4%	100.0%	

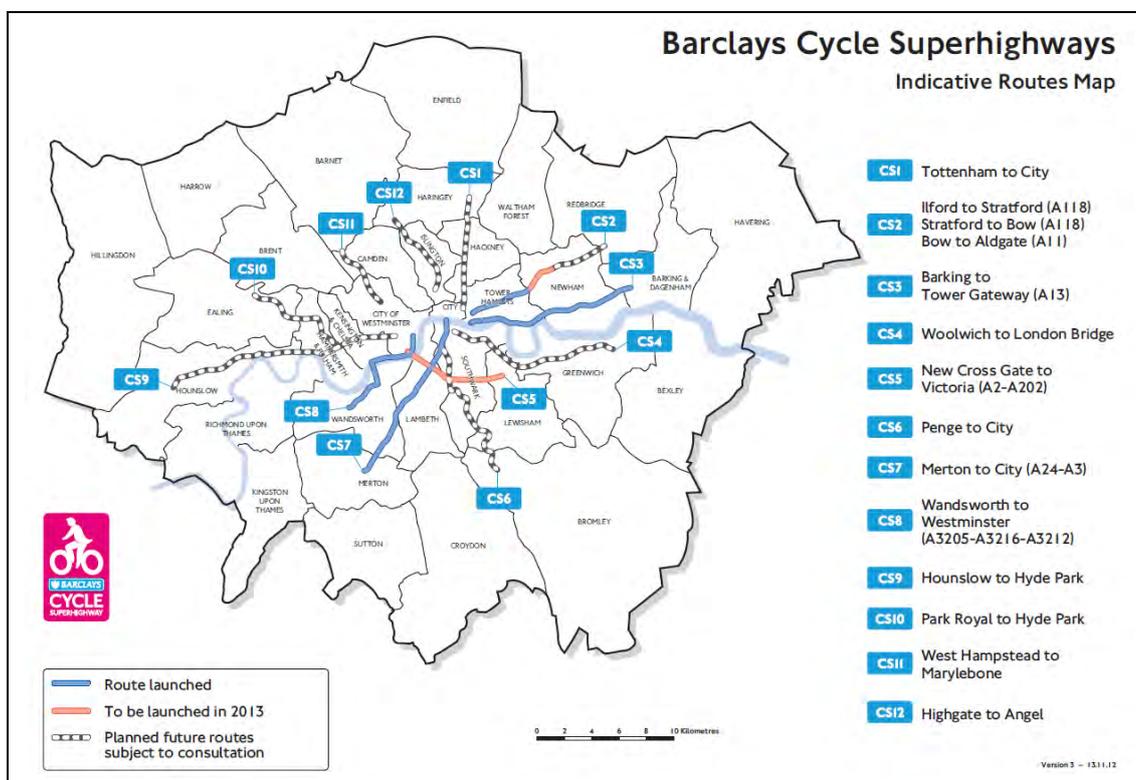
## 6.10 Surface Future Baseline

### **Bus Upgrades**

- 6.10.1 TfL outlined evidence of its planning and review process for bus services in London by way of a letter to the London Assembly dated 19 June 2013. While the letter did not detail specific improvements, TfL's view of short and long term impacts for the future bus network are confirmed. Short term impacts may include changes to school opening hours while longer term more strategic impacts will include examples such as Crossrail and large scale developments such as the Queen Elizabeth Olympic Park legacy planning. There is no evidence from this exchange to suggest any currently planned changes to the bus network in the immediate vicinity of Bank Station.
- 6.10.2 Examination of an independent review into the planning of the TfL bus network provided by *London Bus Services Limited: Independent strategic review of the provision of bus services in London* (KPMG, 16 July 2009) has also confirmed that the approach to TfL's network planning is sound, with no issues highlighted with respect to revised services within the area of scope for this TA that require review.

### **Barclays Cycle Superhighway**

- 6.10.3 Barclays Cycle Superhighways are cycle routes running from outer London into and across central London to offer safer, faster and more direct journeys into the City of London for cyclists. Four have been launched, with a further eight to be introduced by 2016. The 12 Superhighway routes follow a broadly radial pattern and run from outer London into central London (see Figure 6.20). The concept is being refined to follow the publication of *The Mayor's Vision for Cycling in London – An Olympic Legacy for all Londoners* (March 2013).

**Figure 6.20: Barclays Cycle Superhighways**

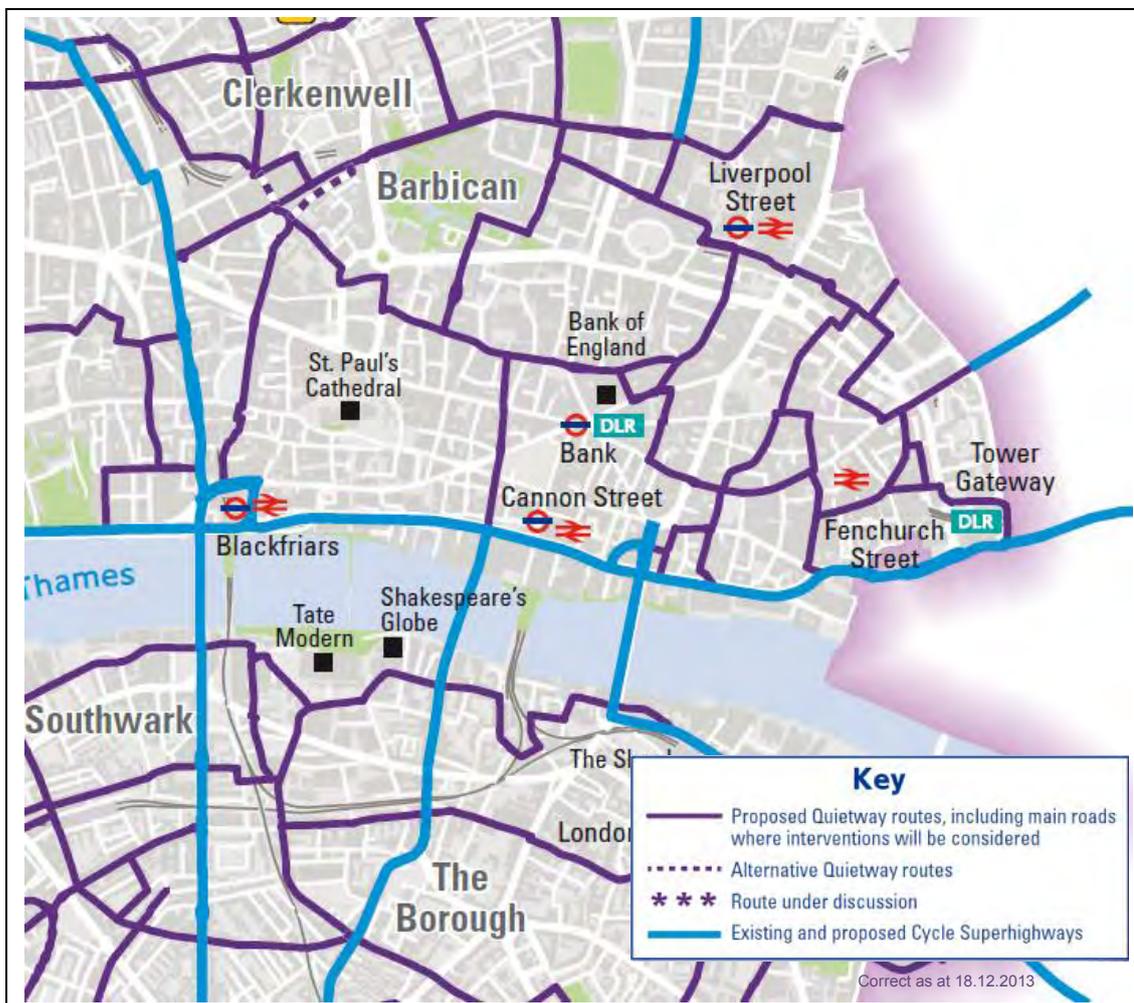
Source: Transport for London (2012)

- 6.10.4 The East West route was launched in the Mayor's Vision for Cycling Report and is proposed to be a 14km route through the heart of London, from the western suburbs to Tower Hill, connecting to the existing CS3. Current proposals introduce a segregated cycle track through the City of London following Upper and Lower Thames Street and passing through the Arthur Street/Upper Thames Street/Swan Lane junction.

### Central London Cycling Grid

- 6.10.5 As noted in paragraph 4.9.6 above the *Mayor's Vision for Cycling – Central London Grid* forecasts a 25 per cent reduction in traffic over the coming years. Other elements in the Mayor's Vision for Cycling to help achieve this forecast include: A new 'Central London Grid' of bike routes in the City of London and West End, using segregation, quiet streets and two-way cycling on one-way traffic streets, to join all the other routes together. The draft 'baseline' map currently includes grid roads proposed by the City of London Corporation shown in Figure 6.21.

**Figure 6.21:** Extract from the Proposed Central London Cycle Grid Map



Source: Transport for London, 2014d

6.10.6 TfL has confirmed that the majority of the Grid, over 51 per cent, will be delivered by April 2016, with three phases of delivery taking place within this time. Phase 1 ‘Quick Wins’ have already been identified and are scheduled for delivery by October 2014, although they are all beyond the scope of this TA. Phase 2 will be delivered by April 2015 with Phase 3 by April 2016.

**Roads Task Force**

6.10.7 The Roads Task Force (RTF) was set up by the Mayor of London to consider how to tackle the challenges facing London’s streets and roads. It is an independent body that brings together a range of stakeholders and experienced professionals. The RTF has focused on three core aims as stated in Roads Task Force progress report (Transport for London, March 2014):

- to enable people and vehicles to move more efficiently on London’s streets and roads;

- to transform the environment for cycling, walking and public transport; and
  - to improve the public realm and provide better and safer places for all the activities that takes place on the City of London's streets, and provides an enhanced quality of life.
- 6.10.8 The RTF progress report provides a map showing locations for junction improvements to provide improvements for cycling and for general traffic. The improvements nearest to the BSCU are:

- St Paul's Gyratory;
- Aldgate Gyratory; and
- Borough High Street/ Tooley Street Junction

### **Aldgate Gyratory System**

- 6.10.9 The implementation of major schemes for Cycle Superhighways and Barclays Cycle Hire is also driving new infrastructure for cycling. These projects are particularly relevant to Aldgate Gyratory because:
- Aldgate Gyratory forms the start of Cycle Superhighway 2 (Aldgate to Bow, and extended to Stratford);
  - there are cycle hire hubs in the Aldgate area, being used by people of different cycling abilities; and
  - Cycle Superhighway 3 to Bow begins nearby in Tower Gateway.
- 6.10.10 The gyratory has been identified as a key junction for improvement as part of TfL's Better Junctions Programme (see <http://www.tfl.gov.uk/travel-information/improvements-and-projects/better-junctions-for-cycling?cid=fs011>, accessed on 18 June 2014), which has objectives to improve 33 junctions. The street network on and around the gyratory raises demanding conditions for all road users and in particular for cyclists.
- 6.10.11 Following the adoption of the City of London Corporation, 2012 *Aldgate and Tower Area Enhancement Strategy*, the City of London Corporation proposes to remove the one way system and introduce two-way traffic on Aldgate High Street, Minories, St Botolph Street and a section of Middlesex Street.
- 6.10.12 These changes will create an area that only pedestrians and cyclists can use between Sir John Cass's Foundation Primary School and St Botolph without Aldgate Church. Many streets in the area that are currently one-way will become two-way, with numerous smaller streets being opened to allow two-way cycling. See Figure 6.22.
- 6.10.13 This scheme is important as it lies on a route that has been identified for construction traffic during the demolition and construction periods associated with the new Station Entrance.

**Figure 6.22:** Proposed Revisions to Aldgate Gyratory



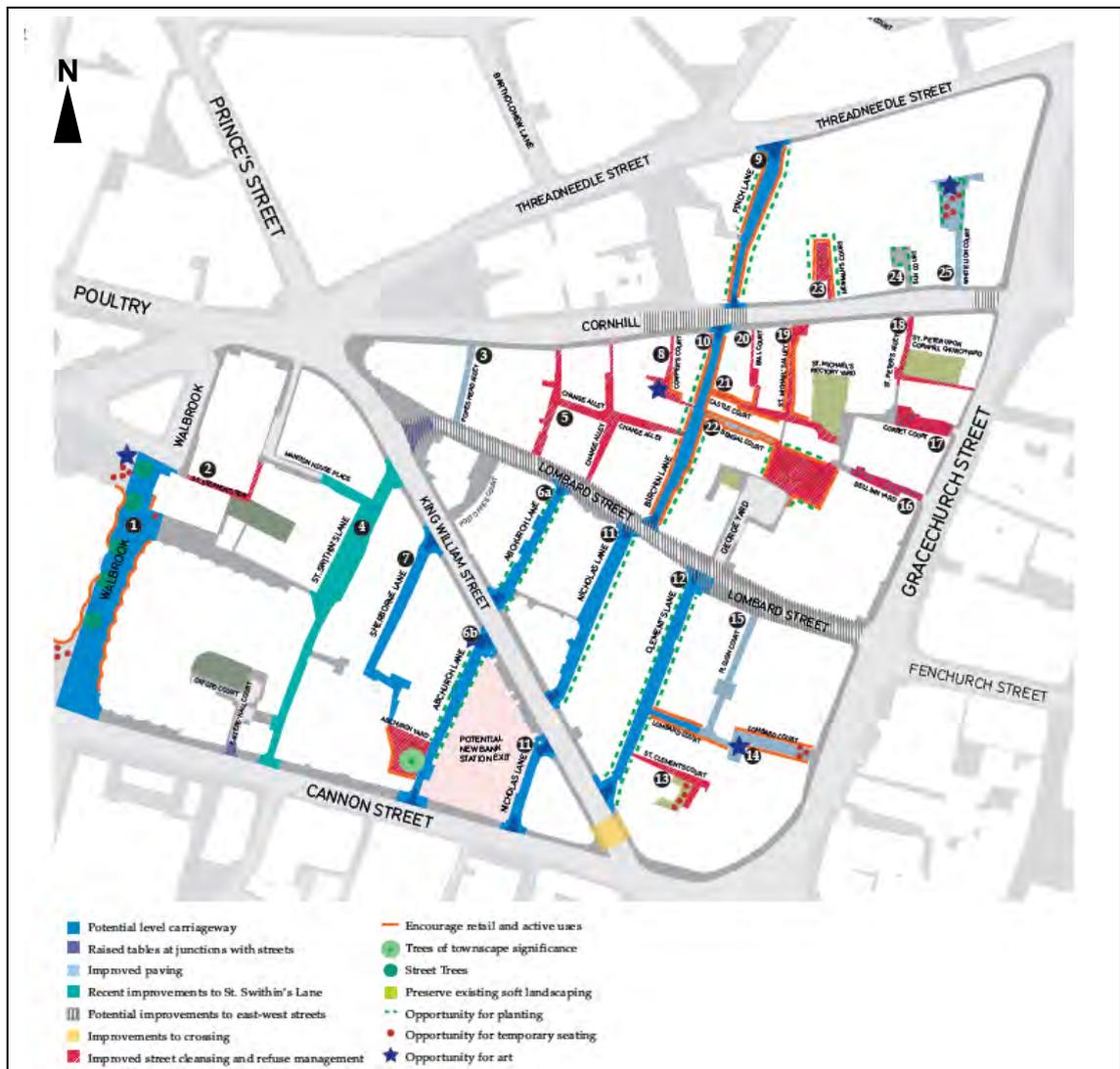
Source: City of London Corporation, 2014

### **Bank Area Enhancement Strategy**

- 6.10.14 The *Bank Area Enhancement Strategy* has been adopted by the City of London Corporation with recommendations to capitalise on the area's historic lanes and alleys, as priority pedestrian and cycling routes at peak hours and quieter rest spaces at other times.

6.10.15 Figure 6.23 illustrates the proposed improvements for the lanes, alleyways and courts taken from Chapter 6.10 of the *Bank Area Enhancement Strategy* (City of London Corporation, 2013).

**Figure 6.23:** Proposed Improvements for the Lanes, Alleyways and Courts



Source: City of London Corporation, March 2013

6.10.16 The strategy acknowledges that the lanes that lead north from Cannon Street, to include Abchurch and Nicholas Lanes, are the busiest during morning and evening rush hours also noting that Nicholas Lane, Birch Lane and Finch Lane provide a direct north-south route that runs between Liverpool Street, Monument, the River Thames and London Bridge.

6.10.17 Improving the quality of these north-south connections is therefore recognised as a suitable way to encourage more pedestrians to use them, thereby enhancing the experience of the local public realm while also easing pressure at Bank Junction and on the surrounding busy streets.

- 6.10.18 The strategy promotes that the main proposed improvements for the lanes, alleyways and courts will involve: *improved accessibility through the introduction of level carriageways and raised tables, improved cleansing and refuse management, improved wayfinding to help encourage the use of lanes as 'by-passes', retail, trees, planting, lighting and art are positioned to aid orientation and to activate spaces.*
- 6.10.19 In terms of the proposed new Station Entrance and in particular proposals to deliver an enhanced environment for pedestrians and cyclists, Abchurch Yard, Abchurch Lane and Nicholas Lane have all been identified for improvement within the strategy document. This stems from the vision to enhance the main east-west routes and promote use of the excellent network of alleys and lanes that offer alternatives to crossing Bank Junction and provide vital conduits during the busy rush hour period that permit direct north-south access.
- 6.10.20 The strategy attaches a high priority to the treatment of Nicholas Lane, with proposals to provide a level carriageway, additional 'greenery', new lighting and public art. The main objective is to offer a range of interventions to improve walking routes as an alternative 'by pass route' to Bank Junction and improve accessibility. The proposed timeframe for delivery is between 2013-2018.
- 6.10.21 Abchurch Yard and Abchurch Lane attract a medium priority in the strategy document, with the Lane itself considered in two sections; north and south. For the northern section with access from King William Street the proposals include a level carriageway, new lighting and public art. The proposal for the southern section of Abchurch Lane that connects with Cannon Street also involves delivery of a level carriageway. In both cases the main objective is to improve the walking route and improve accessibility. 2016-2018 is recorded as the proposed timeframe for delivery.
- 6.10.22 City of London Corporation officers have confirmed that Nicholas Lane and Abchurch Lane are now both considered to be a high priority for treatment. It was also confirmed that there is potential that both Abchurch Lane and Nicholas Lane will be considered for access restrictions that will remove all but essential motorised traffic from using them to complement the other proposed enhancements. Specific details are not known of these restrictions at present but it is anticipated that only delivery vehicles will be permitted to use these roads, with the possibility that further restrictions will apply to limit even this activity; possibly through a daytime restriction imposed by traffic regulation order.

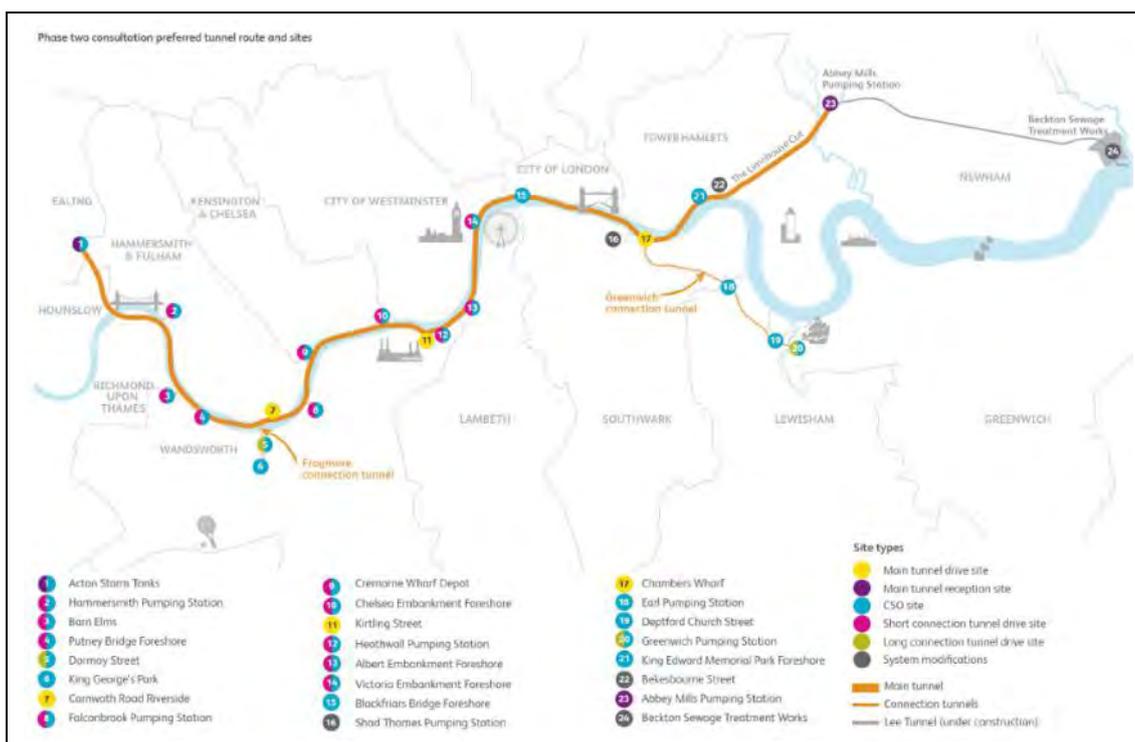


## 6.11 Other Cumulative Developments

### Thames Tideway Tunnel Project

- 6.11.1 The proposed Thames Tideway Tunnel project is a major new sewer to help tackle the problem of overflows from the capital’s Victorian sewers. It will protect the River Thames from pollution by upgrading London’s sewerage system to cope with the demands of the 21st Century.
- 6.11.2 The sewer will run up to 20 miles from west to east London, up to 75m sub-surface. Starting in west London, the proposed route for the main tunnel broadly follows the River Thames to Limehouse, where it then continues north-east to Abbey Mills Pumping Station near Stratford. There it will be connected to the Lee Tunnel, which will transfer the sewage to Beckton Sewage Treatment Works. The route is shown in Figure 6.24.

**Figure 6.24:** Proposed Route of Thames Tideway Tunnel



Source: Thames Water, 2013

- 6.11.3 The project is expected to take six years to construct, with some advance works to cater for activities such as essential utility diversions. The Preliminary Meeting on the application for development consent was held in September 2013 by the Planning Inspectorate. A decision is expected in late summer/early autumn 2014.

- 6.11.4 If consent is granted, preparatory construction work on the project is scheduled to start in 2015, with main tunnelling due to begin in 2016. The target completion date is 2023.
- 6.11.5 While not a transportation project the delivery of the sewer will inevitably result in some construction traffic on the network, although the intention whenever practicable is to use the river itself to transport excavated material. The proposals include three main shaft sites as access points for machinery to build the tunnel and remove spoil; these are located at Carnwath Road in Fulham, Kirtling Street in Battersea and Chambers Wharf in Southwark.
- 6.11.6 Reception sites are also needed to enable access for tunnel boring machines and connections with the most polluting combined sewer overflows. Overall there are 24 construction sites in total proposed along the River Thames.
- 6.11.7 Some of these proposed construction sites will be in the vicinity of the BSCU Work Sites; in particular at Blackfriars Bridge Foreshore. With construction of the sewer not expected to be completed until 2023, there is some overlap between the two projects in terms of construction activity.

### **Committed Development**

- 6.11.8 The assessment of committed development focuses on those:
- within 500m of the main Work Sites;
  - submitted for planning, have a permission or resolution to grant permission, or are under construction; and
  - of a significant scale or importance and thus either over 10,000m<sup>2</sup>. uplift in Gross External Area (GEA) or referable to the Mayor of London.
- 6.11.9 Further to this TfL was consulted to confirm development that should be considered as committed development. The developments were provided as a list with those for inclusion specifically marked. The criteria and list from TfL includes some overlap and provides a total of 30 separate planning applications listed in Table 6.8 and illustrated in Figure 6.25.

**Table 6.8:** Schedule of Committed Development (As of January 2014)

Application No.	Site	Post Code
04/00111/FULEIA	122 Leadenhall Street, London 'The Cheese Grater'	EC3V 4SL
05/00653/FULEIA	Mondial House 90 - 94 Upper Thames Street London	EC4R 3UB
06/01123/FULEIA	22-24 Bishopsgate, 38 Bishopsgate (Crosby Court) & 4 Crosby Square, London - ('The Pinnacle')	EC2N 4BQ
06/01144/FULL	Land Bounded By Mark Lane, Hart Street, London Street & New London Street, London	EC3
06/00901/FULEIA	78 Cannon Street & Cannon Street Railway & Underground Stations	EC4
06/00839/FULL	St Swithin's House (30-37 Walbrook, 11-12 St Swithin's Lane), Walbrook House (19-27 Walbrook), Granite House (97-101 Cannon Street), Including St Swithun's Church Garden, London,	EC4
06/00158/FULEIA	20 Fenchurch Street, 14-15 Philpot Lane, 10 Rood Lane, 33-35 Eastcheap, & part basement at 37-39 Eastcheap London - 'The Walkie Talkie building'	EC3P 3DP
08/00739/FULEIA	60-70 St Mary Axe, London - ('Can of Ham' )	EC3A 8JQ
08/01044/FULMAJ	Seal House, 1 Swan Lane, London	EC4R 3TN
08/01061/FULMAJ	20 Fenchurch Street, 14-15 Philpot Lane, 10 Rood Lane, part basement of 33-35 Eastcheap & part basement at 37-39 Eastcheap, London	EC3P 3DP
09/00353/FULMAJ	100 Cheapside, 1 Honey Lane, 28-30 Lawrence Lane and 39 King Street, London	EC2
10/00889/FULMAJ	1 Angel Court & 33 Throgmorton Street, London	EC2R 7HJ
10/00344/FULL	30-32 Lombard Street, London	EC3V 9BQ
10/00459/FULMAJ	Sugar Quay Lower Thames Street, London	EC3
10/00128/FULMAJ	67 Lombard Street, London	EC3P 3DL
11/00306/FULL	63 St Mary Axe, London,	EC3A 8AA
11/00773/FULEIA	101 Moorgate, London (Crossrail OSD)	EC1
11/00935/FULEIA	Land bounded by Cannon Street, Queen Street, Queen Victoria Street, Bucklersbury & Walbrook, London ('Bloomberg')	EC4
11/00933/FULMAJ	33 King William Street	EC4R 9AS
11/00630/FULL	City Place House & City Tower, 40 & 55 Basinghall Street, London	EC2V
11/00294/FULMAJ	Centurion House 24 Monument Street London	EC3R 8AJ
11/00332/FULEIA	61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helen's Place And 33-35 St Mary Axe (North Elevation Only) London	EC3
11/00572/FULMAJ	Ocean House, Fur Trade House, Queensbridge House, 10 Little Trinity Lane, London	EC4
11/00153/FULMAJ	51 Eastcheap London	EC3M 1JA
12/00282/FULL	11 Angel Court, London - refurb' of existing building with roof	EC2R 7HJ

Application No.	Site	Post Code
	extension.	
12/00474/FULMAJ	8 - 10 Moorgate, 3 & 4 King Arms Yard, 16/16A & 17 Tokenhouse Yard & 8 - 10 Telegraph Street London - 'The Banking Hall'	EC3
12/01104/FULMAJ	Sugar Quay Lower Thames Street London	EC3R 6EA
13/00652/FULL	78 Cannon Street & Cannon Street Railway & Underground Stations	EC4
13/00339/FULMAJ	39-53 Cannon Street, 11-14 Bow Lane And Watling Court London	EC4
14/00178/FULEIA	10 King William Street, London (Over Site Development)	EC4N 7TW

- 6.11.10 Each of the planning applications has been reviewed to consider the information available to inform an assessment of the future highway network excluding the BSCU.
- 6.11.11 Of the 28 sites, around 32 per cent have been completed and are in various stages of occupation and use, while approaching 29 per cent are in the process of construction with scheduled completion dates that are anticipated before the construction of the BSCU commence. Of the remaining 40 per cent (11 developments), work on site is yet to start, with the notable exception of 06/01123/FULEIA that relates to 'The Pinnacle' building. In this case site demolition was completed some time ago with plans agreed for construction. Work has since stalled for reasons outside the scope of this assessment, while the form and timescale assuming revival of the project is not yet in the public domain.
- 6.11.12 Of the remaining ten sites only two are considered within reasonable geographical range or of sufficient scale to be influenced by the proposed BSCU. These are the 10 King William Street replacement building and 33 King William Street.
- 6.11.13 The approved planning application for 33 King William Street (11/00933/FULMAJ) was accompanied by an Outline CLP. This document confirms a proposed construction programme covering six months for demolition and 21 months for construction; completion of the building is expected during the second half of 2016. From the CLP the developer forecasts a maximum of three construction vehicles per hour attending the site.
- 6.11.14 Early stages of construction of the BSCU using Arthur Street starts will occur alongside activity at 33 King William Street. During this time between two and four vehicles will be attending the Arthur Street Work Site.

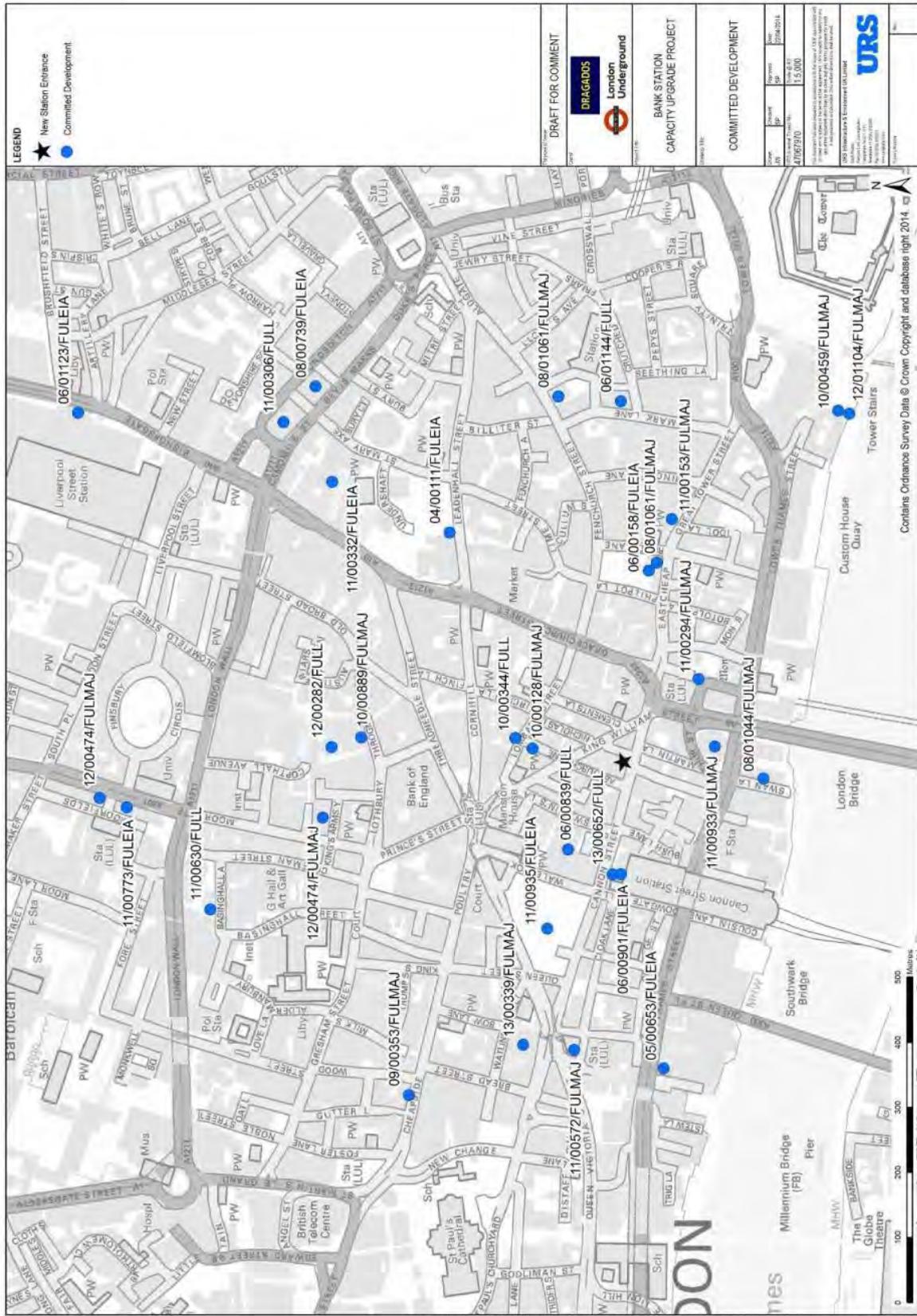
#### Outline Construction Logistics Plan

- 6.11.15 In terms of construction traffic the period when there is most likely to be the highest degree of combined impact associated with the overlap between the

two operations will be during October 2016 when the forecasts a maximum six or sometimes seven vehicles per hour entering Arthur Street (four associated with the BSCU and three associated with 22 King William Street). This broadly corresponds with the worst case assessment that has been assumed for the BSCU demolition and construction works, whereby six vehicles per hour attend the Arthur Street during Construction Month 20 (see Sections 4.3 and 4.4 including Figure 4.1). The overlap with operations at 33 King William Street will therefore generate impacts of a comparable magnitude to the BSCU at its busiest time on Arthur Street. Consequently it will not have a material impact on the assessment of network operations provided in this report.

- 6.11.16 The impacts associated with 10 King William Street involve site clearance at the Whole Block Site and are intertwined with the construction of the BSCU. As noted later in this report this early phase of work does not represent the worst case in terms of network impact, which is the subject of assessment in this report. In common with 33 King William Street the impacts associated with 10 King William Street are not identified for separate consideration as they will be less onerous than the actual assessment carried out for this report.
- 6.11.17 It has been assumed that any mitigation required to accommodate the schedule of other developments has been agreed and approved with the planning and highway authorities as part of the grant of planning permission. For all developments the increase in pedestrian trips is included within the LUL forecasts for the new Station Entrance and the impacts are therefore incorporated into the assessment provided as Chapter 10.

Figure 6.25: Committed Development



THIS PAGE IS INTENTIONALLY BLANK

## 7 Surface Construction Impacts and Mitigation

### 7.1 Introduction

7.1.1 The demolition and construction programme has previously been identified in paragraph 4.3.4 with Sections 4.4 and 4.5 providing information on proposed access arrangements for construction vehicles and proposed diversion routes to avoid the closure of Arthur Street. This Chapter therefore concentrates on the impacts associated with these activities where they relate to surface transport and movement.

### 7.2 Highway Impacts of the Arthur Street Closure

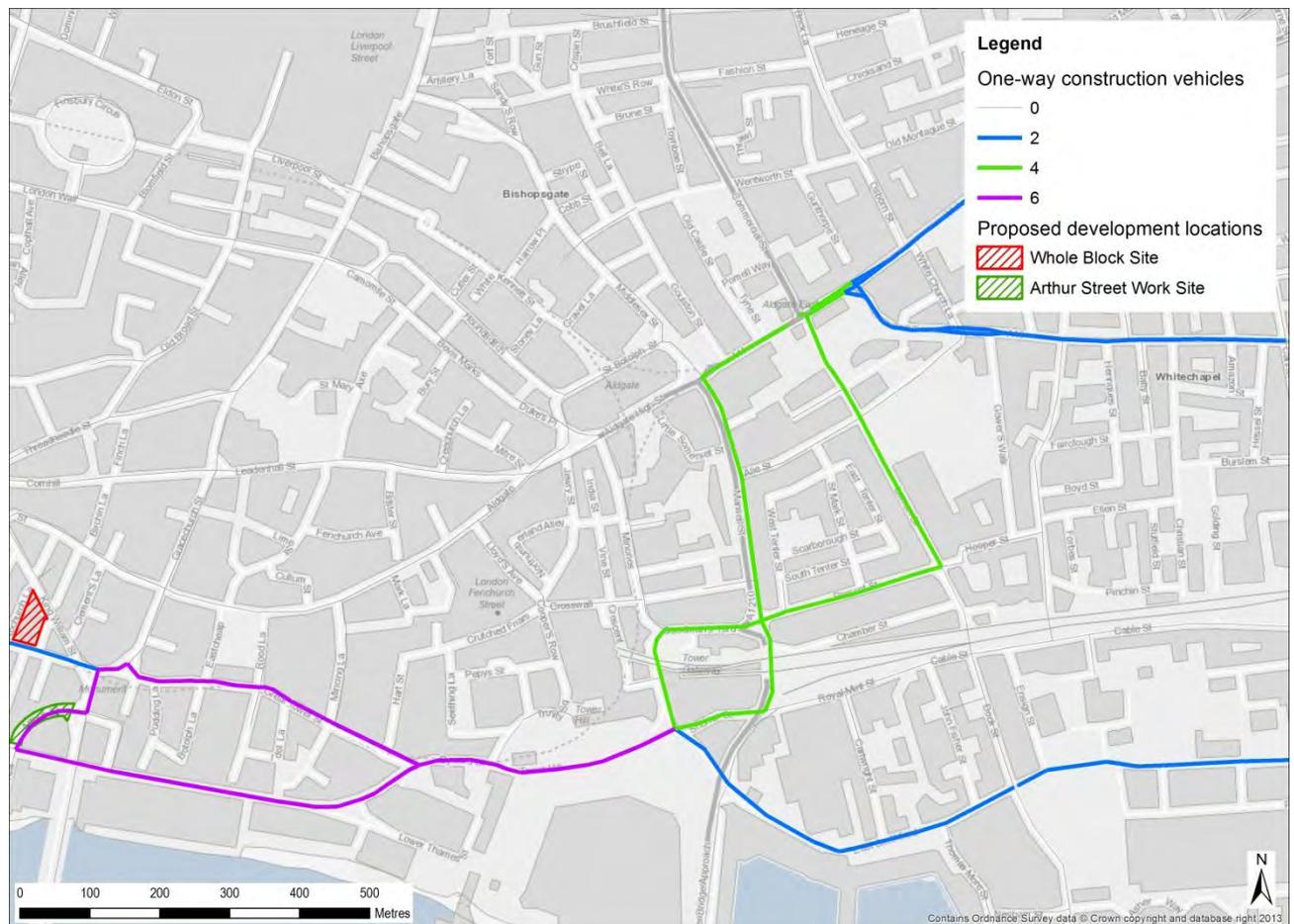
7.2.1 The TfL ONE model was used to assess the likely impacts of traffic re-routing as a consequence of the closure of Arthur Street as set out in Section 4.8.21. This allows for drivers to find alternative routes that may not follow the signed diversions but that better suit their journey origins and destinations. Construction traffic (see Section 4.4) was added to these impacts to ensure that they were also assessed

7.2.2 The change in vehicle flows for the AM peak is highlighted in:

- Figure 7.1 where hourly one-way average HGV traffic during construction is provided Figure 7.1 for information;
- Figure 7.2 showing the AM peak 2016 future baseline for reference and;
- Figure 7.3 identifying changes in the AM peak total vehicle flows (within daily variation on Arthur Street) generated by the closure of Arthur Street and construction traffic;
- Figure 7.4 showing the PM peak 2016 future baseline for reference; and
- Figure 7.5 indicating changes in the PM peak total vehicle flows (within daily variation on Arthur Street) generated by the closure of Arthur Street and construction traffic.

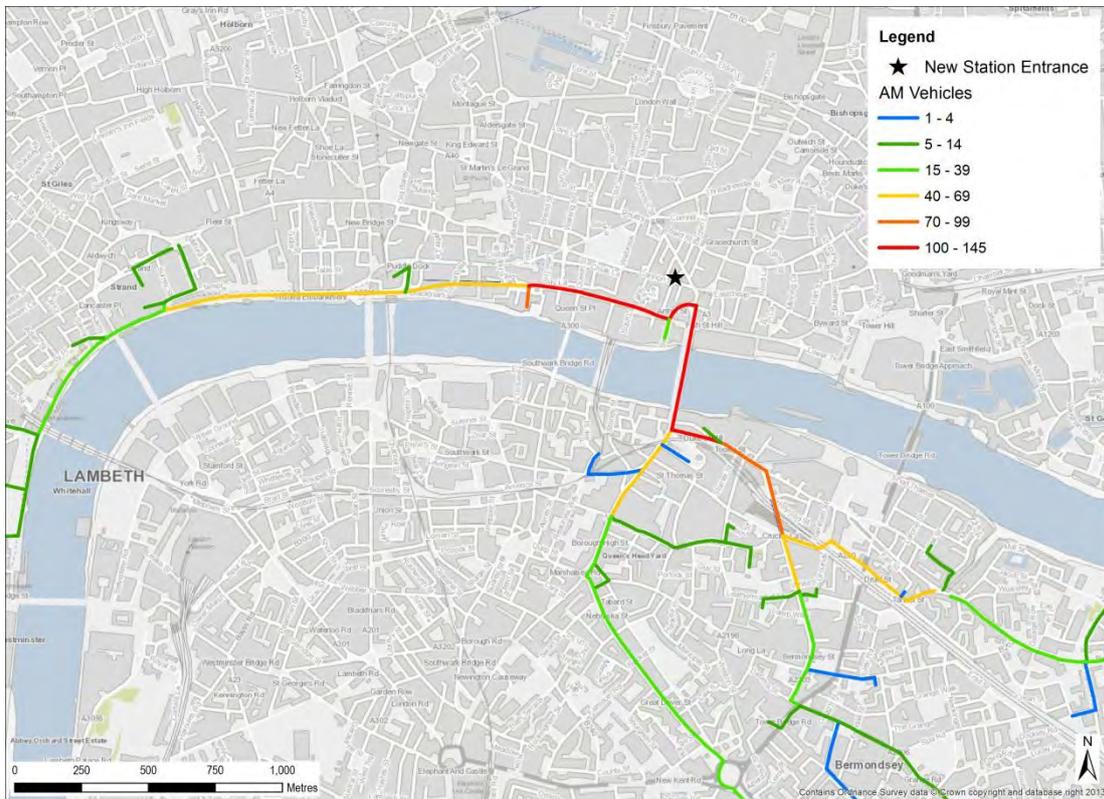


**Figure 7.1: Hourly One-Way Average HGV Traffic During Construction**

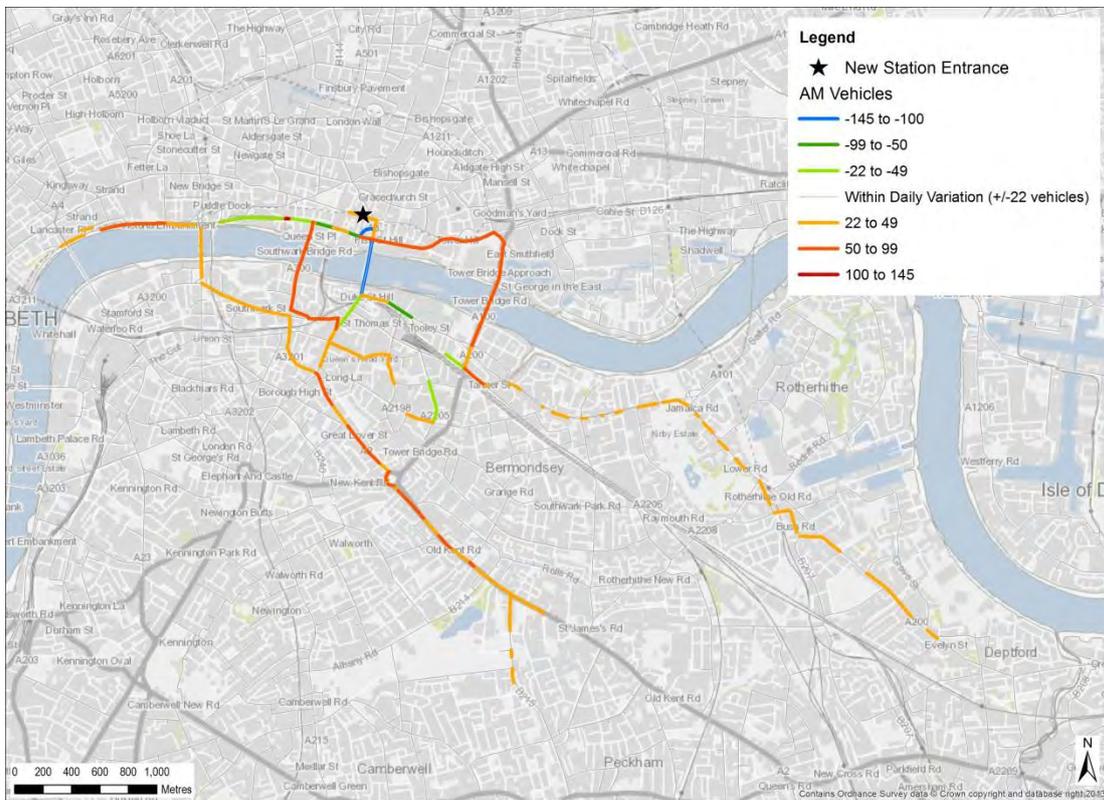


7.2.3 In both peak periods the vehicle routing becomes much more dispersed with the closure of Arthur Street. This includes vehicles using alternative bridges such as Tower Bridge, Southwark Bridge and Blackfriars Bridge. The relationship between origins and destinations means that in the AM peak modelling suggests that Westminster Bridge will be used by drivers but that in the PM peak this will not be the case.

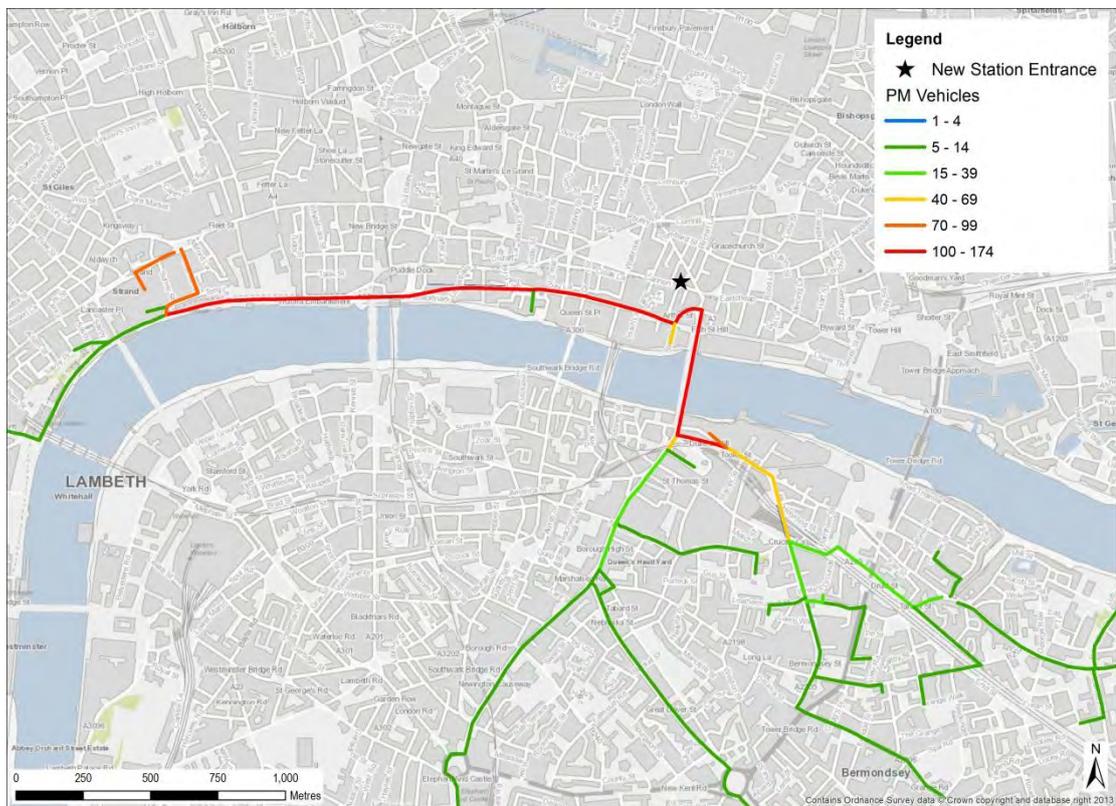
**Figure 7.2: AM Peak Vehicle Routing with Arthur Street Open**



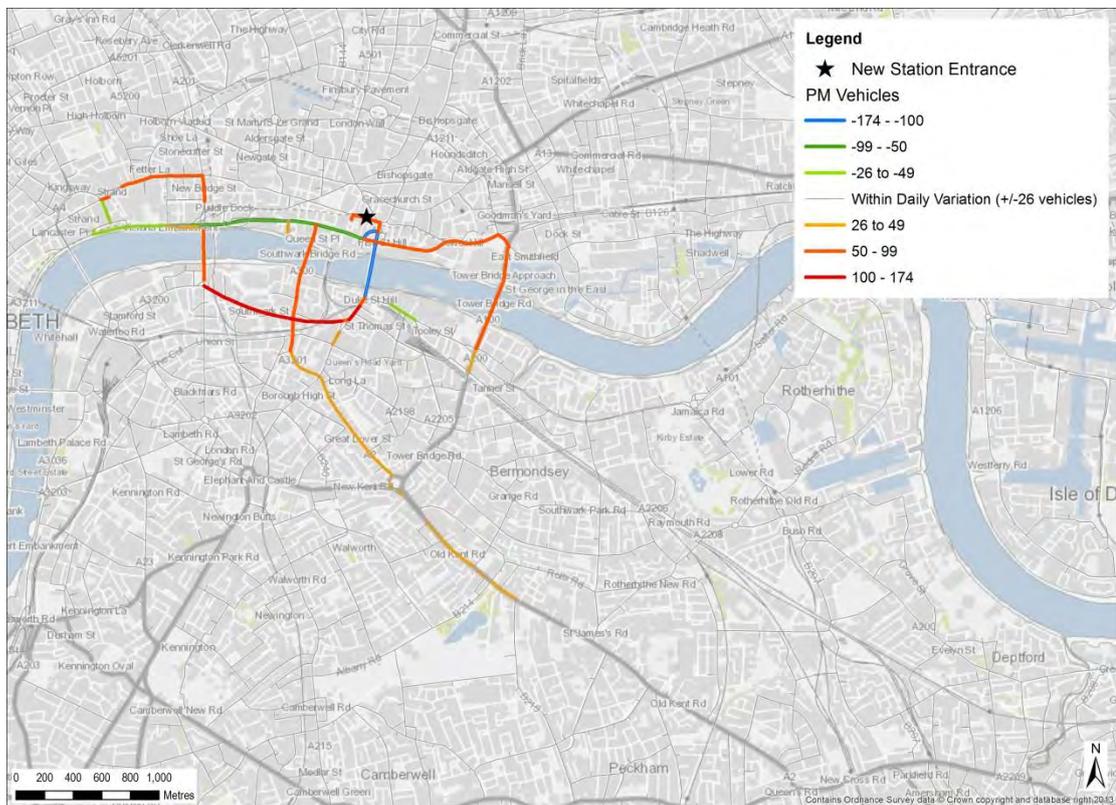
**Figure 7.3: AM Peak Arthur Street Closure Vehicle Re-Routing**



**Figure 7.4: PM Peak Vehicle Routing with Arthur Street Open**

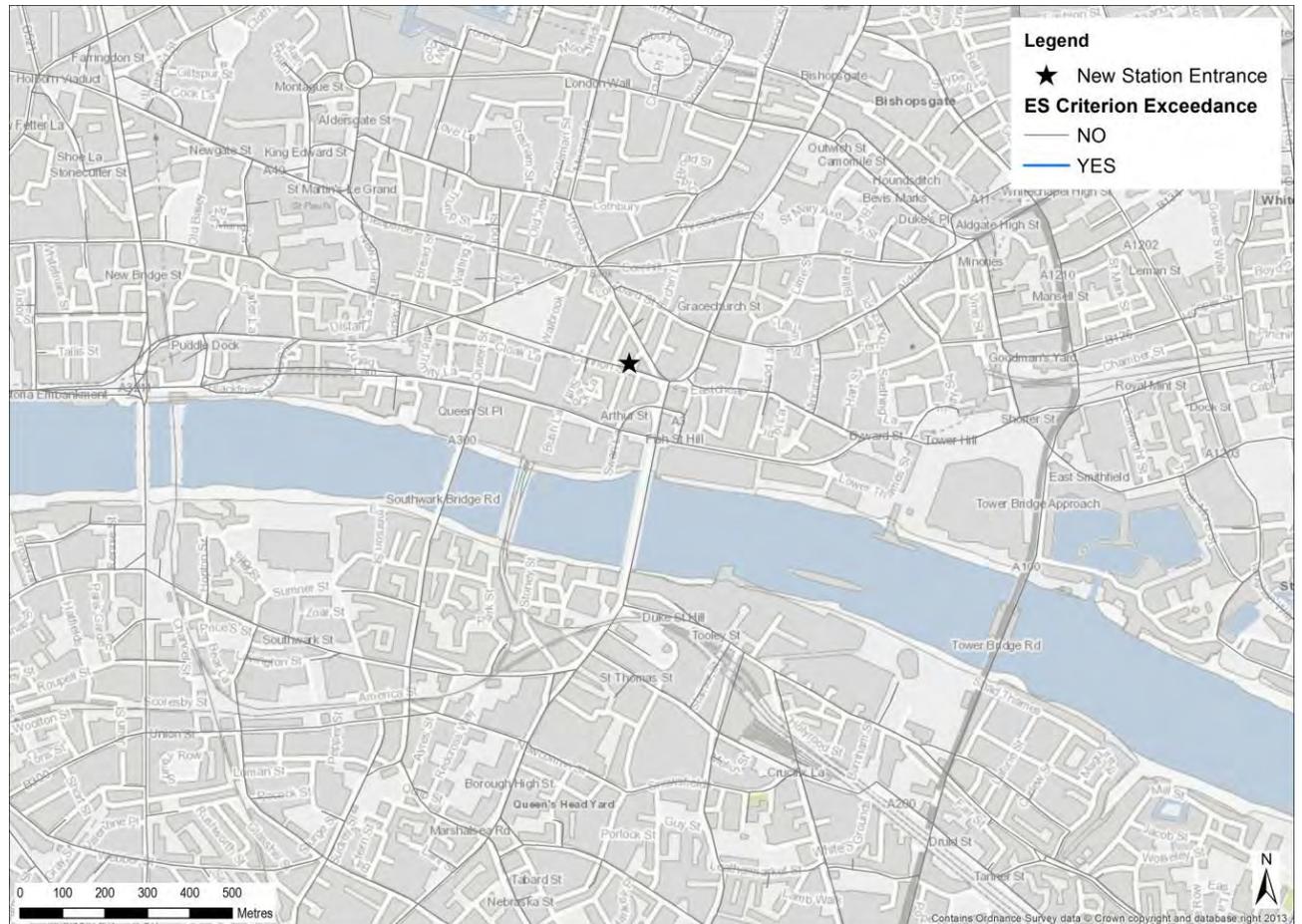


**Figure 7.5: PM Peak Arthur Street Closure Vehicle Re-Routing**



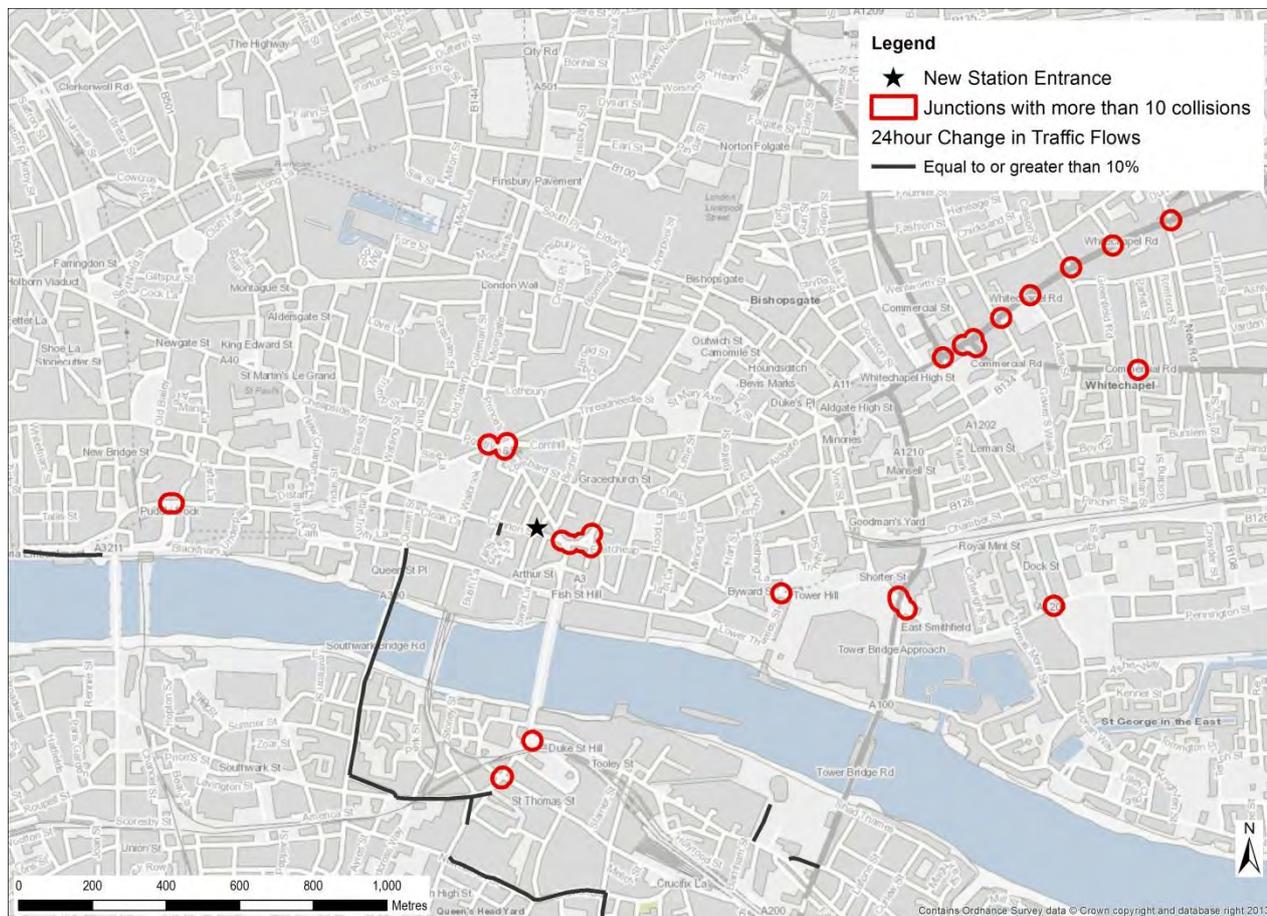
- 7.2.4 The maximum increase on any single road in one direction is 102 vehicles in the AM peak and 124 vehicles in the PM peak. In the AM peak there is a reduction in the modelled congestion reference flow as a result of changes in background traffic and in the PM peak the modelled congestion reference flow remains constant.
- 7.2.5 A Congestion Reference Flow (CRF) threshold of 85 was used to consider the operational impact on the highway network. In both the AM and PM peaks all links exceeding this threshold following the closure of Arthur Street already exceed it in the 2016 future baseline. In the AM peak the maximum increase in the CRF was two per cent from 97 to 99. In the PM peak the maximum increase was six per cent from 85 to 90. In both cases this is a minimal impact with the generated by only 17 additional re-routing vehicles in the AM peak and five additional re-routing vehicles in the PM peak suggesting that there may also been some background variation between model runs that also causes the CRF to change.
- 7.2.6 For consistency with the ES the assessment sought to identify 24-hour two-way flows with an increase of more than 40 vehicles and an increase exceeding 30 per cent or more. The results of this analysis are illustrated in Figure 7.6 demonstrating that no roads match or exceed this criterion.

**Figure 7.6:** Roads Exceeding Environmental Statement Criterion for 24-Hour Two-Way Traffic Flow Increase



7.2.7 Also for consistency with the ES, analysis was completed to assess where there have been 10 or more collisions at a junction, or over 100m along a link, over three years and where traffic flows will increase by 10 per cent over 24 hours. Junctions with 10 or more collisions and links with an increase in traffic flows of 10 per cent or more are illustrated in Figure 7.7 demonstrating that there are no junctions where there are 10 or more collisions with an increase in traffic of 10 per cent or more. Similarly no links meet the criterion for 10 or more collisions over 100m with an increase in traffic of 10 per cent or more.

**Figure 7.7: Collision Impacts**



### 7.3 Bus Diversion Impacts

7.3.1 The proposed diversion of bus Route 344 to adopt the route used during the 2012 Olympics will impact upon northbound journeys only because there is no need to divert southbound buses. The diversion is illustrated in Figure 7.8 indicating that the proposed diversion route is approximately 102m shorter than the existing route. In addition, Arthur Street is used by the London Bus Route 15 (Heritage) if the bus gate at Great Tower Street / Lower Thames Street fails. Arrangements have been made for a revised alternative route for this service.

7.3.2 Potential alternatives for the Route 344 diversion in the vicinity of Arthur Street were considered, in particular Dowgate Hill to Cannon Street. This option was ruled out for the following reasons:

- it would open up a second access point across the City of London Ring of Steel, this would be in addition to Suffolk Lane, which has been agreed as the most appropriate alternative for the emergency services. In discussions about alternative emergency access for fire tenders for the duration of the Arthur Street closure, the London Fire Brigade said Dowgate Hill was not a suitable alternative access route for fire tenders;

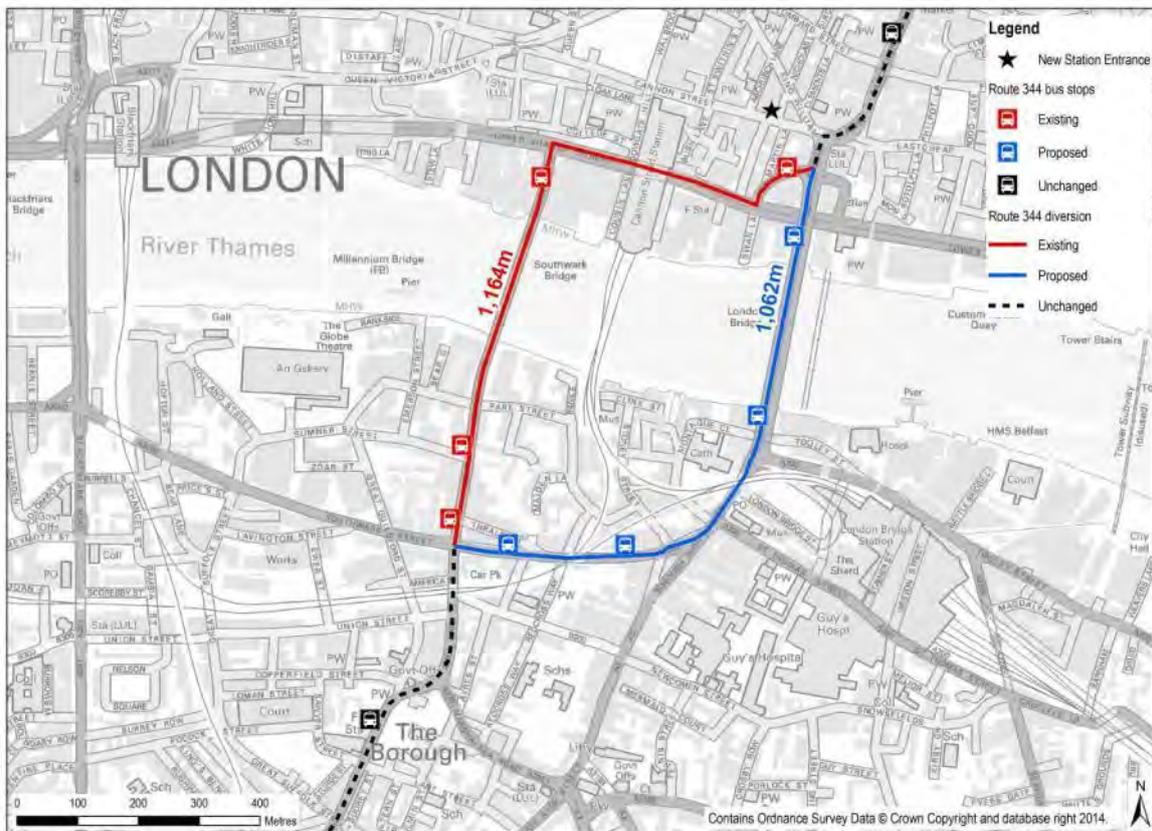
- two access points is not cost effective and adds additional risk in terms of breaching the City of London security cordon;
- the southern end of Dowgate Hill is a meeting point for the evacuation of Cannon Street and its over site development in the event of a fire;
- the City of London Corporation was consulted to consider locating motorcycle parking at the southern end of Dowgate Hill. This was as part of the scheme to accommodate emergency services re-routing to Suffolk Lane. The proposal was not viewed favourably as the City of London Corporation has recently invested considerable resources in de-cluttering this area; and
- it would introduce a left turn across the proposed East West Cycle Super Highway at this location.

7.3.3 Suffolk Lane / Bush Lane to Cannon Street. While the best alternative to Arthur Street for the London Fire Brigade and other emergency services on an infrequent emergency basis, the road layout and environment is unsuitable for a high frequency bus service.

7.3.4 Southwark Bridge / westbound along Upper Thames Street / eastbound via Temple Place to Cannon Street. The proposed East West Cycle Superhighway could enable a right turn at Puddle Dock; however both turning points would entail a lengthy diversion.

7.3.5 For the assessment of Route 344 journey time data was sourced from TfL for the first week of August in 2012 and 2013. During 2012 the diversion for the Olympics was in place while 2013 provides a comparator. As a check against these journey times, collected during a holiday period, data from a neutral month beginning 8 September 2013 was also analysed to consider seasonal variation.

7.3.6 Given the technique used to record journey time information these data provide a measurement from the stop on A300 Southwark Bridge Road at Marshalsea Road to the stop on A1213 Gracechurch Street at Fenchurch Street; these stops are illustrated in Figure 7.8 to the north and south of the proposed diversion.

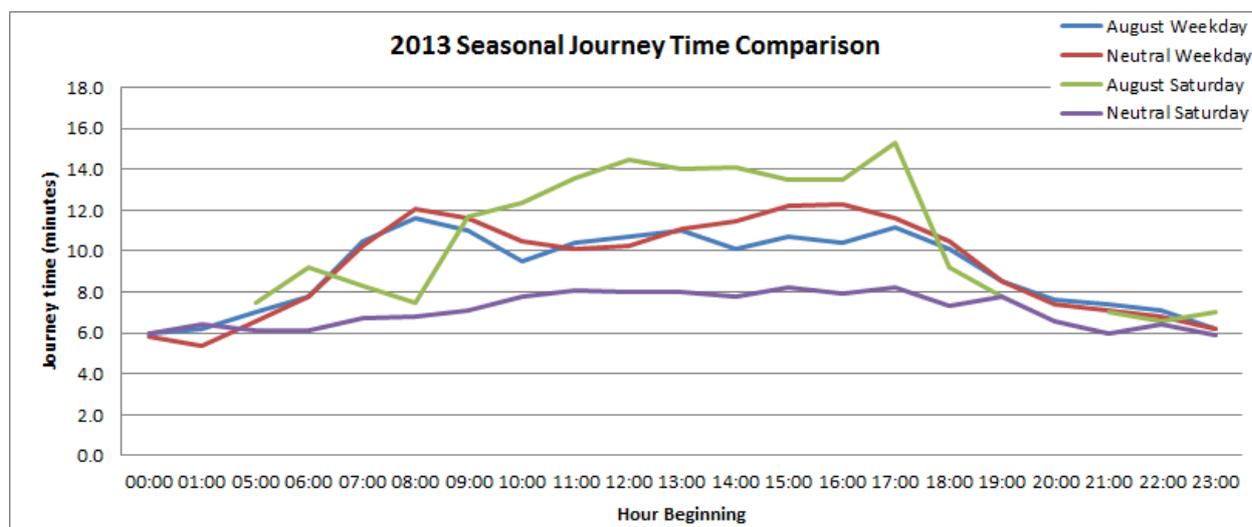
**Figure 7.8: Bus Route 344 Proposed Northbound Diversion**

- 7.3.7 The comparison for seasonal variation, shown in Table 7.1, indicates that on average an August weekday provides marginally quicker journey times, although these are unlikely to be perceptible to the bus user at only 13 seconds.
- 7.3.8 By comparison on a Saturday seasonal variation indicates that journey times in August may be significantly longer than a neutral period and, with journey times in excess of three minutes longer, may have a perceptible impact for bus users.
- 7.3.9 The variation in the journey time comparison for seasonality is presented in Figure 7.9, which highlights the significant increase in an August Saturday compared with a neutral Saturday. It also demonstrates that an August weekday is comparable to a neutral weekday across the day, although with variation of approximately two minutes during the PM peak.



**Table 7.1:** Comparison of Journey Time on Existing Route 344 for Seasonal Variation

Variable	Weekday	Saturday
August 2013 Journey Time (minutes)	9.1	10.5
Neutral 2013 Journey Time (minutes)	9.3	7.1
Difference (seconds)	-13.4	+201.5
Percentage Change	-2%	+47%

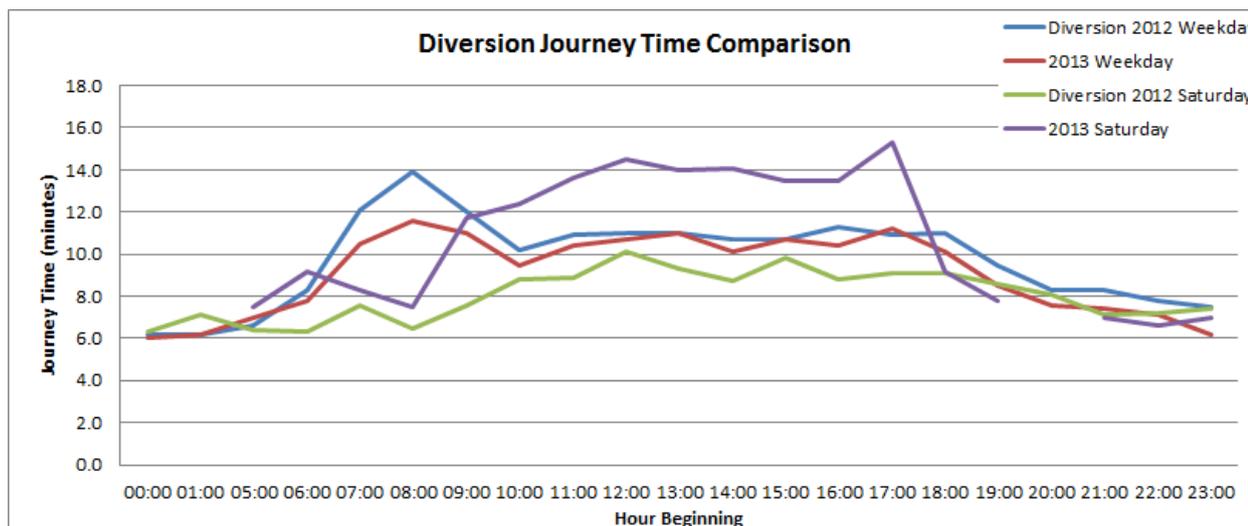
**Figure 7.9:** Route 344 Seasonal Variation Journey Time Comparison

- 7.3.10 A comparison of the existing route in August compared with the proposed diversion, presented in Table 7.2, indicates that on weekdays journeys using the diversion are on average approximately 40 seconds longer than the existing route. This is a marginal user disbenefit that may not be perceived by bus passengers. The journey time data indicates that on a Saturday the diversion may take a little over two minutes less compared with the existing route. Bus users may have some slight perception of this impact.
- 7.3.11 The variation in journey time throughout the weekday and Saturday is shown in Figure 7.10, which illustrates that with the exception of the AM peak period the diversion shown by the 2012 weekday is almost identical to the existing route shown by 2013. It shows that on Saturday there is a more substantial difference throughout the day.

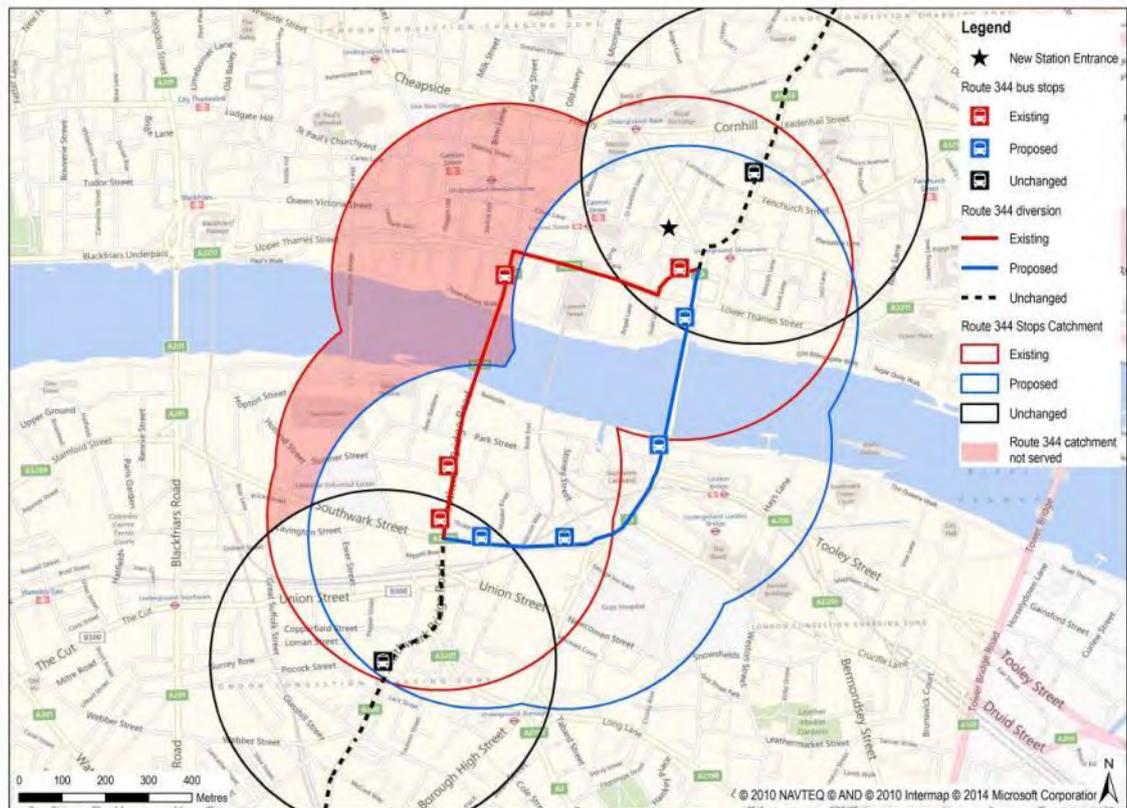
**Table 7.2:** Comparison of Journey Time of Route 344 Diversion

Variable	Weekday	Saturday
August Diversion 2012 Journey Time (minutes)	9.7	8
August 2013 Journey Time (minutes)	9.1	10.5
Difference (seconds)	+38.2	-145.5
Percentage Change	+7%	-30%

**Figure 7.10:** Route 344 Diversion Journey Time Comparison



- 7.3.12 Because of the longer journey times a reliability scheme may be required on Saturdays (and potentially also on Sundays) as a result of the diversions. Appropriate mitigation will be confirmed and delivered in agreement with TfL Buses.
- 7.3.13 To assess impacts on bus route accessibility the walking distance to bus stops was calculated using a catchment of 400m based on TfL thresholds for analysis of bus route diversions. This catchment is shown in Figure 7.11 for bus stops on the existing route, on the proposed diversion, and at stops immediately north and south of the diversion served by Route 344 that will continue to be served. Part of the catchment includes areas of the River Thames.
- 7.3.14 The catchment analysis demonstrates that there is a significant overlap between the existing and proposed route catchments, which is supplemented by the catchment of the stops that will be unaffected. Out of a total catchment for the existing route of approximately 1.26km<sup>2</sup> the area not served by the proposed diversion measures approximately 0.32km<sup>2</sup>. This incorporates a small area south and east of Blackfriars and an area to the north of the River Thames around St Paul’s Cathedral and the Millennium Bridge.

**Figure 7.11: Construction Impacts on Bus Route 344 Bus Stop Accessibility**

7.3.15 To mitigate this reduced accessibility there are existing opportunities for interchange with Route 344 as follows:

- Routes 381 and RV1 offer services along Southwark Street from Blackfriars Road providing a combined service frequency of at least nine buses per hour between 07:00 hours and midnight (approximately six per hour before 09:00 hours on Sundays) with interchange with service 344 at 'The Hop Exchange' the second stop along the diversion route;
- Routes 15, 17 and 521 offer services along Cannon Street, passing St Paul's Cathedral, providing interchange with Route 344 around Monument with a combined frequency of 14 buses per hour on weekdays and nine buses per hour at weekends between 07:00 hours and midnight; and
- interchange along A1213 Gracechurch Street and on the A10 towards Bishopsgate is provided using services passing through Bank on Routes 8, 11, 23, 25, 26 242 and 388. These routes approach along both Cannon Street and Queen Victoria Street, serving both the areas around St Paul's and Millennium Bridge. They provide 38 buses per hour between 07:00 hours and midnight every day of the week with the exception of Sunday when the frequency between 07:00 and 09:00 hours is no less than 31 buses per hour.

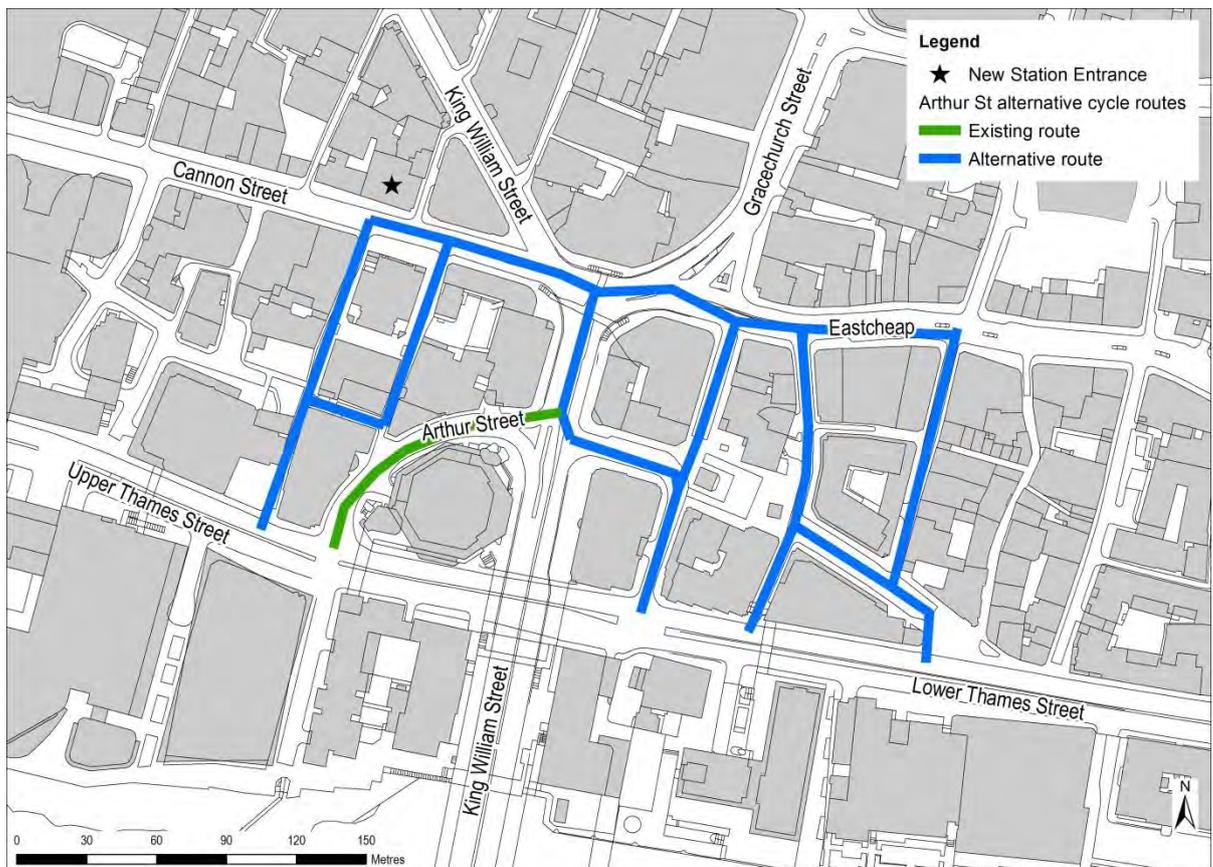
7.3.16 The frequency of buses means that the journey time disbenefit generated by interchange with Route 344, itself offering a frequency of eight buses per hour during peak periods, will be minimal.

## 7.4 Impacts on Cycling

7.4.1 For cyclists Arthur Street will remain open for access on foot. For through travel there are alternative routes on nearby roads aligned north-south between A3211 Upper Thames Street and Cannon Street or Eastcheap. Those nearest to Arthur Street are illustrated in Figure 7.12.

7.4.2 Some of these routes such as Martin Lane and Monument Street provide existing signed provision for cyclists, with Monument Street also serving a Barclays Cycle Hire docking station. Others such as Laurence Pountney Lane and Pudding Lane may currently be less well used by cyclists as they require the crossing of a kerbed footway at the junction with A3211 Upper Thames Street. This alternative will offer an alternative for cyclists wishing to access Laurence Pountney Lane and Martin Lane from the south.

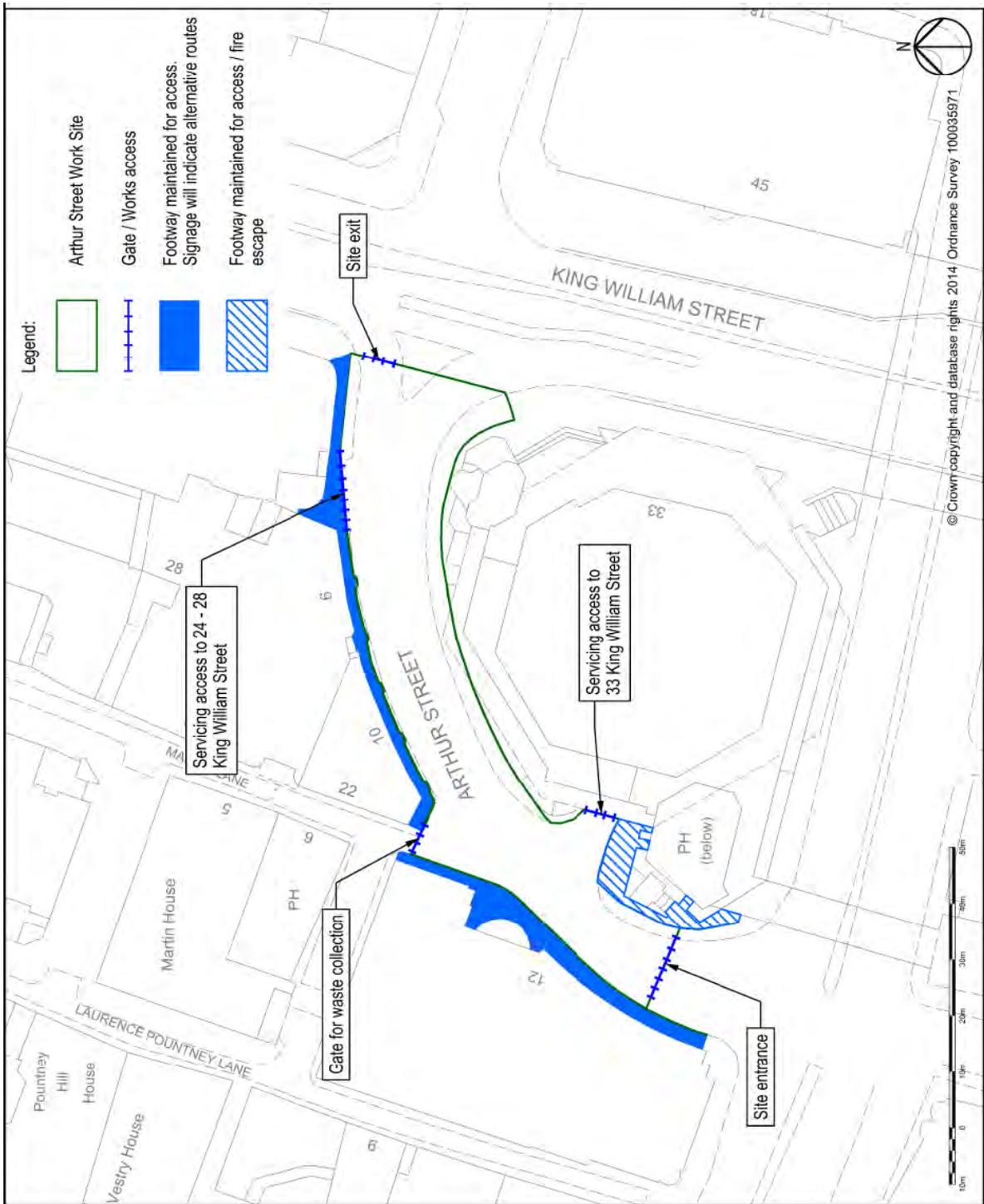
**Figure 7.12:** Arthur Street Alternative Cycle Routes

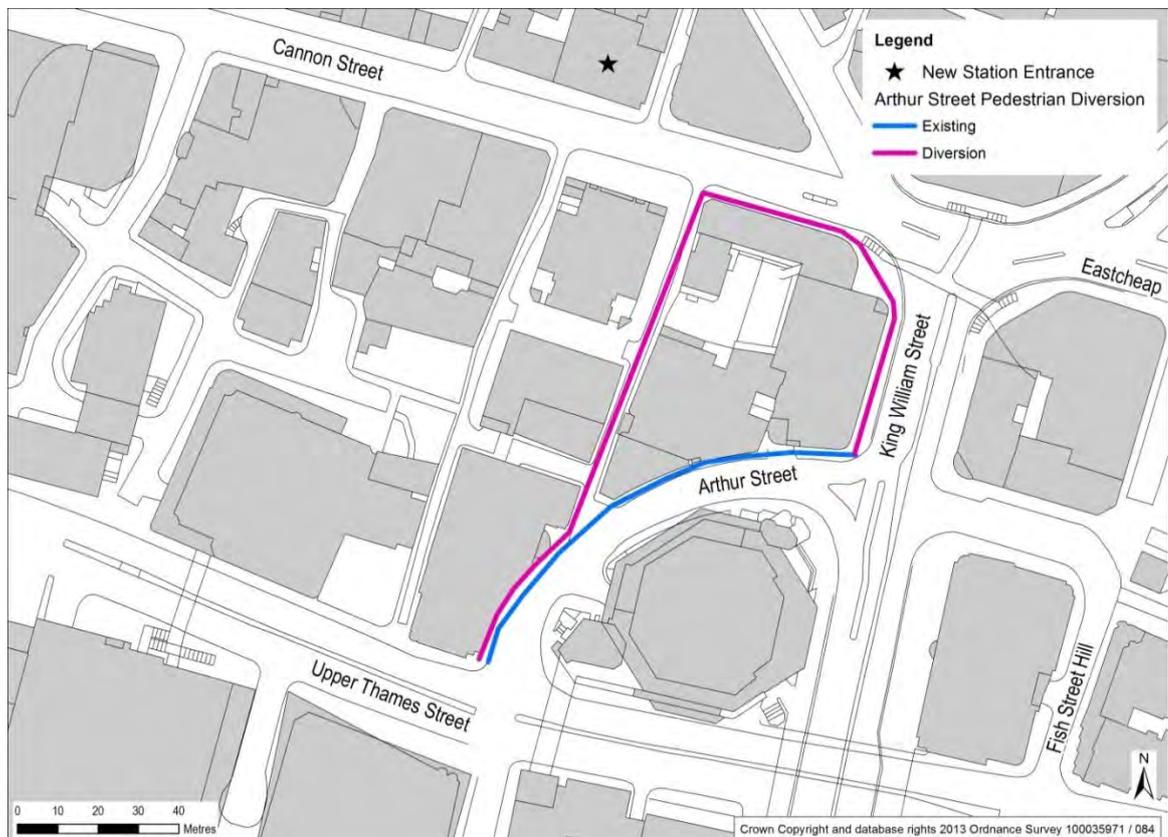


## 7.5 Impacts on Walking

- 7.5.1 Access along Arthur Street will be maintained for pedestrians along the northern footway, separated from the work site by hoarding. Pedestrians will be advised through signing that the use of the northern footway is only for those people wishing to access buildings or businesses along Arthur Street. The footway is currently approximately 1.6m wide at its narrowest and it is proposed that this may be reduced to a minimum of 1.2m, subject to consultation with stakeholders and the City of London Corporation. Impacts on the footway around Arthur Street are illustrated in Figure 7.13.
- 7.5.2 This will ensure that there is no loss of amenity, however there will be some reduction in the quality of the walking environment while the Arthur Street Work Site is in place. To mitigate the impact of this, combined with the 'canyoning' effect of the Arthur Street Work Site hoarding, a pedestrian diversion will be implemented via Cannon Street and Martin Lane (see Figure 7.14), doubling the walk distance from the northern to the southern end of Arthur Street, an increase of approximately 115m. Access will be maintained for pedestrians accessing premises along Arthur Street.

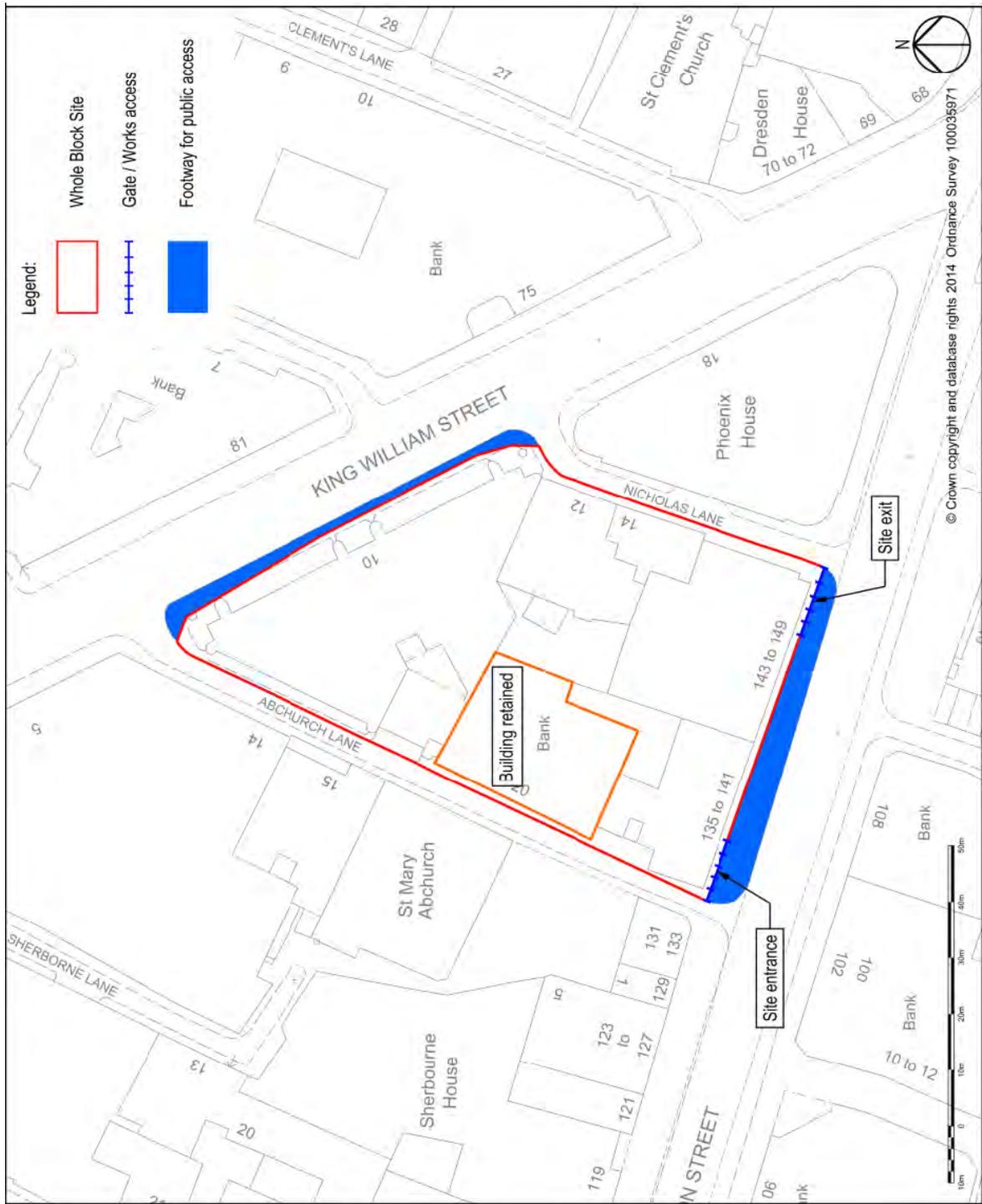
Figure 7.13: Footway Routing Associated with the Arthur Street Work Site



**Figure 7.14:** Arthur Street Pedestrian Diversion

- 7.5.3 During demolition of the Whole Site Block a gantry structure may be required to prevent small debris from falling onto the footway. A minimum footway width of 2.0m, or the existing width where this is narrower, will be retained to ensure compliance with *Building Regulations, Access to and use of buildings, Part M*.
- 7.5.4 During the demolition of 20 Abchurch Lane (in the Whole Block Site), it is envisaged that a scaffold structure will be installed on the eastern pavement of Abchurch Lane to prevent small debris and material falling onto the highway. Abchurch Lane will remain open to traffic and the western footway will also remain open. However, during specific stages of the roof demolition, traffic may need to be restricted during periods of 48 hours, in three or four episodes maximum. A proposal will be prepared and submitted in advance to the City of London Corporation for its review and acceptance. Pedestrians frequently use the carriageway while traversing Abchurch Lane; see Plate 3, consequently the impact on pedestrians will be negligible. Impacts on the footway around the Whole Block Site are illustrated in Figure 7.15.

Figure 7.15: Footway Routing Associated with the Whole Block Site





- 7.5.5 Using the TfL Pedestrian Comfort Assessment to consider the impact of construction compared with the baseline (see Table 6.5) this indicates a rating on Cannon Street of 'increasingly uncomfortable' with no change at other locations; an explanation of the ratings can be found in Appendix 6A. The change at Cannon Street is a result of the need for a gantry structure to accommodate demolition and construction at the Whole Block Site, resulting in a reduction in the width of the footway.

**Table 7.3:** Pedestrian Comfort Rating Around the BSCU Work Sites

Location	Baseline Comfort Rating	Construction Impact Comfort Rating
Cannon Street (northern footway only)	Recommended minimum	Increasingly uncomfortable
King William Street (southern footway only)	Very uncomfortable	Very uncomfortable
Abchurch Lane (both footways)	Very uncomfortable	Very uncomfortable
Nicholas Lane (both footways)	Very uncomfortable	Very uncomfortable
Arthur Street (northern footway only)	Very uncomfortable	Very uncomfortable
Walbrook (eastern footway)	Increasingly uncomfortable	Increasingly uncomfortable

- 7.5.6 Using the TfL Pedestrian Comfort Assessment this indicates a rating on Cannon Street of 'increasingly uncomfortable' with no change at other locations; an explanation of the ratings can be found in Appendix 6A. The change at Cannon Street is a result of the need for a gantry structure to accommodate demolition and construction at the Whole Block Site, resulting in a reduction in the width of the footway.
- 7.5.7 Nicholas Lane will be closed during demolition and for short periods at other times during construction. A Traffic Regulation Order is in place that prohibits the use of the road by traffic other than for accessing premises along it to load and unload. Access for this purpose will be provided through discussion with building occupiers. For walking and cycling an alternative convenient route via Abchurch Lane is available.
- 7.5.8 The footway at Walbrook will not be reduced in width as a consequence of the utilities works and therefore the rating does not change at this location.
- ## 7.6 Travel to Work by Construction Staff
- 7.6.1 The BSCU Work Sites are well located with respect to public transport services and as a consequence the site labour force will be expected to travel by public transport, walking and cycling.
- 7.6.2 There will be a Construction Worker Travel Plan that will encourage employees to travel by modes other than the private car. No on-site parking will be available, therefore any staff that find it essential to drive to work on occasions will be required to use local public car parking facilities.

## 7.7 Management of Construction Traffic

7.7.1 The implementation of an approved CLP will likely be a condition to the deemed planning permission. An outline CLP produced in accordance with TfL guidelines for Planners and Developers is included within the application (ES Appendix A8.2). Any revisions to this document will be made in sufficient time for it to be approved before the commencement of works on the BSCU.

7.7.2 During the demolition and construction periods the potential impact will be controlled through the implementation of a Traffic Management Plan as committed to within the project draft CoCP. Key measures within this document intended to manage potential impacts on transport and movement include:

- measures to minimise the impact upon the surrounding area by making the application site as self-sufficient within its boundary as practicable and implementing industry best practice;
- the production and implementation of traffic management plans in consultation with the relevant highway and traffic authorities and the emergency services;
- registration of the project under the Considerate Contractor Scheme;
- production and administration of a Site Waste Management Plan that will be subject to regular monitoring to ensure compliance;
- production and administration of a Construction Worker Travel Plan and travel plan coordinator to ensure that the construction workforce will not use private vehicles for journeys to and from work;
- measures to protect the travelling public from the works to include suitable road closures and diversions only where necessary to ensure public safety;
- registration of construction vehicles to the Fleet Operator Recognition Scheme (FORS), which is an accredited membership scheme operated by TfL for businesses operating van and lorry fleets;
- measures to mitigate the deposition of mud and other debris on the highway;
- production and administration of servicing and delivery strategies to manage the impact of construction traffic; and
- agree routes for construction traffic to minimise the impact on the local road network as much as practicable.

## 7.8 Summary

7.8.1 The construction works require two main work sites located at King William Street (the Whole Block Site) and Arthur Street. All HGVs will arrive at the Arthur Street Work Site to make / take their deliveries to / from the Arthur Street

- Shaft. Some HGVs will be held there awaiting access to the Whole Block Site and will proceed when called forward.
- 7.8.2 It is forecast that a typical maximum of six HGVs will access the Arthur Street Work Site per hour at the peak of demolition and construction activity, a smaller number of these will be managed through to the Whole Block Site. It is not however, considered that the scale of HGV activity associated with the construction of the BSCU will have a material impact on the highway network.
- 7.8.3 All vehicles making deliveries to the BSCU Work Sites or removing excavated material will travel via designated routes that will be agreed with the City of London Corporation, TfL and the police as required.
- 7.8.4 On the highway network there are large percentage changes in the Congestion Reference Flow (CRF) at a small number of junctions. These are the result of traffic diversions in response to the closure of Arthur Street. The impact of this is negligible because the CRF remains below the threshold at which the roads begin to approach effective capacity. There are only seven typical maximum one-way HGVs per hour during construction and demolition, with a maximum of four per hour passing through to the Whole Block Site; this impact is therefore negligible.
- 7.8.5 The proposed diversion for bus Route 344 applies to northbound vehicles only and will be via A3200 Southwark Street and A3 Borough High Street. The diversion is 102m shorter than the existing route with journey time data obtained from TfL indicating that the impact on bus users is likely to be slight. Some bus stops will not be served by Route 344 for the duration of the Arthur Street closure; as a consequence the accessibility of bus services for some users will be reduced although for many people viable alternatives are available.
- 7.8.6 Arthur Street provides a convenient route between A3211 Upper Thames Street and A3 King William Street. This will not be available for travel along the carriageway during the closure of Arthur Street; cyclists will be able to push their cycles along the northern footway. Alternative routes for cyclists are many and varied through the use of neighbouring roads and lanes, such as Fish Street Hill and Laurence Pountney Lane, with some of these closed to general traffic but signed to allow cycle access.
- 7.8.7 With the exception of Nicholas Lane during demolition of the Whole Block Site all roads will remain open to pedestrians at all times to maintain the current level of amenity. Immediately adjacent to the main Work Sites the pedestrian environment will be somewhat degraded as a result of hoardings and a reduction in footway widths.

THIS PAGE IS INTENTIONALLY BLANK

## 8 Sub-surface Construction Impacts and Mitigation

### 8.1 Introduction

8.1.1 This chapter examines the operations within Bank Station during the main construction of the BSCU. It includes an assessment of impacts within Bank Station during the period before and after the blockade, although the wider implications associated with the blockade works themselves are the subject of more detailed assessment in Chapter 9. The assessment compares the space available to passengers during construction with the requirements of *S1371* described in 4.8.18 above.

### 8.2 Considerations

8.2.1 The evolution of Bank Station over many years has meant that some parts identified to be influenced by the construction works do not comply with current *S1371* requirements; they are also outside the scope of the project for upgrade. LUL is fully aware of these areas and will ensure that the works will be carefully and actively managed to comply with LUL procedures for managing stations safely.

8.2.2 **Non-Compliant Central Line Platforms** - The Central Line platform is one such location, which has been identified with a *S1371* requirement for a width of 3.5m. This cannot be achieved along the whole length of the platforms, a feature that is compounded by a tight radius alignment, which creates a sizeable gap between platform edge and carriage leading to some passengers being apprehensive about using the full platform extents.

8.2.3 **Non-Compliant DLR Platforms** - The same calculation applied to the existing DLR platforms has indicated a uniform width of at least 4m is required, while only 2.5 to 3m width is available for passengers along both DLR platforms.

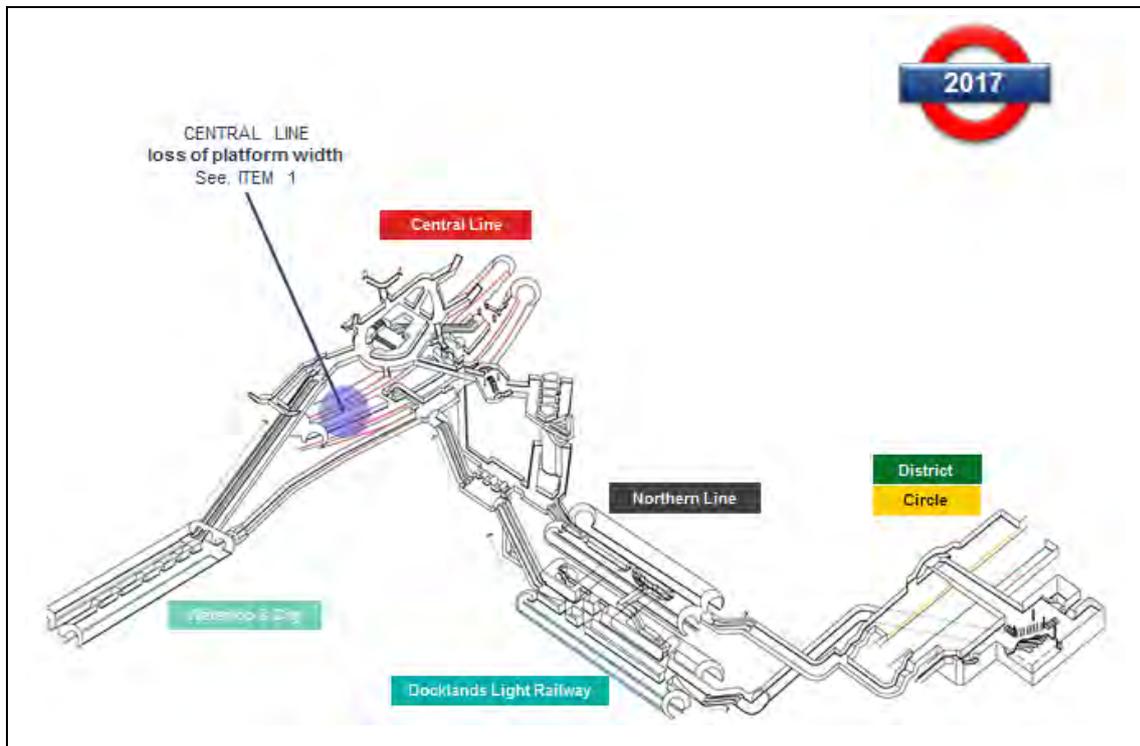
### 8.3 Assessment of Bank Station During Construction Works

8.3.1 A dynamic assessment of the construction periods using Legion modelling is not appropriate at this time as the details of the phasing continue to be developed as the final details of the design and associated construction methodology evolve. The construction periods in Table 8.1 below have therefore been assessed using a static assessment in the form of a spreadsheet analysis in accordance with *S1371* guidance. The guidance is described earlier in paragraph 4.8.18. For ease of reference the areas itemised in Table 8.1 are shown and referenced on the sequence of annotated drawings for the relevant year in Figure 8.1 through to Figure 8.4.

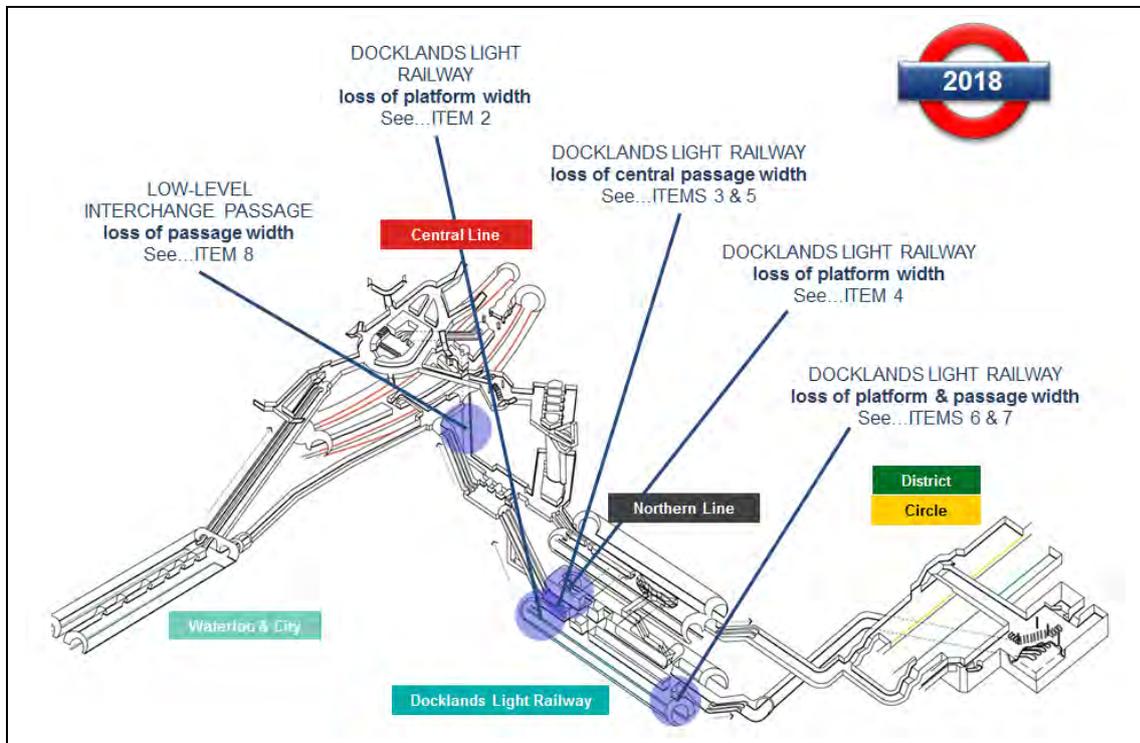
**Table 8.1: Construction Periods and Description of Works**

Item	Year	Area Affected	Description
1.	2017	Central Line	Creation of new cross-passage at westernmost end of Central Line eastbound and westbound platforms.
2.	2018	Docklands Light Railway	Creation of new adit at the northernmost end of the arrivals platform.
3.	2018	Docklands Light Railway	Creation of new adit at the northernmost end of the arrivals platform, leading to a minor loss of passageway space.
4.	2018	Docklands Light Railway	Creation of new adit at the northernmost end of the departures platform.
5.	2018	Docklands Light Railway	Creation of new adit at the northernmost end of the departures platform, leading to a minor loss of passageway space.
6.	2018	Docklands Light Railway	Creation of passenger lift between new ticket hall and the DLR, leading to a minor loss of platform space.
7.	2018	Docklands Light Railway	Creation of passenger lift between new ticket hall and the DLR, leading to a minor loss of passageway space.
8.	2018	Low Level Interchange Passage	Creation of new high voltage switch room adjacent to the low level interchange passage.
9.	2019	Central Line	Widening of cross passage currently serving the westernmost spiral staircase, leading to a minor loss of width on both platforms.
10.	2019	Central Line	Widening of cross passage currently serving the westernmost spiral staircase, leading to a minor loss of approach width.
11.	2019	Northern Line	Erection of supporting structures during widening of the southern opening onto the Northern Line platforms.
12.	2019	Docklands Light Railway	Loss of space along the arrivals platform as new cross passage is constructed (incorporating closure of the central walk-through concourse).
13.	2019	Docklands Light Railway	Loss of space along the departures platform as new cross passage is constructed (incorporating closure of the central walk-through concourse).
14.	2020	Docklands Light Railway (during blockade)	Continued loss of space along the arrivals platform [during blockade] as new cross passage is constructed (incorporating closure of the central walk-through concourse).
15.	2020	Docklands Light Railway (during blockade)	Continued loss of space along the departures platform [during blockade] as new cross passage is constructed (incorporating closure of the central walk-through concourse).
16.	2020	Central Line (during blockade)	Minor loss of platform space on both Central Line platforms during final construction of new escalator cross-passage.
17.	2020	Central Line (during blockade)	Closure of westernmost spiral stair to facilitate completion of new escalators.
18.	2020	Closure of Northern Line (during blockade)	Closure of Northern Line level during blockade.

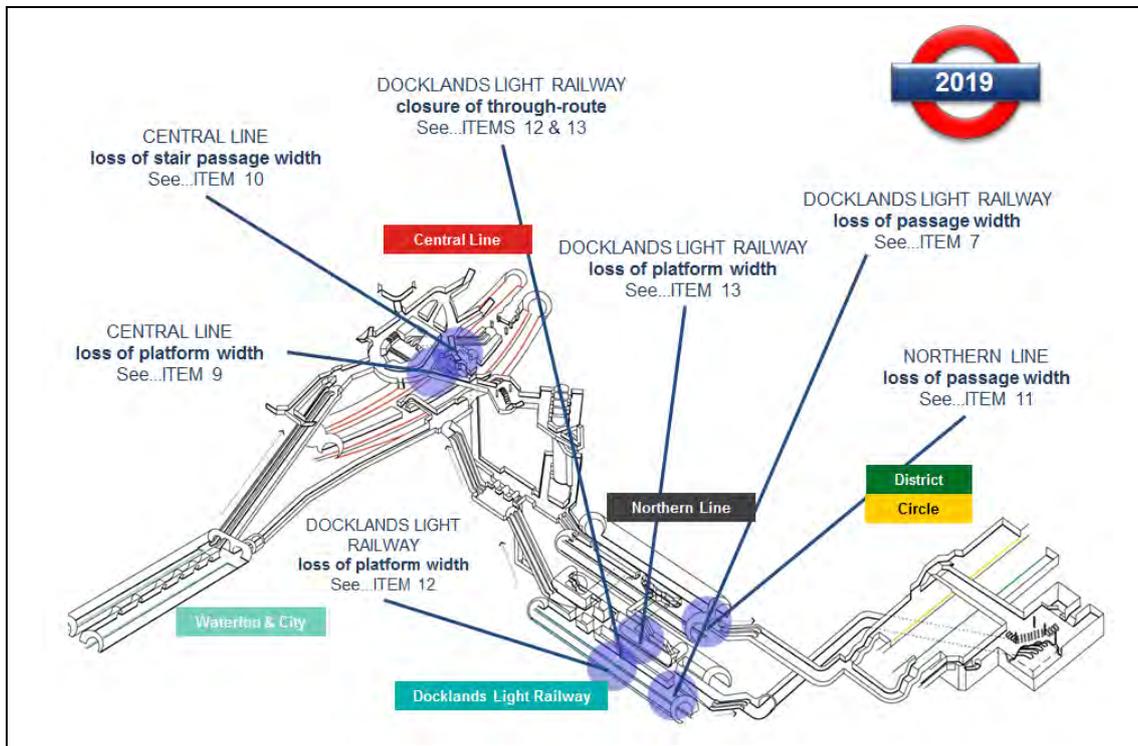
**Figure 8.1:** Areas Affected During Construction 2017



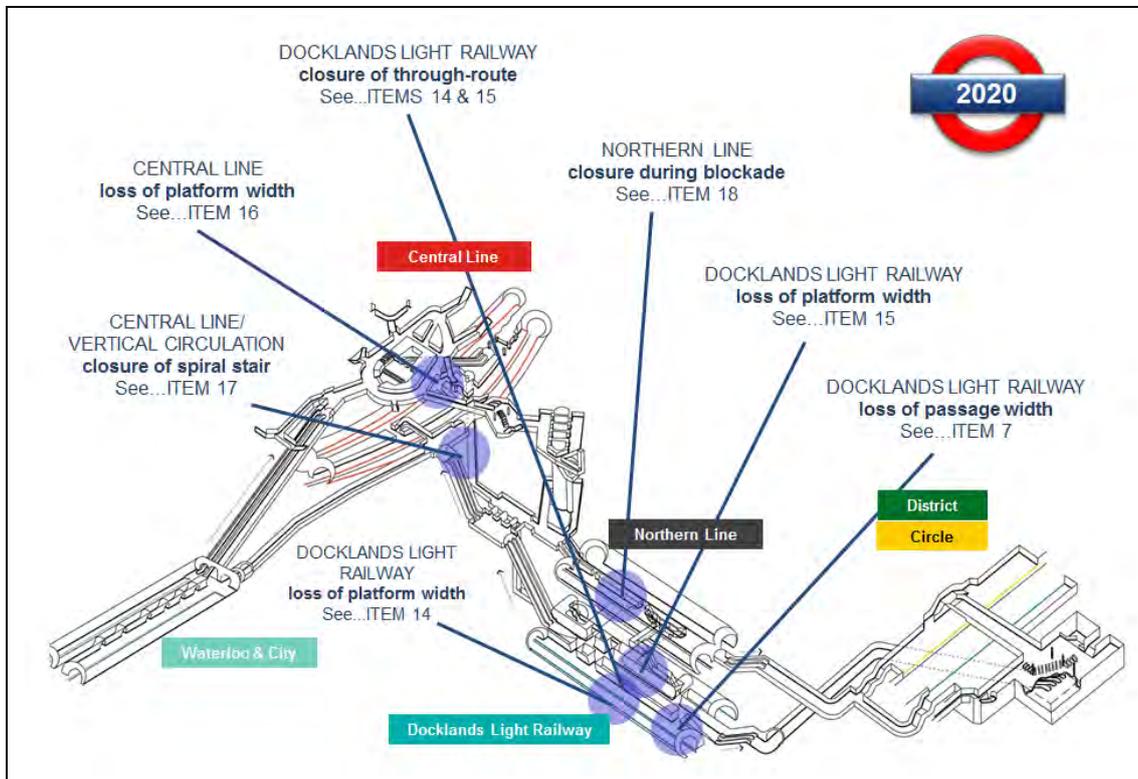
**Figure 8.2:** Areas Affected During Construction 2018



**Figure 8.3: Areas Affected During Construction 2019**



**Figure 8.4: Areas Affected During Construction 2020**



8.3.2 The results of the static assessment are summarised Table 8.2 below, which uses passenger demand derived using the method described in 4.8.17.



**Table 8.2:** Results of Static Assessment

Item	Year	Duration	S1371 Threshold	Passengers Affected (Peak Minute)		S1371 Compliance
				Morning	Evening	
1.	2017	3 months	110	60	55	Yes
2.	2018	3 months	170	26	18	Yes
3.	2018	3 months	90	53	23	Yes
4.	2018	3 months	38	31	37	Yes
5.	2018	3 months	90	18	42	Yes
6.	2018	24 months	180	52	36	Yes
7.	2018	24 months	155	24	23	Yes
8.	2018	1 month	107	59	96	Yes
9.	2019	12 months	165	112	101	Yes
10.	2019	12 months	90	59	71	Yes
11.	2019	2 months	185	119	106	Yes
12.	2019	12 months	130	125	84	Yes
13.	2019	12 months	Already non-compliant	65	78	No - staff intervention may be required to encourage wider distribution of passengers along the departures platform.
14.	2020	4 months	130	75	31	Yes - although it is recommended that announcements are made to notify passengers they must circulate via the platform
15.	2020	4 months	53 in AM peak. Already non-compliant in PM	21	55	No - staff intervention may be required to encourage wider distribution of passengers along the departures platform.
16.	2020	4 months	150	78	58	Yes
17.	2020	4 months	160	106	58	No - staff intervention and communication to customers may be required to avoid overloading remaining vertical circulation elements.
18.	2020	4 months	Not applicable	10	5	Yes

8.3.3 Those marked 'Yes' in the far right-hand column indicate *S1371* compliance without mitigation with the one exception in 2020 where compliance will be achieved with appropriate mitigation in place. Those marked as 'No' indicate

that the width available cannot meet the *S1371* spatial requirements and LUL will ensure that these areas will be subject to close scrutiny and planning to ensure that appropriate management measures are in place to guide and protect both the traveling public and the workforce.

## 8.4 Requirements for Mitigation

- 8.4.1 From LUL customer's perspective, the critical stage will be during the 2020 blockade at Central Line platform level. While flows are considerably lower without Northern Line services stopping at Bank Station, the availability of interchange vertical circulation is also reduced to and from the Central Line level, with only the overbridge and single spiral stair to remain in operational use.
- 8.4.2 To ensure use of the overbridge stair is relative to its available capacity, the following operational strategy would need to be in place at the Central Line level.
- 8.4.3 This strategy is on the basis that (interchange) passengers heading to the Central Line would route via the overbridge stairs; a more preferable route than walking up a spiral stair case:
- Central Line to/from Street: signed to use Escalators 1-3 via the Bull Ring ticket hall, from where passengers can continue to the street exit of their choice. The strategy proposed is to deny use of the overbridge or spiral stair routes towards the TriPLICATION Area and then Lombard Street exit. In all likelihood, passengers will naturally use Escalators 1 to 3 as they currently do, making this a relatively easy routing strategy to safeguard;
  - Central Line to DLR and District Line and Central Line: signed to use the remaining spiral stair in the downward direction and then continue via LLIP, TriPLICATION and DLR level. Alternatively, District Line and Central Line passengers, a very small flow route indeed, at less than 400 over three hours, may choose to exit via Escalators 1 to 3 and onto Lombard Street to continue at street level. While these two routing options are available, the former would be preferable to deny the use of two gatelines (Bank and Monument) and in any event, this is a very small transit route; and
  - Central Line to Westminster & City Line: signed to use the overbridge stair, which many are already assumed to do, as it forms the natural routes between the two lines.
- 8.4.4 While this may seem an overly prescriptive operational strategy, only the signing of DLR and District & Circle Line passengers via the spiral stair may be deemed as onerous compared with the available alternative.

## 8.5 Non-Compliances

- 8.5.1 On the basis that a relatively straightforward mitigation strategy will alleviate the loss of Central Line vertical circulation provision during the blockade, the only non-compliances identified are at DLR level during 2019 – 2020. In this case 200mm hoardings will protrude onto both the arrivals and departures platforms to allow creation of new adits and cross passages; these will move along the platform to mirror construction areas. With the DLR platforms already undersized the hoardings will further reduce the available width.
- 8.5.2 Aware of this issue LUL will again ensure that these areas will be subject to close scrutiny and planning to ensure that appropriate management measures are in place to guide and protect both the traveling public and the workforce.

## 8.6 Compliance

- 8.6.1 In all other cases, the hoarding arrangements during construction periods comply with *S1371* construction period spatial requirements.
- 8.6.2 This is because the anticipated space reduction is minimal (typically 200mm) and located in such a way that the impact affects only a very small number of passengers, i.e. the new adits at the very end of the DLR level in 2017.
- 8.6.3 Many of the major works to existing infrastructure will occur during the Northern Line blockade; this has a two-fold benefit:
- works to Northern Line level can be undertaken safely and efficiently as the closure removes conflict with passengers in passages and other areas of the station; and
  - works on other parts of the station will benefit from the significant reduction in passenger traffic: flows to and from the Northern Line represent about 50 per cent of all movements in Bank Station. As a result, spatial station planning requirements are significantly lower.
- 8.6.4 Furthermore, the works do not require the closure of any areas at any time during the construction programme due to the risk associated with adjacent works. As such there will be no passenger impact as a result of adjacent excavation.

## 8.7 Weekend Closures

- 8.7.1 In addition to the construction periods described above, the programme plans to take advantage of the unique circumstances permitted by a City of London station during weekends.
- 8.7.2 With widespread closure of local leisure and business facilities, the level of passenger demand is lower, see Table 8.3 showing the impact of weekend closures with data sourced from 2012 TfL station performance statistics at:

<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx> View station exit and entry figures 2011 Accessed 30 April 2014 (in the absence of RODS data that is not available for weekends).

- 8.7.3 The data in Table 8.3 shows that, At worst, a typical Saturday is therefore 25 per cent of a typical weekday. It is possible that, because this data relates to 2012, many of the weekend users are passengers diverting from (the closed) Cannon Street London Underground Station towards Monument, although this is difficult to confirm from the information available.

**Table 8.3:** Comparison of Weekday and Weekend Passengers

Period	Passengers
Weekday Entry + Exit	174,758
Saturday Entry + Exit	43,068
Sunday Entry + Exit	22,909

- 8.7.4 The lower passenger numbers demonstrated in Table 8.3 suggest that impacts of weekend closures of Bank Station will be less significant than closures during weekdays. This is also expected to be the case for weekend closures of the Northern Line during November 2017, DLR in December 2017 / January 2018 and Central Line in May / June 2019. The impact of the weekend closures would also be managed and mitigated by TfL using the same techniques used to manage other weekend closures across the London Underground Network.

## 9 Blockade Impacts - Surface and Sub-surface

### 9.1 Introduction

9.1.1 In 2020 there will be a need to temporarily close part of the Northern Line (City branch) while LUL connect the new section of running tunnel to the existing tunnel. Bank Station will remain open.

9.1.2 The blockade has the potential to disrupt and cause inconvenience to some passengers, mainly Northern Line users. For example, there will be reduced opportunities to interchange to some other public transport services and there will be no London Underground services stopping at Borough during the total blockade.

9.1.3 Various scenarios and mitigation measures have been developed and assessed to reduce these impacts where it is reasonably and practicably possible to do so.

9.1.4 For ease of reference when reviewing this chapter the various scenarios for the AM and PM peak periods discussed in Section 4.7 are:

	<b>AM Peak</b>	<b>PM Peak</b>
• Reference Case (Future Baseline) 2020	N00	N10
• Total Blockade 2020	N01	N11
• Partial Blockade 2020	N02	N12

9.1.5 Section 4.7 highlighted that these scenarios will also include further embedded mitigation measures to be described in this chapter, although the impacts have not been included in the modelling. These measures are:

- Traffic management arrangements to keep BSCU construction vehicles separate from pedestrians (see Appendix A4.1: CoCP);
- Introduction of enhanced and/or additional bus services on a number of identified corridors (see Sections 9.3 and 9.4);
- Implementation of operational strategies including crowd management and control techniques at a number of stations across central London (see 9.5);
- Travel Demand Management (TDM) campaign, developed through the Olympic legacy Travel Demand Management Board, and measures to inform passengers and encourage them to change their travel behaviour i.e. re-time, re-route and change mode (see Section 9.6);
- TDM, crowd control management and the introduction of marshals to ensure the smooth flow and safety of the increased numbers of pedestrians who will use the Moorgate – Bank - London Bridge Station corridor during the blockade (see Section 9.5); and

- The development of reciprocal ticketing arrangements with Train Operating Companies, where appropriate, that will make it easier for London Underground passengers to use National Rail services which serve the same corridor as congested London Underground services.

## 9.2 Future Baseline 2020: Reference Case

### **Crowding Levels – AM and PM**

- 9.2.1 This section provides the results of AM and PM Reference Case assessments of forecast crowding levels on the London Underground, National Rail and bus networks in 2020. This Reference Case scenario has been taken to represent the future 2020 baseline situation for the assessment of the blockade, it is described further in Section 4.7. Appendices 9A1 to 9A4 provide diagrammatic outputs from the model that show the levels of crowding forecast on the London Underground and National Rail networks for the AM and PM Reference Case scenarios (respectively referenced as N00 and N10).
- 9.2.2 Appendix 9A1 includes the following sections of London Underground lines, which are forecast in the AM Reference Case (N00) to experience substantial levels of crowding; i.e. they will exceed the defined threshold of four passengers/m<sup>2</sup>:
- Northern Line from Clapham South to Stockwell;
  - Northern Line from Tufnell Park to Euston;
  - Northern Line (City branch) from Euston to Moorgate, and from Kennington to Moorgate;
  - Victoria Line from Victoria to Green Park, and from Highbury & Islington to Oxford Circus;
  - Piccadilly Line from Caledonian Road to Russell Square;
  - Central Line from Bethnal Green to Mile End; and
  - District Line from Parsons Green to Earls Court.
- 9.2.3 Appendix 9A2 shows that there are some substantially (refer to paragraph 4.7.19) crowded sections of National Rail lines in the AM Reference Case (N00), including routes into Waterloo, King's Cross and Liverpool Street; through Clapham Junction and Wimbledon; and on London Overground and Southern Lines.
- 9.2.4 In general, comparison of the forecasts shows that there will be less crowding on the National Rail and Underground lines in the PM peak period than there will be in the AM period.
- 9.2.5 Appendix 9A3 includes the following sections of London Underground lines, which are forecast to experience substantial levels of crowding in the PM

Reference Case (N10) that will exceed the defined threshold of four passengers/m<sup>2</sup>:

- Northern Line from Bank to London Bridge;
- Northern Line from Warren Street to Euston;
- Piccadilly Line from Gloucester Road to Green Park.

9.2.6 Appendix 9A4 shows that there will be some crowded sections of National Rail lines in the PM Reference Case (N10), including on routes from King's Cross; through Clapham Junction and Wimbledon; and on London Overground and Southern Lines.

9.2.7 There will be substantial crowding on the London Underground services from Clapham South to Oval in the AM peak northbound direction, and from Stockwell to Clapham North in the PM peak southbound direction (see Table 9.6 and Table 9.15 and further discussion of this in Sections 9.3 and 9.4).

9.2.8 Analysis of the forecast bus network loadings and capacities shows that in the Reference Case, most of the corridors in Central London will be operating within their available capacity in both the AM and PM peaks. The key exceptions to this are:

- AM Peak
  - Waterloo Bridge (v/c ~ 0.9).
  - Blackfriars Bridge (v/c ~ 1.0).
  - St Thomas Street (v/c ~ 0.9 – 1.0).
- PM Peak
  - St Thomas Street (v/c ~ 0.9 – 1.0).
  - Long Lane (v/c ~ 0.9).
  - New Kent Road (v/c ~ 0.9).

### 9.3 Assessment of the Total and Partial Blockades - AM

9.3.1 This section identifies the transport impacts of the total and partial blockade scenarios by comparing them to the 2020 AM Reference Case (i.e. Do Nothing future baseline). These impacts are then assessed and any substantial impacts that are likely to arise identified. Section 9.4 considers these same aspects for the PM forecasts.

#### **Changes in Forecast Patterns of Movements**

9.3.2 Appendices 9A5 to 9A10 diagrammatically compare the AM total blockade (N01) and partial blockade (N02) scenarios with the Reference Case (N00). These figures (and similar figures elsewhere referenced by this chapter) present “bandwidth diagrams” that show the changes in the forecast patterns of

passenger movements. The width of the band is proportional to the change in the passenger flow; red represents an increase in flow and green a decrease in flow. Note, the bandwidths for flows using different modes are shown at different scales.

- 9.3.3 Railplan assigns passenger trips onto the public transport network by iteratively considering and determining the shortest time path for each movement. The assignment is considered to have converged when specified criteria are met.
- 9.3.4 These figures show the re-assignment of passengers by Railplan whom, in the absence of the blockade, would have used the Northern Line (City branch), and how they are now forecast to re-route onto alternative London Underground lines; or transfer to National Rail services, bus or walk.
- 9.3.5 The main features, which are similar for both the total and partial blockades, can be summarised as:
- the impacts will be felt across the wider public transport networks in Central London;
  - the largest re-routing of passengers will be from the City branch to the Charing Cross branch of the Northern Line;
  - there will be increased use of buses on a number of corridors; and
  - there will be a substantial transfer from the Underground to walking on the corridor between Moorgate – Bank – Monument - London Bridge Station.
- 9.3.6 Railplan does not include a cycle mode and in practice some of these pedestrians may choose to cycle. Furthermore, the model does not include every walk link and in practice the forecast flows will be likely to disperse across a number of streets. The exception to this is the river crossings and it must therefore be assumed that there could be a substantial increase in pedestrian flows over London Bridge. This aspect is considered further in Section 9.5.

### **Comparison of Scenarios N00, N01 and N02**

#### Network-wide Statistics

- 9.3.7 Table 9.1 presents a comparison of the key modelled network-wide statistics for the AM Reference Case (N00), total blockade (N01) and partial blockade (N02) scenarios. These figures relate to all trips made by public transport during the AM peak period, an assignment of 2.47 million person trips.
- 9.3.8 The overall numbers of boarders shown in Table 9.1 reflects the number of trips and interchange movements that will be made. Table 9.1 shows that there will be a reduction in the number of people boarding London Underground and DLR services during the total blockade (N01). This is as expected, given that there will be fewer services operating and fewer stations open on the Charing



Cross branch than in the Reference Case. The change for DLR is a greater proportion of the total trips (8 per cent compared to 1 per cent for London Underground services), which reflects both that the DLR network is smaller than the London Underground and also that Bank Station is a major interchange station for the DLR, as well as for the Northern, Central, Circle, District and Waterloo & City Lines.

- 9.3.9 The reduction in people boarding these services will be offset by an increase in the numbers of passengers boarding National Rail and bus services. Despite these increases, there will be only a small increase in the number of crowded hours on these services. This suggests that spare capacity exists on these services.
- 9.3.10 Broadly similar effects are seen in Table 9.1 during the partial blockade (N02).

**Table 9.1: Comparison of AM Network-wide Statistics for N0, N01 and N02**

Comparison of Model Results AM		Reference Case (N00)	Total Blockade (N01)	Absolute Difference N01 to N00	N01 Relative to N00	Partial Blockade (N02)	Absolute Difference N02 to N00	N02 Relative to N00
UNCROWDED PASSENGER HOURS								
National Rail	673,023	678,236	5,213	1%	676,803	3,780	1%	
London Underground	323,491	318,453	-5,038	-2%	319,537	-3,954	-1%	
Dockland Light Railway	13,463	12,222	-1,241	-9%	12,173	-1,290	-10%	
Buses	329,136	336,068	6,932	2%	333,969	4,833	1%	
Croydon Tramlink	4,045	4,067	22	1%	4,058	13	0%	
CROWDED PASSENGER HOURS								
National Rail	127,586	129,036	1,450	1%	128,498	912	1%	
London Underground	114,812	115,217	405	0%	116,158	1,346	1%	
Dockland Light Railway	957	725	-232	-24%	706	-251	-26%	
Buses	21,001	21,866	865	4%	21,674	673	3%	
Croydon Tramlink	1,078	1,100	22	2%	1,087	9	1%	
PASSENGER KILOMETRES								
National Rail	44,382,224	44,521,896	139,672	0%	44,485,360	103,136	0%	
London Underground	11,081,428	10,927,188	-154,240	-1%	10,958,329	-123,099	-1%	
Dockland Light Railway	364,443	326,915	-37,528	-10%	325,527	-38,916	-11%	
Buses	5,089,650	5,176,644	86,994	2%	5,150,504	60,854	1%	
Croydon Tramlink	104,325	104,916	591	1%	104,650	325	0%	
PASSENGER BOARDINGS								
National Rail	1,404,332	1,425,405	21,073	2%	1,420,034	15,702	1%	
London Underground	1,487,127	1,468,431	-18,696	-1%	1,463,807	-23,320	-2%	
Dockland Light Railway	69,359	63,617	-5,742	-8%	63,443	-5,916	-9%	
Buses	1,438,282	1,457,413	19,131	1%	1,451,204	12,922	1%	
Croydon Tramlink	22,371	22,542	171	1%	22,450	79	0%	

## Flows on Sections of London Underground and National Rail

### *Crowding Levels – London Underground and National Rail*

- 9.3.11 Appendices 9A11 and 9A12 present diagrammatical network-wide outputs from the model that indicate the levels of crowding forecast on the London Underground Network for the AM peak period, for the total and partial blockade scenarios (N01 and N02).
- 9.3.12 Comparison of Appendices 9A1 and 9A11 shows the following London Underground lines, or sections of line, will, as a result of the total blockade (N01), experience substantial crowding above the threshold of four passengers/m<sup>2</sup>:
- Waterloo & City Line;
  - Jubilee Line from London Bridge to Waterloo and from Canada Water to Bermondsey; and
  - Piccadilly Line from Russell Square to Holborn and from Gloucester Road to South Kensington.
- 9.3.13 Comparison of Appendices 9A1 and 9A11 also shows that, during the total blockade (N01) crowding on the Northern Line from Camden Town to Euston will reduce below this same threshold.
- 9.3.14 During the total blockade (N01), the only additional section of the National Rail network forecast to experience substantial crowding levels above the threshold of four passengers/m<sup>2</sup> is on the London Overground Line from Shadwell to Wapping (compare figures in Appendix 9A2 and 9A21).
- 9.3.15 Comparison of Appendices 9A1 and 9A12 shows the following sections of London Underground lines will in the AM, as a result of the partial blockade (N01), experience substantial crowding above the threshold of four passengers/m<sup>2</sup>:
- Northern Line from Archway to Tufnell Park;
  - Jubilee Line from London Bridge to Waterloo and from Canada Water to Bermondsey; and
  - Piccadilly Line from Russell Square to Holborn.
- 9.3.16 Comparison of Appendices 9A1 and 9A12 shows that during the partial blockade (N02) crowding on the following sections of London Underground lines will reduce below this same four passengers/m<sup>2</sup> threshold:
- Northern Line from Euston to King's Cross and from Angel to Old Street; and
  - Northern Line from Clapham South to Clapham Common.

9.3.17 Comparing scenarios N00 and N02, there are no additional sections of National Rail Network that are forecast to experience substantial crowding as a result of the introduction of the partial blockade (compare figures in Appendix 9A2 and 9A22).

9.3.18 Further detail on crowding is provided as Appendix 9B.

*Service Statistics - Key Underground Lines*

9.3.19 Table 9.2 summarises key service statistics for those trips, or parts of trips made on key London Underground lines for the AM Reference Case (N00), total blockade (N01) and partial blockade (N02) scenarios.

9.3.20 Table 9.2 shows that the substantial impacts of introducing the total blockade (N01) will be:

- Switching of passengers from the Northern Line City branch to the Charing Cross branch;
- Increase in use of and number of boarders on the Waterloo & City Line.

9.3.21 The results in Table 9.2 show that there will also be broadly similar and substantial impacts as a result of introducing the partial blockade (N02).

**Table 9.2: Comparison of Key AM Model Statistics for N0, N01 and N02**

AM	Reference Case (N00)	Total Blockade (N01)	Absolute Difference N01 to N00	N01 Relative to N00	Partial Blockade (N02)	Absolute Difference N02 to N00	N02 Relative to N00
<b>Comparison of Model Results</b>							
<b>Uncrowded Passenger Hours</b>							
NL - City Branch	36,426	8,738	-27,688	-76%	16,472	-19,954	-55%
NL - Charing Cross Branch	19,477	37,366	17,889	92%	31,999	12,522	64%
Victoria	35,798	37,058	1,260	4%	36,381	583	2%
Waterloo & City	1,595	1,929	334	21%	1,798	203	13%
Jubilee	38,134	39,191	1,057	3%	39,067	933	2%
<b>Crowded Passenger Hours</b>							
NL - City Branch	17,258	2,686	-14,572	-84%	8,290	-8,968	-52%
NL - Charing Cross Branch	5,699	14,694	8,995	158%	11,847	6,148	108%
Victoria	17,346	19,098	1,752	10%	18,239	893	5%
Waterloo & City	1,161	1,836	675	58%	1,448	287	25%
Jubilee	18,040	19,817	1,777	10%	19,543	1,503	8%
<b>Passenger Kilometres</b>							
NL - City Branch	1,182,288	310,260	-872,028	-74%	545,728	-636,560	-54%
NL - Charing Cross Branch	606,270	1,179,058	572,788	94%	1,012,991	406,721	67%
Victoria	1,342,486	1,383,491	41,005	3%	1,361,661	19,175	1%
Waterloo & City	55,600	67,921	12,321	22%	63,515	7,915	14%
Jubilee	1,492,432	1,530,962	38,530	3%	1,527,200	34,768	2%
<b>Boarders</b>							
NL - City Branch	156,492	45,685	-110,807	-71%	70,737	-85,755	-55%
NL - Charing Cross Branch	94,317	161,331	67,014	71%	137,016	42,699	45%
Victoria	210,539	213,591	3,052	1%	211,377	838	0%
Waterloo & City	23,460	28,658	5,198	22%	26,799	3,339	14%
Jubilee	188,759	195,699	6,940	4%	195,130	6,371	3%

- 9.3.22 Average perceived journey times have been assessed at the strategic level for Borough-to-Borough movements. The largest increase in these in the AM was found to be a 10 per cent increase, during the total blockade, for the journey from the London Borough of Wandsworth to the London Borough of Hackney. The average modelled journey time in London by London Underground is about 50 minutes in duration, hence this increase represents about five minutes. However, this percentage increase does not exceed the 20 per cent threshold and is therefore considered not to be substantial.
- 9.3.23 Table 9.3 provides a more detailed measure of the average AM journey times for those journeys, or parts of journeys, made on key London Underground lines as shown. These show that the main impacts of the blockade will be experienced by passengers on the Northern Line, on both the City and the Charing Cross branches.

**Table 9.3:** Comparison of Average AM Journey Times on London Underground Lines

AM								
Calculate Average Journey Time per Boarding per Line - AM	Reference Case (N00)	Total Blockade (N01)	Absolute Difference N01 to N00	N01 Relative to N00	Partial Blockade (N02)	Absolute Difference N02 to N00	N02 Relative to N00	
City Branch	20.58	15.00	-5.58	-27%	21.00	0.42	2%	
NL - Charing Cross Branch	16.02	19.36	3.35	21%	19.20	3.18	20%	
Victoria	15.15	15.77	0.63	4%	15.50	0.36	2%	
Waterloo & City	7.05	7.88	0.83	12%	7.27	0.22	3%	
Jubilee	17.86	18.09	0.24	1%	18.02	0.17	1%	

- 9.3.24 The large reduction in journey times on the City branch directly reflects the impact of part of this line being closed during the blockade, and there being less use of it as a result. Of the other changes, only the 21 per cent increase on the Charing Cross exceeds the 20 per cent threshold and is considered to be substantial.

#### Network-wide Pedestrian Movements

- 9.3.25 Table 9.4 shows that for the AM peak period the total blockade (N01) will increase the overall network-wide passenger time spent walking and the distance walked, respectively by 2,851 hours and 27,035 passenger kilometres. It also shows that the partial blockade (N02) will similarly increase these metrics, although by slightly lower amounts.

**Table 9.4:** Comparison of AM Passenger Hours Walking for N00, N01 and N02

	Reference Case (N00)	Total Blockade (N01)	Absolute Difference N01 to N00	N01 Relative to N00	Partial Blockade (N02)	Absolute Difference N02 to N00	N02 Relative to N00
Pedestrians							
PAX HOURS							
Non-Central London	1,212,149	1,210,968	-1,181	0%	1,211,397	-752	0%
Central London	358,016	362,048	4,032	1%	361,240	3,224	1%
Total	1,570,165	1,573,016	2,851	0%	1,572,637	2,472	0%
PAX KM							
Non-Central London	6,060,745	6,054,840	-5,905	0%	6,056,985	-3,760	0%
Central London	2,224,465	2,257,405	32,940	1%	2,251,390	26,925	1%
Total	8,285,210	8,312,245	27,035	0%	8,308,375	23,165	0%

9.3.26 Appendices 9A7 and 9A10 show that, compared to the Reference Case (N00), there will be substantial increases in the pedestrian flows on the Moorgate – Bank – London Bridge Station corridor during the total blockade (N01) and partial blockade (N02) scenarios.

9.3.27 These forecast increases are in the order of up to 8,400 people (two-way) in the AM peak period. These flows are considered further in Section 9.5.

#### Crowding Levels in Central London - Buses

9.3.28 TfL Buses has assessed the reassigned bus passenger flows on corridors across the Central London bus network. The model results show that while there will be substantial increases in the bus passenger numbers on some corridors, in the AM.

9.3.29 Many of these corridors will continue to carry passenger flows that are within the available capacity being operated on the corridor. However, in some areas substantial increases in crowding levels have been forecast.

9.3.30 To mitigate these impacts, TfL Buses has proposed that they will operate a new rail replacement bus route in both directions between Stockwell and Old Street/Angel, using mainly the A3/A501 corridor.

9.3.31 This service will operate all week, between 05:00 to 24:00 hours, with service frequencies, in terms of the numbers of buses per hour in each direction being provided, as shown in Table 9.5.

**Table 9.5:** Proposed Rail Replacement Bus Service Frequencies 05:00-24:00

<b>Total Blockade</b>			
<b>Period</b>	<b>Monday - Friday</b>	<b>Saturday</b>	<b>Sunday</b>
Early morning	5	5	5
AM peak	10	5	5
Interpeak	7.5	7.5	7.5
PM peak	10	7.5	7.5
Evening	5	5	5
<b>Partial Blockade</b>			
<b>Period</b>	<b>Monday - Friday</b>	<b>Saturday</b>	<b>Sunday</b>
Early morning	5	5	5
AM peak	7.5	5	5
Interpeak	5	5	5
PM peak	7.5	5	5
Evening	5	5	5

Service Frequencies - Buses per hour in each direction

- 9.3.32 TfL Buses has run this level of additional service on this corridor in the past without there being any adverse highway capacity or bus reliability issues. Hence it is considered there will not be any substantially increased traffic or congestion impacts arising from these additional vehicles during the blockade.

*Impacts on NLE and Morden Corridors*

- 9.3.33 Outside Central London, passenger flows on the NLE and the busy section of the Northern Line from Morden to Kennington have also been assessed. The forecast London Underground and bus passenger flows are summarised in Table 9.6.



**Table 9.6: Comparison of AM Northbound Flows on NLE and from Morden**

AM Flows - Northbound Section of Northern Line or NLE Corridor	Bus Sub-Corridor (where applicable)	Reference Case (N00)				Total Blockade (N01)				Partial Blockade (N02)			
		LUL Pax (Peak Period)	LUL Pax/sqm (Peak Hour)	Bus Pax (Peak Period)	Bus v/c (Peak Hour)	LUL Pax (Peak Period)	LUL Pax/sqm (Peak Hour)	Bus Pax (Peak Period)	Bus v/c (Peak Hour)	LUL Pax (Peak Period)	LUL Pax/sqm (Peak Hour)	Bus Pax (Peak Period)	Bus v/c (Peak Hour)
Balham-Clapham South		37,800	3.1	400	0.1	35,200	3.5	700	0.2	37,400	3.1	400	0.1
Clapham South - Clapham Common		44,200	4.0	1,100	0.3	40,900	4.4	1,800	0.6	43,800	4.0	1,100	0.3
Clapham Common - Clapham North		49,000	4.7	1,000	0.2	44,700	5.1	1,600	0.3	48,600	4.7	1,000	0.2
Clapham North - Stockwell		51,800	5.2	1,000	0.2	47,300	5.5	1,900	0.3	51,200	5.1	1,300	0.2
Stockwell - Oval		42,000	4.0	3,800	0.4	34,200	3.6	4,300	0.5	41,100	3.8	4,000	0.4
Battersea - Nine Elms	Battersea to Vauxhall			2,000	0.4			3,000	0.5			2,500	0.4
	Through Nine Elms to Vauxhall	1,400	<1	2,700	0.7	300	<1	4,000	1.0	500	<1	3,900	1.0
Nine Elms - Kennington	From Kennington towards Waterloo			2,700	0.4			3,100	0.5			2,800	0.6
	Into Kennington along Morden branch	3,900	<1	2,700	0.5	500	<1	3,700	0.7	1,000	<1	3,000	0.4

Note: Pax - passengers

- 9.3.34 The results in Table 9.6 show that in the Reference Case (i.e. before the blockade) substantial crowding will exist in the AM peak northbound direction on sections of the Northern Line from Clapham South to Oval. This is demonstrated by the crowding factors of between 4.0 and 5.2.
- 9.3.35 In the total blockade (N01) these crowding factors will increase by around 10 per cent to between 4.4 and 5.5. In the partial blockade (N02) they remain similar at between 4.0 and 5.1. The crowding factors for the NLE are in all cases less than 1.0 showing it will continue to operate within its capacity.
- 9.3.36 Table 9.6 shows that as well as the northbound Underground services becoming overcrowded in this corridor, there will also be a substantial transfer of passengers onto buses (i.e. where the v/c ratios increase from 0.7 to 1.0).
- 9.3.37 TfL Buses has proposed that they would operate the following additional services to mitigate the impacts of the blockade in this area in the AM peak period:
- additional peak direction services on bus route 77, from Tooting to Waterloo. A further four buses per hour (bph) would be required during the total blockade and two for the partial blockade.
  - additional peak direction services on bus route 344, from Clapham Junction to Liverpool Street. A further four bph would be required during the total blockade and two for the partial blockade.

#### *Pedestrian Flows at Stations*

- 9.3.38 Table 9.7 presents a comparison of the forecast numbers of passengers (including boarding, alighting and interchanging movements) using a selection of key stations in Central London. These are mainly stations on the Northern Line (both Charing Cross and City branches), Victoria Line, Jubilee Line and at key interchange stations likely to be affected by the blockade.
- 9.3.39 The forecasts in Table 9.7 show that in the AM the number of passengers who will use Bank Station in the Reference Case (N00) is 87,664. This falls to 66,526 during the total blockade (N01) and 64,633 during the partial blockade (N02). These reductions reflect the impacts at Bank of the varying levels of reduced Northern Line services available in these different scenarios. The number of passengers that will continue to use the station during the blockade reflects its importance in terms of how the station is used by a large number of passengers on lines other than the Northern Line.

**Table 9.7:** Comparison of Forecast Numbers of Passengers Using Stations in the AM Peak (07:00 – 10:00) for N00, N01 and N02

AM Peak Period				Absolute diff		Relative difference	
Station Name	Reference Case (N10)	Total Blockade (N11)	Partial Blockade (N12)	N11 vs N10	N12 vs N10	N11 vs N10	N12 vs N10
Angel	16,282	7,747	10,725	-8,535	-5,557	-52%	-34%
Baker Street	29,810	30,176	30,119	366	309	1%	1%
Balham	15,891	15,580	15,707	-311	-184	-2%	-1%
Bank	87,664	66,526	64,633	-21,138	-23,031	-24%	-26%
Battersea Power Station	2,601	504	890	-2,097	-1,711	-81%	-66%
Bermondsey	8,017	7,824	7,854	-193	-163	-2%	-2%
Bond Street	42,066	41,595	41,688	-471	-378	-1%	-1%
Borough	4,680	0	888	-4,680	-3,792	-100%	-81%
Brixton	23,307	23,331	23,140	24	-167	0%	-1%
Camden Town	11,562	12,698	12,264	1,136	-434	10%	6%
Canada Water	17,891	17,824	17,799	-67	-92	0%	-1%
Cannon Street	34,616	36,856	35,871	2,240	1,255	6%	4%
Charing Cross	35,542	42,683	41,346	7,141	5,804	20%	16%
Clapham Common	7,929	6,585	7,410	-1,344	-519	-17%	-7%
Clapham Junction	40,178	41,081	40,728	903	550	2%	1%
Clapham North	4,378	3,992	4,248	-386	-130	-9%	-3%
Clapham South	8,032	7,213	7,940	-819	-92	-10%	-1%
Colliers Wood	6,265	5,892	6,119	-373	-146	-6%	-2%
Denmark Hill	1,131	1,190	1,187	59	56	5%	5%
Elephant & Castle	13,008	9,023	9,203	-3,985	-3,805	-31%	-29%
Embankment	23,893	32,270	30,512	8,377	6,619	35%	28%
Euston	51,131	55,345	50,230	4,214	-901	8%	-2%
Euston Square	12,496	13,090	13,180	594	684	5%	5%
Farringdon	58,358	60,342	59,307	1,984	949	3%	2%
Finchley Road	25,204	25,718	25,631	514	427	2%	2%
Finsbury Park	60,541	61,543	61,813	1,002	1,272	2%	2%
Goodge Street	17,111	19,664	18,669	2,553	1,558	15%	9%
Green Park	56,242	58,118	58,498	1,876	2,256	3%	4%
Highbury & Islington	30,517	32,760	32,407	2,243	1,890	7%	6%
Holborn	31,954	32,963	32,973	1,009	1,019	3%	3%
Kennington	19,906	5,121	5,719	-14,785	-14,187	-74%	-71%
Kilburn	9,564	9,636	9,640	72	76	1%	1%
King'S Cross (M)	64,534	61,784	61,704	-2,750	-2,830	-4%	-4%
Kings Cross (T'Link)	2,339	2,356	2,335	17	-4	1%	0%
Leicester Square	21,155	24,065	23,234	2,910	2,079	14%	10%
Liverpool Street	109,756	111,204	110,962	1,448	1,206	1%	1%
London Bridge	148,123	137,098	141,668	-11,025	-6,455	-7%	-4%
Mansion House	2,976	3,605	3,598	629	622	21%	21%
Monument	8,899	8,944	8,526	45	-373	1%	-4%
Moorgate	34,153	35,004	40,867	851	6,714	2%	20%
Morden	7,451	6,850	7,227	-601	-224	-8%	-3%
Nine Elms	3,686	421	891	-3,265	-2,795	-89%	-76%
Old Street	19,693	11,406	13,115	-8,287	-6,578	-42%	-33%
Oval	4,579	4,157	4,501	-422	-78	-9%	-2%
Oxford Circus	79,357	75,101	77,113	-4,256	-2,244	-5%	-3%
Pimlico	13,472	13,050	13,126	-422	-346	-3%	-3%
Saint John's Wood	5,065	5,045	5,058	-20	-7	0%	0%
Seven Sisters	19,176	18,995	19,079	-181	-97	-1%	-1%
South Wimbledon	4,823	4,476	4,642	-347	-181	-7%	-4%
Southwark	10,797	11,732	11,777	935	980	9%	9%
St Pancras	30,249	31,861	31,518	1,612	1,269	5%	4%
Stockwell	25,996	26,079	24,078	83	-1,918	0%	-7%
Swiss Cottage	4,477	4,823	4,677	346	200	8%	4%
Tooting Bec	10,323	9,585	10,043	-738	-280	-7%	-3%
Tooting Broadway	11,629	10,456	11,199	-1,173	-430	-10%	-4%
Tottenham Court Road	48,526	60,240	56,126	11,714	7,600	24%	16%
Tottenham Hale	11,806	11,926	11,912	120	106	1%	1%
Vauxhall	37,089	38,067	38,376	978	1,287	3%	3%
Victoria	125,503	125,327	125,366	-176	-137	0%	0%
Warren Street	15,733	15,377	15,509	-356	-224	-2%	-1%
Waterloo	147,883	162,066	155,606	14,183	7,723	10%	5%
Waterloo East	8,417	8,048	8,241	-369	-176	-4%	-2%
West Hampstead	6,745	6,826	6,797	81	52	1%	1%
West Hampstead Nil	685	704	703	19	18	3%	3%
Westminster	22,500	22,323	22,360	-177	-140	-1%	-1%
Wimbledon	24,927	25,173	25,012	246	85	1%	0%

- 9.3.40 TfL's Pedroute Strategic (PEDS) model has been used in order to understand how these stations will cope with the increased level of interchange during the blockade. This model uses the demand outputs of the Railplan analysis, applying this demand to the station infrastructure along the appropriate routes for every London Underground station on the network. The output of the model includes an assessment of the flows and level of crowding likely to be seen for each item of station infrastructure (i.e. escalators, stairs, passageways etc.) which go to make up each station on the network.
- 9.3.41 The assessment has been carried out for the total blockade scenario as the diverted flows in this scenario are generally greater than those for the partial scenario. It was carried out by LUL for the AM total blockade scenario as the diverted flows in this scenario are generally greater than those in the partial scenario. The flows have been assessed where the increase in flows above the Reference Case flows is 1,000 or more passengers in the 3 hour peak period, below this threshold it was assumed the increased flows could be catered for within existing capacities.
- 9.3.42 Table 9.8 shows those stations where congestion is expected to occur in the AM. Operational strategies have been developed with the station managers which will be deployed to manage these levels safely, and LUL will continue to refine and develop these as the blockade approaches.

**Table 9.8:** Results from PEDS Assessments – AM Peak Period

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand)	Total Blockade Demand	Difference	Proposed Operational Controls
<b>Euston</b>					
Victoria NB – Northern City branch SB	I	1,750	7,980	6,230	Switch escalators 1 & 2 to be up only. Passengers heading to Victoria SB / Northern NB will be directed down the spiral stairs.
					This will be rehearsed during the upcoming escalator replacement.
					No step free access at present, but there might be an issue for the visually impaired which may require additional staff.
NR North London – Northern Charing Cross branch SB	A	2,610	4,840	2,230	No issue, although maybe extra platform staff
NR Intercity – Northern Charing Cross branch SB	A	1,010	2,450	1,440	No issue, although maybe extra platform staff
<b>Charing Cross</b>					
Northern SB – NR S Eastern	E	590	5,180	4,590	Additional platform staff to manage crowding
South Eastern – Northern NB	A	3,570	5,590	2,020	
<b>Waterloo</b>					
Northern NB – Waterloo & City NB	I	0	2,790	2,790	TDM to try and deter people from coming down from NR platforms
					Consider pre-emptive maintenance before the blockade, plus messaging protocols between W&C and Waterloo duty managers

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand	Total Blockade Demand	Difference	Proposed Operational Controls
Northern NB – Jubilee SB	I	780	2,960	2,180	Manage flows by turning off travelator, and manage flows down from NR using existing process
Northern SB – Jubilee SB	I	450	1,810	1,360	Manage flows by turning off travelator, and manage flows down from NR using existing process
<b>Bank &amp; Monument</b>					
Waterloo & City NB – Exit	E	18,820	22,160	3,340	Note that extra passengers who have come from the Northern Line at Waterloo need to touch out and then back in again before boarding the W&C Line. Those who forget to touch back in at Waterloo will cause a problem at Bank. Additional signage at Waterloo.
DLR Terminus – Central WB	I	3,030	4,370	1,340	No action required
District EB – Exit	E	3,740	5,370	1,630	No action required
<b>Embankment</b>					
Northern NB – District EB	I	1,940	6,900	4,960	Divert passengers along the long passageway joining Northern and Bakerloo platforms.
<b>London Bridge</b>					
Jubilee SB – Exit	E	7,810	11,970	4,160	Implement one-way system.
<b>Tottenham Court</b>					
Central WB – Northern NB	I	70	1,560	1,490	Additional station staff may be required to monitor and manager flows.
Northern NB – Central EB	I	110	1,500	1,390	Additional station staff may be required to monitor and manager flows.
Northern SB – Central EB	I	2,280	3,580	1,300	Additional station staff may be required to monitor and manager flows.

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand	Total Blockade Demand	Difference	Proposed Operational Controls
<b>Old Street</b>					
Northern SB – Exit	E	3,460	7,310	3,850	Additional station staff may be required to monitor and manager flows.
<b>Moorgate</b>					
Northern SB - Exit	E	4,250	8,210	3,850	Implement one way system using NR platforms
<b>Green Park</b>					
Victoria SB – Jubilee SB	I	1,060	3,810	2,750	Additional station staff may be required to monitor and manager flows.
<b>Camden Town</b>					
High Barnet NB – Edgware NB	I	240	1,780	1,540	Additional station staff may be required to monitor and manager flows
Edgware NB – High Barnet NB	I	110	1,180	1,070	Additional station staff may be required to monitor and manager flows
<b>Stockwell</b>					
Northern NB – Victoria NB	I	13,040	14,410	1,370	No issues, sufficient capacity
Entrance – Victoria NB	A	2,690	3,890	1,200	No issues, sufficient capacity
<b>Goodge Street</b>					
Northern NB – Exit	E	13,050	15,010	1,960	Additional station staff may be required to monitor and manager flows.
<b>Angel</b>					
Northern SB – Exit	E	4,240	5,930	1,690	Additional station staff may be required to monitor and manager flows.
<b>King's Cross St Pancras</b>					

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand)	Total Blockade Demand	Difference	Proposed Operational Controls
Victoria NB – Thameslink Exit	E	4,430	5,950	1,520	Additional station staff may be required to monitor and manager flows.
<b>Cannon Street</b>					
District EB - Exit	E	4,090	5,430	1,340	Additional station staff may be required to monitor and manager flows.



### *Other Transport Impacts*

- 9.3.43 The majority of reassigned passenger movements in the vicinity of the River Thames are made in a north-south direction and it is considered unlikely that there will be any substantial impact on river taxi services.
- 9.3.44 While there will also be an increase in demand for surface modes of transport at some stations, it is unlikely there will be any substantial impacts on transport interchange facilities, including those for taxis and buses.

## 9.4 Assessment of the Total and Partial Blockades - PM

### **Changes in Forecast Patterns of Movements**

- 9.4.1 Appendices 9A13 to 9A19 compare the PM Reference Case (N10) scenario with the total blockade (N11) and partial blockade (N12) scenarios. As before, the width of the band is proportional to the changes in the patterns of passenger movements; red represents an increase in flows and green a decrease. Again, note that the bandwidths for the flows using different modes are shown at different scales.
- 9.4.2 These figures show the reassignment of passengers who, in the absence of the blockade, would have used the Northern Line (City branch), and how they are now forecast to re-route onto alternative London Underground lines; or transfer to National Rail services, bus or walk.
- 9.4.3 The PM patterns of movement are broadly similar to those seen in the AM, although in the reverse direction. The main features can again be summarised as:
- the impacts will be felt across the wider public transport networks in Central London.
  - the largest re-routing of passengers will be from the City branch to the Charing Cross branch of the Northern Line.
  - there will be increased use of buses on a number of corridors; and ,
  - there will be a substantial transfer from the London Underground to walking on the corridor between Moorgate – Bank – Monument - London Bridge station.

### **Comparison of Scenarios N10, N11 and N12**

#### Network-wide Statistics

- 9.4.4 Table 9.9 presents a comparison of the key modelled network-wide statistics for the PM Reference Case (N10), total blockade (N11) and partial blockade (N12) scenarios. These figures relate to all trips made by public transport during the PM peak period, an assignment of 2.48 million person trips.

- 9.4.5 The overall numbers of boarders shown in Table 9.9 reflect the number of trips and interchange movements that will be made. Table 9.9 shows that there is a reduction in the number of people boarding LUL and DLR services during the total blockade (N11). This is as expected, given that there will be fewer services operating and fewer stations open on the Charing Cross branch than in the Reference Case.
- 9.4.6 The change for DLR is a greater proportion of the total trips (eight per cent compared to two per cent for LUL), which reflects both that the DLR network is smaller than the London Underground and also that Bank Station is a major interchange for the DLR, as well as for the Northern, Central, Circle, District and Waterloo & City Lines.
- 9.4.7 The reduction in people boarding these services will be offset by an increase in the numbers of passengers boarding National Rail and bus services. Despite these increases, there will be only a small increase in the number of crowded hours on these services. This suggests that spare capacity exists on these services.
- 9.4.8 Similar overall effects are seen during the partial blockade (N12).

**Table 9.9:** Comparison of PM Network-wide Statistics for N10, N11 and N12

Comparison of Model Results PM		Reference Case (N10)	Total Blockade (N11)	Absolute Difference N11 to N10	N11 Relative to N10	Partial Blockade (N12)	Absolute Difference N12 to N10	N12 Relative to N10
UNCROWDED PASSENGER HOURS								
National Rail	634,719	638,758	4,039	1%	637,649	2,930	0%	
London Underground	316,433	311,359	-5,074	-2%	311,499	-4,934	-2%	
Dockland Light Railway	12,281	11,356	-925	-8%	11,344	-937	-8%	
Buses	306,595	312,860	6,265	2%	310,540	3,945	1%	
Croydon Tramlink	3,193	3,204	11	0%	3,198	5	0%	
CROWDED PASSENGER HOURS								
National Rail	101,943	103,187	1,244	1%	103,184	1,241	1%	
London Underground	78,848	80,219	1,371	2%	80,750	1,902	2%	
Dockland Light Railway	679	385	-294	-43%	383	-296	-44%	
Buses	11,149	11,719	570	5%	11,517	368	3%	
Croydon Tramlink	294	300	6	2%	299	5	2%	
PASSENGER KILOMETRES								
National Rail	44,073,588	44,185,524	111,936	0%	44,158,936	85,348	0%	
London Underground	10,688,201	10,529,322	-158,879	-1%	10,597,764	-90,437	-1%	
Dockland Light Railway	334,455	306,718	-27,737	-8%	306,271	-28,184	-8%	
Buses	4,408,310	4,479,604	71,294	2%	4,452,511	44,201	1%	
Croydon Tramlink	84,089	84,380	291	0%	84,224	135	0%	
PASSENGER BOARDINGS								
National Rail	1,314,650	1,332,383	17,733	1%	1,327,294	12,644	1%	
London Underground	1,554,065	1,528,445	-25,620	-2%	1,535,792	-18,273	-1%	
Dockland Light Railway	68,848	64,454	-4,394	-6%	64,396	-4,452	-6%	
Buses	1,277,932	1,295,084	17,152	1%	1,288,837	10,905	1%	

## Flows on Sections of Underground and National Rail

### *Crowding Levels – Underground and National Rail*

- 9.4.9 Appendices 9A19 and 9A20 present network-wide outputs from the model diagrammatically, which indicate the levels of crowding forecast on the London Underground Network for the PM peak period, for total blockade (N11) and partial blockade (N12) scenarios.
- 9.4.10 For the total blockade, comparison of Appendices 9A3 and 9A19 shows the section of the Piccadilly Line between Piccadilly Circus and Green Park is the only additional section of London Underground that will experience substantial crowding above the defined threshold of four passengers/m<sup>2</sup>.
- 9.4.11 Compared to the PM Reference Case (N10), there will be no additional sections of National Rail Network that are forecast to experience substantial crowding as a result of introducing the total blockade (compare figures in Appendix 9A4 and 9A23).
- 9.4.12 Comparison of Appendices 9A3 and 9A20 shows the following sections of London Underground lines will in the PM, as a result of the partial blockade (N12), experience substantial crowding above the threshold of four passengers/m<sup>2</sup>:
- Northern Line (City branch) from Bank to Moorgate (This is higher than expected in comparison to the upstream section and is due to the way in which the model calculates the crowding factor, it is not related to any of the service patterns coded in this area); and
  - Piccadilly Line from Piccadilly Circus to Green Park.
- 9.4.13 Comparison of Appendices 9A3 and 9A20 shows that during the partial blockade crowding on the section of the Northern Line (City branch) from London Bridge to Bank will reduce below this same four passengers/m<sup>2</sup> threshold.
- 9.4.14 Comparing scenarios N10 and N12, there are no additional sections of National Rail Network that are forecast to experience substantial crowding as a result of the introduction of the partial blockade (compare figures in Appendix 9A4 and 9A24).
- 9.4.15 Further detail on crowding is provided as Appendix 9B.

### Service Statistics - Key Underground Lines

- 9.4.16 Table 9.10 summarises key service statistics for those trips, or parts of trips made on key London Underground lines for the PM Reference Case (N10), total blockade (N11) and partial blockade (N12) scenarios.

**Table 9.10: Comparison of Key PM Model Statistics for N10, N11 and N12**

	Reference Case (N10)	Total Blockade (N11)	Absolute Difference N11 to N10	N01 Relative to N00	Partial Blockade (N12)	Absolute Difference N12 to N10	N12 Relative to N10
<b>Comparison of Model Results</b>							
<b>Uncrowded Passenger Hours</b>							
NL- City Branch	32,053	7,643	-24,410	-76%	13,560	-18,493	-58%
NL - Charing Cross Branch	18,762	34,834	16,072	86%	30,050	11,288	60%
Victoria	36,222	36,863	641	2%	36,528	306	1%
Waterloo & City	1,302	1,651	349	27%	1,559	257	20%
Jubilee	37,184	38,033	849	2%	37,792	608	2%
<b>Crowded Passenger Hours</b>							
NL- City Branch	8,431	911	-7,520	-89%	3,744	-4,687	-56%
NL - Charing Cross Branch	2,920	7,267	4,347	149%	6,472	3,552	122%
Victoria	12,997	14,002	1,005	8%	13,392	395	3%
Waterloo & City	781	1,472	691	88%	1,414	633	81%
Jubilee	13,255	14,563	1,308	10%	14,124	869	7%
<b>Passenger Kilometres</b>							
NL- City Branch	1,052,276	267,570	-784,706	-75%	523,404	-528,872	-50%
NL - Charing Cross Branch	580,534	1,107,496	526,962	91%	950,517	369,983	64%
Victoria	1,344,424	1,364,428	20,004	1%	1,352,903	8,479	1%
Waterloo & City	55,140	69,624	14,484	26%	66,339	11,199	20%
Jubilee	1,419,635	1,450,734	31,099	2%	1,443,041	23,406	2%
<b>Boarders</b>							
NL- City Branch	151,459	45,489	-105,970	-70%	76,795	-74,664	-49%
NL - Charing Cross Branch	98,974	162,111	63,137	64%	142,488	43,514	44%
Victoria	231,344	232,247	903	0%	232,812	1,468	1%
Waterloo & City	23,265	29,377	6,112	26%	27,991	4,726	20%
Jubilee	188,957	193,408	4,451	2%	191,613	2,656	1%

- 9.4.17 Table 9.10 shows that the substantial impacts of introducing the total blockade (N11) will be:
- switching of passengers from the Northern Line City branch to the Charing Cross branch.
  - increase in use of and number of boarders on the Waterloo & City Line.
- 9.4.18 The results in Table 9.10 also show that there will be broadly similar and substantial impacts as a result of introducing the partial blockade (N12).
- 9.4.19 Average perceived journey times have been assessed at the strategic level for Borough-to-Borough movements. The largest increase in these in the PM was found to be a 14 per cent increase, during the total blockade, for the journeys from the London Borough of Wandsworth and from the London Borough of Lambeth to the London Borough of Hackney. The average modelled journey time in London by London Underground is about 50 minutes in duration, hence this increase represents about 7 minutes. However, this percentage increase does not exceed the 20 per cent threshold and is therefore considered not to be substantial.
- 9.4.20 Table 9.11 provides a more detailed measure of the average PM journey times for those journeys, or parts of journeys, made on key London Underground lines as shown. These show that the main impacts of the blockade will be experienced by passengers on the Northern Line, on both the City and the Charing Cross branches.
- 9.4.21 The large reduction in journey times on the City branch directly reflects the impact of part of this line being closed during the blockade, and there being less use of it as a result. None of the other increases exceeds the 20 per cent threshold that would have been considered to be substantial.

#### Network-wide Pedestrian Movements

- 9.4.22 Table 9.12 shows that in the PM peak period the total blockade (N11) will increase the overall network-wide passenger time spent walking and the distance walked, respectively by 2,321 hours and 24,720 passenger kilometres. It also shows that the partial blockade (N12) will similarly increase the passenger time spent walking and the distance walked, although by slightly lower amounts.
- 9.4.23 Appendices 9A15 and 9A19 show that, compared to the Reference Case (N10), there are some substantial increases in the pedestrian flows forecast to use the Moorgate – Bank – London Bridge station corridor during the total (N11) and partial (N12) blockades. These forecast increases are in the order up to around 9,500 people (2-way) in the PM peak period. These flows are considered further in Section 9.5.

**Table 9.11:** Comparison of Average PM Journey Times on London Underground Lines

Compare Average Journey Time per Boarding per Line (mins) - PM	Reference Case (N10)	Total Blockade (N11)	Absolute Difference N11 to N10	N01 Relative to N00	Partial Blockade (N12)	Absolute Difference N12 to N10	N12 Relative to N10
NL- City Branch	16.04	11.28	-4.75	-30%	13.52	-2.52	-16%
NL - Charing Cross Branch	13.14	15.58	2.44	19%	15.38	2.23	17%
Victoria	12.77	13.14	0.38	3%	12.87	0.10	1%
Waterloo & City	5.37	6.38	1.01	19%	6.37	1.00	19%
Jubilee	16.02	16.32	0.30	2%	16.26	0.24	2%

**Table 9.12:** Comparison of PM Passenger Hours Walking for N10, N11 and N12

	Reference Case (N10)	Total Blockade (N11)	Absolute Difference N11 to N10	N11 Relative to N10	Partial Blockade (N12)	Absolute Difference N12 to N10	N12 Relative to N10
Pedestrians							
PAX HOURS							
Non-Central London	1,183,964	1,182,722	-1,242	0%	1,183,258	-706	0%
Central London	399,140	402,703	3,563	1%	401,867	2,727	1%
Total	1,583,104	1,585,425	2,321	0%	1,585,125	2,021	0%
PAX KM							
Non-Central London	5,919,820	5,913,610	-6,210	0%	5,916,290	-3,530	0%
Central London	2,519,558	2,550,488	30,930	1%	2,543,065	23,508	1%
Total	8,439,378	8,464,098	24,720	0%	8,459,355	19,978	0%

### Introduction of Rail Replacement Buses

- 9.4.24 To mitigate the impacts of the increased crowding levels on some buses in central London, TfL Buses has proposed that they will operate a new rail replacement bus route in both directions between Stockwell and Old Street/Angel. Table 9.5 above shows the proposed service frequencies.

### Pedestrian Flows at Stations

- 9.4.25 Table 9.13 presents a comparison of the forecast numbers of passengers (including boarding, alighting and interchanging movements) using a selection of key stations in Central London. These are mainly stations on the Northern Line (both Charing Cross and City branches), Victoria Line, Jubilee Line and at key interchange stations likely to be affected by the blockade.
- 9.4.26 The forecasts in Table 9.13 show that in the PM the number of passengers who will use Bank Station in the Reference Case (N00) is 83,642. This falls to 66,957 during the total blockade (N01) and 65,326 during the partial blockade (N02).
- 9.4.27 These reductions reflect the impacts at Bank Station of the varying levels of reduced Northern Line services available in these different scenarios. The numbers of passengers that will continue to use the station during the blockade reflects its importance in terms of how the station is used by large numbers of passengers on lines other than the Northern Line.



**Table 9.13:** Comparison of Forecast Numbers of Passengers Using Stations in the PM for N10, N11 and N12

PM Peak Period	Reference Case (N10)	Total Blockade (N11)	Partial Blockade (N12)	Absolute diff		Relative difference	
				N11 vs N10	N12 vs N10	N11 vs N10	N12 vs N10
Angel	17,636	7,714	9,135	-9,922	-8,501	-56%	-48%
Baker Street	45,407	45,635	45,686	228	279	1%	1%
Balham	12,780	12,511	12,867	-269	87	-2%	1%
Bank	83,642	66,957	65,326	-16,685	-18,316	-20%	-22%
Battersea Power Station	3,002	534	1,043	-2,468	-1,959	-82%	-65%
Bermondsey	9,137	9,089	9,078	-48	-59	-1%	-1%
Bond Street	49,677	49,769	49,746	92	69	0%	0%
Borough	6,881	0	3,191	-6,881	-3,690	-100%	-54%
Brixton	20,746	20,599	20,741	-147	-5	-1%	0%
Camden Town	19,853	21,368	19,731	1,515	-122	8%	-1%
Canada Water	18,618	18,448	18,451	-170	-167	-1%	-1%
Cannon Street	25,931	27,378	27,355	1,447	1,424	6%	5%
Charing Cross	31,958	37,516	34,111	5,558	2,153	17%	7%
Clapham Common	9,194	7,786	8,174	-1,408	-1,020	-15%	-11%
Clapham Junction	33,324	34,219	33,937	895	613	3%	2%
Clapham North	4,712	4,511	4,590	-201	-122	-4%	-3%
Clapham South	5,589	5,528	5,551	-61	-38	-1%	-1%
Colliers Wood	4,485	4,192	4,285	-293	-200	-7%	-4%
Denmark Hill	1,321	1,425	1,387	104	66	8%	5%
Elephant & Castle	15,897	10,562	12,577	-5,335	-3,320	-34%	-21%
Embankment	32,595	39,957	38,515	7,362	5,920	23%	18%
Euston	51,704	53,697	53,890	1,993	2,186	4%	4%
Euston Square	14,862	15,408	15,429	546	567	4%	4%
Farringdon	58,642	60,873	60,429	2,231	1,787	4%	3%
Finchley Road	25,389	25,638	25,412	249	23	1%	0%
Finsbury Park	54,695	55,020	54,886	325	191	1%	0%
Goode Street	14,623	16,261	15,978	1,638	1,355	11%	9%
Green Park	74,334	74,904	74,876	570	542	1%	1%
Highbury & Islington	38,408	40,267	39,567	1,859	1,159	5%	3%
Holborn	26,979	27,929	27,778	950	799	4%	3%
Kennington	17,084	6,151	9,058	-10,933	-8,026	-64%	-47%
Kilburn	9,264	9,404	9,343	140	79	2%	1%
King'S Cross (M)	69,091	63,241	65,960	-5,850	-3,131	-8%	-5%
Kings Cross (T'Link)	9,807	11,061	10,762	1,254	955	13%	10%
Leicester Square	30,654	33,933	32,468	3,279	1,814	11%	6%
Liverpool Street	86,185	87,129	87,252	944	1,067	1%	1%
London Bridge	87,343	75,319	80,299	-12,024	-7,044	-14%	-8%
Mansion House	2,513	3,776	3,648	1,263	1,135	50%	45%
Monument	12,827	7,513	7,249	-5,314	-5,578	-41%	-43%
Moorgate	34,308	35,349	39,170	1,041	4,862	3%	14%
Morden	7,206	6,904	6,902	-302	-304	-4%	-4%
Nine Elms	3,150	365	831	-2,785	-2,319	-88%	-74%
Old Street	13,753	9,459	10,544	-4,294	-3,209	-31%	-23%
Oval	5,844	5,547	6,348	-297	504	-5%	9%
Oxford Circus	94,220	91,147	91,933	-3,073	-2,287	-3%	-2%
Pimlico	15,667	15,492	15,774	-175	107	-1%	1%
Saint John'S Wood	5,061	5,049	5,057	-12	-4	0%	0%
Seven Sisters	22,114	21,996	22,059	-118	-55	-1%	0%
South Wimbledon	3,527	3,256	3,343	-271	-184	-8%	-5%
Southwark	12,931	13,810	13,541	879	610	7%	5%
St Pancras	28,340	30,833	30,147	2,493	1,807	9%	6%
Stockwell	26,746	23,890	24,694	-2,856	-2,052	-11%	-8%
Swiss Cottage	4,798	5,048	4,912	250	114	5%	2%
Tooting Bec	7,290	6,999	7,031	-291	-259	-4%	-4%
Tooting Broadway	10,412	9,801	9,943	-611	-469	-6%	-5%
Tottenham Court Road	55,509	63,418	61,902	7,909	6,393	14%	12%
Tottenham Hale	14,735	14,829	14,723	94	-12	1%	0%
Vauxhall	32,438	34,602	34,529	2,164	2,091	7%	6%
Victoria	132,416	132,858	133,019	442	603	0%	0%
Warren Street	18,375	18,219	18,342	-156	-33	-1%	0%
Waterloo	149,477	164,466	158,552	14,989	9,075	10%	6%
Waterloo East	3,548	3,601	3,509	53	-39	1%	-1%
West Hampstead	7,351	7,441	7,396	90	45	1%	1%
West Hampstead Nil	777	823	801	46	24	6%	3%
Westminster	32,984	32,583	32,850	-401	-134	-1%	0%
Wimbledon	23,455	23,676	23,635	221	180	1%	1%

- 9.4.28 As for the AM, TfL's Pedroute Strategic (PEDS) model has been used in order to understand how these stations will cope with the increased level of PM interchange and flows during the blockade.
- 9.4.29 The assessment was carried out by LUL for the PM total blockade scenario as the diverted flows in this scenario are generally greater than those for the partial scenario. The flows have been assessed where the increase in flows above the Reference Case flows is 1,000 or more passengers in the 3 hour peak period, below this threshold it was assumed the increased flows could be catered for within existing capacities.
- 9.4.30 Table 9.14 shows those stations where congestion is expected to occur in the PM. Operational strategies have been developed with the station managers which will be deployed to manage these levels safely, and LUL will continue to refine and develop these as the blockade approaches.

**Table 9.14:** Results from PEDS Assessments – PM Peak Period

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand	Total Blockade Demand	Difference	Proposed Operational Controls
<b>Embankment</b>					
District WB – Northern SB	I	710	4,090	3,380	Divert passengers along long passageway to attenuate flows
District WB – Northern NB	I	900	3,130	2,230	
Northern NB – District EB	I	360	1,380	1,020	
<b>Bank &amp; Monument</b>					
Entrance – Waterloo and City	A	16,150	20,730	4,580	No issue
DLR Term – Central WB	I	3,020	4,290	1,270	No issue
<b>Moorgate</b>					
Entrance – Northern NB	A	2,700	7,390	4,690	As per AM
Northern SB - Exit	E	730	1,810	1,080	
Northern NB - Exit	E	810	0		
<b>Charing Cross</b>					
Northern SB – NR	E	4,720	7,100	2,380	As per AM
NR – Northern NB	A	660	2,830	2,170	
<b>Waterloo</b>					
Jubilee NB – Northern NB	I	370	2,200	1,830	As per AM

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand	Total Blockade Demand	Difference	Proposed Operational Controls
Entrance – Northern NB	A	2,130	3,360	1,230	
Waterloo & City – NR Exit	E	7,480	8,510	1,030	
<b>Euston</b>					
	I	1,530	3,900	2,370	As per AM
<b>Vauxhall</b>					
Victoria SB – Exit	E	3,670	4,820	1,150	Escalators can be switched off to attenuate flows
Entrance – Victoria NB	A	6,000	7,440	1,440	
<b>London Bridge</b>					
Entrance – Jubilee NB	A	2,650	4,780	2,130	Implement one-way system
<b>Camden Town</b>					
High Barnet NB – Edgware NB	I	1,320	3,250	1,930	Additional station staff may be required to monitor and manager flows.
<b>Old Street</b>					
Entrance – Northern NB	A	3,400	5,190	1,790	Additional station staff may be required to monitor and manager flows.
<b>Mansion House</b>					
Entrance – District WB	A	1,850	3,360	1,510	Additional station staff may be required to monitor and manager flows.

Station /Movement	A - Access, E - Egress, I - Interchange	Reference Case (Base Demand	Total Blockade Demand	Difference	Proposed Operational Controls
<b>Kings Cross</b>					
Thameslink Entrance – Victoria SB	A	4,480	5,890	1,410	Additional station staff may be required to monitor and manager flows.
Green Park					
Victoria SB – Jubilee SB	I	1,100	2,390	1,290	Additional station staff may be required to monitor and manager flows.

---

### Impacts on NLE and Morden Corridors

- 9.4.31 Outside Central London, passenger flows on the NLE and the Northern Line between Morden and Kennington have also been assessed. The forecast Underground and bus passenger flows in the PM are summarised in Table 9.15.
- 9.4.32 The results in Table 9.15 show that there will be substantial crowding in the PM southbound peak direction on the London Underground from Stockwell to Clapham North in the partial blockade (N12) with a crowding factor of 4.0. Elsewhere on the Northern Line and NLE, these factors are in all cases less than 4.0 indicating the services will continue to operate well within their capacity.
- 9.4.33 Table 9.15 also shows that there will also be a transfer of passengers onto buses along the NLE corridor. TfL Buses has proposed that they would operate the following additional services to mitigate the impacts of the blockade in this area in the PM peak period:
- additional peak direction services on bus route 77, from Waterloo to Tooting. A further four bph would be required during the total blockade and two for the partial blockade; and
  - additional peak direction services on bus route 344, from Liverpool Street to Clapham Junction. A further four bph would be required during the total blockade and two for the partial blockade.

**Table 9.15: Comparison of PM Southbound Flows on NLE and from Morden**

Section of Northern Line or NLE Corridor	Bus Sub-Corridor (where applicable)	Reference Case (N00)				Total Blockade (N01)				Partial Blockade (N02)			
		LUL Pax (Peak Period)	LUL Pax/sqm (Peak Hour)	Bus Pax (Peak Period)	Bus v/c (Peak Hour)	LUL Pax (Peak Period)	LUL Pax/sqm (Peak Hour)	Bus Pax (Peak Period)	Bus v/c (Peak Hour)	LUL Pax (Peak Period)	LUL Pax/sqm (Peak Hour)	Bus Pax (Peak Period)	Bus v/c (Peak Hour)
Clapham South - Balham		25,600	<3	400	0.1	24,200	<3	400	0.1	23,500	<3	400	0.1
Clapham Common - Clapham South		29,100	<3	700	0.2	27,800	<3	700	0.2	27,000	<3	700	0.2
Clapham North - Clapham Common		34,600	<3	500	0.1	32,000	3.1	600	0.1	31,100	3.4	600	0.1
Stockwell - Clapham North		37,300	3.3	600	0.1	34,600	3.7	700	0.1	33,800	4.0	700	0.1
Oval - Stockwell		26,500	<3	200	0.1	23,800	<3	300	0.1	22,600	<3	400	0.2
				3,200	0.4			3,600	0.5			3,600	0.5
Nine Elms - Battersea	Vauxhall to Battersea	1,200	<3	1,400	0.3	300	<3	2,100	0.4	400	<3	2,000	0.3
	Vauxhall through Nine Elms			2,400	0.6			3,700	0.9			3,600	0.9
Kennington - Nine Elms	From Waterloo towards Kennington	3,000	<3	2,000	0.3	500	<3	1,800	0.4	900	<3	1,900	0.4
	Along Morden branch into Kennington			1,800	0.4			2,800	0.5			2,800	0.5

Note: Pax - passengers

### Other Transport Impacts

- 9.4.34 The majority of reassigned passenger movements in the vicinity of the River Thames are made in a north-south direction and it is considered unlikely that there will be any substantial impact on river taxi services.
- 9.4.35 Whilst there will also be an increase in demand for surface modes of transport at some stations, it is unlikely there will be any substantial impacts in the PM on transport interchange facilities, including those for taxis and buses.
- ### 9.5 Pedestrian Flows on Moorgate – Bank – London Bridge Station Corridor
- 9.5.1 The Railplan model forecasts suggest that there will be some substantial increase in pedestrian movements along the corridor between Moorgate and London Bridge Stations during the blockade.
- 9.5.2 Table 9.16 summarises the observed pedestrian flows and provides forecasts formed by applying growth factors derived from the modelled outputs, to estimate future pedestrian flows along this corridor for the Reference Case and total and partial blockade scenarios.
- 9.5.3 Comparing the forecast shown in Table 9.16 against the criteria specified in TfL's *Pedestrian Comfort Guidance for London – Guidance Document* (TfL, 2010), the pedestrian comfort levels will be expected to have reduced substantially when the numbers of pedestrians per metre width of pavement per minute (ppmm) are anticipated to rise above levels of 27 ppmm, a pedestrian comfort level of 'Very Uncomfortable'. These flows are highlighted in Table 9.16.



**Table 9.16:** Pedestrian Flows on Moorgate to London Bridge Station Corridor (pedestrians per metre width per minute)

<b>AM Peak Hour</b>						
<b>Site</b>	<b>Location</b>	<b>Pavement</b>	<b>Base (Existing)</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
King William Street/Cannon Street	north of Cannon Street	East	11	10	17	17
King William Street/Cannon Street	north of Cannon Street	West	9	12	12	12
King William Street/Cannon Street	south of Cannon Street	West	7	13	9	9
King William Street/Cannon Street	south of Cannon Street	East	12	11	19	19
King William Street/Prince's Street	Prince's Street	East	25	10	<b>28</b>	25
King William Street/Prince's Street	Prince's Street	West	12	11	22	22
King William Street/Prince's Street	King William Street	West	14	11	15	15
King William Street/Prince's Street	King William Street	East	17	10	17	17
Moorgate/Lothbury	Moorgate	East	15	10	17	15
Moorgate/Lothbury	Moorgate	West	10	12	<b>27</b>	<b>27</b>
Moorgate/Lothbury	Prince's Street	West	17	12	<b>46</b>	<b>46</b>
Moorgate/Lothbury	Prince's Street	East	24	10	26	24
Moorgate/London Wall	Moorgate (N)	East	15	9	18	15
Moorgate/London Wall	Moorgate (N)	West	11	12	25	26
Moorgate/London Wall	Moorgate (S)	West	9	14	17	17
Moorgate/London Wall	Moorgate (S)	East	14	9	17	14
<b>PM Peak Hour</b>						
			<b>Base (Existing)</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
King William Street/Cannon Street	north of Cannon Street	East	10	8	13	12
King William Street/Cannon Street	north of Cannon Street	West	8	7	11	10
King William Street/Cannon Street	south of Cannon Street	West	7	6	9	8
King William Street/Cannon Street	south of Cannon Street	East	11	13	17	17
King William Street/Prince's Street	Prince's Street	East	23	21	<b>48</b>	<b>44</b>
King William Street/Prince's Street	Prince's Street	West	11	10	12	12
King William Street/Prince's Street	King William Street	West	17	15	19	17
King William Street/Prince's Street	King William Street	East	12	12	14	13
Moorgate/Lothbury	Moorgate	East	14	14	<b>35</b>	<b>31</b>
Moorgate/Lothbury	Moorgate	West	10	10	12	12
Moorgate/Lothbury	Prince's Street	West	16	16	19	18
Moorgate/Lothbury	Prince's Street	East	21	21	<b>53</b>	<b>46</b>
Moorgate/London Wall	Moorgate (N)	East	8	9	19	17
Moorgate/London Wall	Moorgate (N)	West	9	8	12	12
Moorgate/London Wall	Moorgate (S)	West	8	7	10	10
Moorgate/London Wall	Moorgate (S)	East	10	12	21	19

- 9.5.4 At the locations where these pedestrian flows are forecast to increase substantially, it is considered these will represent a worst case scenario as in practice they can and will be reduced and mitigated by:
- the fact that the model tends to overstate some of these flows as the number of modelled walk links is less than the available number. The modelled network includes a simplified representation of the larger number of possible routes that could actually be used;
  - TfL will implement crowd control management and introduce marshals as required to ensure the smooth flow and safety of people using this corridor during the blockade;
  - Travel Demand Management measures will be targeted to inform people about the likely conditions and help minimise disruption to their journeys along this corridor; and
  - early engagement by TfL with stakeholders in the area to discuss these measures.

## 9.6 Travel Demand Management Measures

- 9.6.1 Travel Demand Management (TDM) is defined as the application of operational interventions, marketing and communications to satisfy demand during planned disruption to services by redistributing it to other parts of the transport network and/or to different times. TDM also includes measures to provide clear and timely information and signage to help minimise the impact of the disruption on passengers unable or unwilling to change their journey patterns.
- 9.6.2 This TA has identified areas on the public transport network (e.g. London Underground, National Rail and bus services) that are predicted to be substantially busy with crowding above normal peak hour levels as a result of the operational changes during the blockade to the Northern Line.
- 9.6.3 TDM is one of a suite of mitigation measures being proposed to manage demand in these areas. Other proposals include enhanced bus services on identified routes and in-station management.

### **TDM Experience in London**

#### London 2012 Olympic and Paralympic Games

- 9.6.4 Managing travel demand was a significant challenge for the London 2012 Games. The London 2012 TDM programme, developed and implemented in response to this challenge, was the most ambitious and effective transport behaviour campaign ever undertaken.
- 9.6.5 The TDM programme focused on four distinct but overlapping audiences: regular travellers, businesses, spectators and the freight industry. The strategy had a number of key features:

- it was targeted geographically at those locations and parts of the transport network (road and public transport) expected to be most significantly affected by excessive crowding and queuing;
  - all audiences were taken through the same process of understanding the situation, exploring the options, making choices and then activating those choices;
  - it sought a variety of types of behavioural response:
    - Reduce – to forego trips.
    - Re-route – to change the route taken or the ultimate destination.
    - Re-time – to change the time they travelled.
    - Re-mode – or ‘revise’ mode choice, to less congested modes such as walking and cycling;
  - it was delivered in two distinct phases, a pre-Games phase that focused on pre-planning travel and encouraging preparation; and a Games-time phase which was based on real-time behaviour and transport operations; and
  - the programme was supported by a detailed programme of customer research to ensure the programme remained flexible and effective.
- 9.6.6 Overall the principle of the programme was to influence passenger flows at key hotspots. This required a clear understanding of where pressure was likely to be most acute. A range of tools were developed to enable users of the transport network to plan ahead and understand their options. A single, common set of messages were agreed and delivered by all transport partners across all possible communication channels.
- 9.6.7 The overall programme target of 30 per cent reduction in regular travel demand, a target based on demand/capacity and what could reasonably be achieved, was achieved with 30-35 per cent of the audience making a key change to their journeys.
- London Bridge Railway Station TDM Programme 2013 - 2018*
- 9.6.8 The transport industry in London has committed to ensuring a lasting legacy from the London 2012 TDM programme through the application of TDM principles to major infrastructure upgrades that cause significant disruption to the transport network, thereby collaborating to ensure the best possible integrated operational solution for the customer and a coordinated, consistent and transparent programme of communications.
- 9.6.9 The Network Rail Thameslink Programme is rebuilding London Bridge Station. A TDM programme is being delivered for the major periods of service change at London Bridge Station up to 2018. This focuses on the series of shorter term blockades (train services no longer operating into London Bridge Station), commencing in August this year, and longer term line diversions (certain train services non-stopping at London Bridge) from January 2015. The

consequential impacts of the planned disruption on the wider London network have been assessed, and travel advice and information, based on most optimal transport solutions, is being disseminated to customers, both directly and indirectly impacted by the upgrade works.

9.6.10 There are three distinct audiences in scope for engagement:

- directly impacted customers – customers unable to make existing journey to London Bridge station;
- indirectly impacted customers – customers travelling via stations or on lines that are predicted to be busier than usual at certain times due to the diversion of services to other stations; and
- businesses - in the vicinity of London Bridge station and key employment hubs served by the station i.e. significant commuter route.

9.6.11 The objectives of the London Bridge station TDM project will be:

- to keep directly impacted customers fully informed, enabling them to avoid the worst disruption and understand how to carry out their journeys effectively;
- to take an overview of the impacts of multiple events on the transport network;
- to enable all delivery partners to understand the wider consequences of major work across the transport network (e.g. the effect on services at Victoria and Cannon Street of diverting trains from London Bridge to those stations at certain times);
- to minimise disruption to passengers, businesses and communities impacted by the upgrade programme by communicating effectively with them throughout the build programme and to maintain the London Bridge area as an attractive destination and place to do business; and
- provide advice on the travel options across *all modes* and the benefits and dis-benefits of each.

9.6.12 TfL's assessments for the August 2014 blockade period indicate that certain locations on the TfL network will be much busier than usual as a result of National Rail passengers being diverted onto alternative routes into central London. It is important that customers directly or indirectly impacted are encouraged to access travel advice and information online and to plan alternative routes in advance.

9.6.13 While the TDM programme is not seeking a behavioural response whereby customers reduce the numbers of trips they make, they are being encouraged to re-route around predicted hotspots supported by an integrated marketing campaign.

*BSCU TDM Programme - Northern Line (City Branch) Blockade*

- 9.6.14 A TDM strategy is proposed to support the BSCU, specifically around periods of major service change when the Northern Line City branch will be totally or partially closed. Overall, the strategy and methodology being implemented for the Thameslink Programme is directly relevant to the blockade of the Northern Line City branch.
- 9.6.15 Key audiences will include:
- directly impacted customers – Northern Line (City branch) passengers;
  - indirectly impacted bus, rail and Underground customers - passengers using services onto which Northern Line (City branch) passengers may divert;
  - pedestrians affected by increased demand on routes into the City; and
  - businesses in key employment centres served by the Northern Line (City branch).
- 9.6.16 Modelling outputs have indicated the nature of the behavioural response that by customers directly and indirectly impacted by the blockade will make. If a background demand reduction is required at particular ‘hotspots’, for example, techniques successfully implemented for the London Bridge TDM programme will be adopted for this project.
- 9.6.17 Timely, transparent and coordinated communication of the impacts of the blockade, by mode and geography, with associated travel advice will be a core element of the strategy.
- 9.6.18 It is not possible, at this stage, to accurately predict the exact nature of the behaviour change that will result from the TDM strategy; however a benchmark was set during the London 2012 Games when 30-35 per cent of the audience made a key change to their journeys.
- 9.6.19 In summary, the BSCU TDM campaign will mitigate disruption and support customers and businesses ensuring the City remains ‘open for business’ by:
- raising awareness and understanding and keeping customers fully informed in advance, during and after the works, enabling them to avoid the worst disruption and understand how to carry out their journeys effectively;
  - communicating the wider network impacts of the total and partial blockades;
  - providing travel alternatives and advice on where to go for more information and help with planning around service changes;
  - enabling all partners to understand the wider consequences of the blockade across the transport network (e.g. additional peak time crowding on the Jubilee Line as passengers re-route); and

- encouraging specific changes to customer travel behaviour (e.g. retiming journeys to encourage peak spreading) at locations and at times where the impacts of the closures are predicted to be most severe.

### **Timescales for Implementing the TDM Programme**

- 9.6.20 It is important that the TDM programme is delivered in good time for businesses and customers to plan and react. The programme will also provide reassurance that industry partners are working collaboratively to implement a robust plan and are communicating honestly, proactively and transparently.
- 9.6.21 It is recommended that the TDM programme is launched 12 – 18 month prior to the blockade. The strategy will commence with the provision of information and advice to the business community and political stakeholders. This will then be followed with a campaign to customers to raise awareness and encourage them to plan ahead before the blockade commences.
- 9.6.22 Marketing and stakeholder channels of communication will be utilised to disseminate information and advice to, key stakeholders, businesses and customers.

### **Planning of Operations and Maintenance**

- 9.6.23 TfL and LUL will continue to endeavour to plan the operations and maintenance requirements of the transport networks across central London in such a manner as to avoid creating unnecessary additional disruption and disturbance during the blockade period.

## **9.7 Summary of Impacts**

- 9.7.1 The assessment of the total and partial blockades has shown that the impacts of the blockade will be substantially reduced by the implementation of a mitigation package that includes the following measures:
- frequency improvements provided on the Northern Line (Charing Cross branch);
  - operation of as many London Underground services as reasonably feasible on the sections of the Northern Line (City branch) that will remain open during the blockade;
  - replacement bus services along the line of the London Underground closure and the provision of further additional bus services providing additional capacity on a number of identified corridors;
  - the development of reciprocal ticketing arrangements with Train Operating Companies, where appropriate, that will make it easier for London Underground passengers to use National Rail services which serve the same corridor as congested Underground services;

- 
- TDM campaign and measures to inform passengers and encourage them to change their travel behaviour i.e. re-time, re-route and change mode;
  - operational strategies including crowd management and control techniques at a number of stations across Central London;
  - TDM, crowd control management and the introduction of marshals to ensure the smooth flow and safety of the increased numbers of pedestrians who will use the Moorgate – London Bridge Station corridor during the blockade; and
  - Traffic management arrangements to keep BSCU construction vehicles separate from pedestrians.
- 9.7.2 The assessment has examined the impacts of the mitigation measures proposed to reduce the impacts of the blockade and to assist LUL with operational planning for the event.
- 9.7.3 The assessments have demonstrated that the proposed mitigation measures will successfully reduce the impacts of the blockade.
- 9.7.4 TfL/LUL will continue to plan and develop the TDM strategy and identified London Underground and bus service improvements with the aim of further reducing adverse impacts where reasonably practicable. They will finalise the details of these measures closer to the time of implementation of the blockade.
- 9.7.5 Overall it is considered that with an integrated package of mitigation measures in place, and with adequate controls introduced and enforced, the forecast impacts of the blockade can be successfully mitigated. This will enable the blockade to be implemented within safe and generally acceptable conditions, albeit some substantial residual transport impacts will remain.

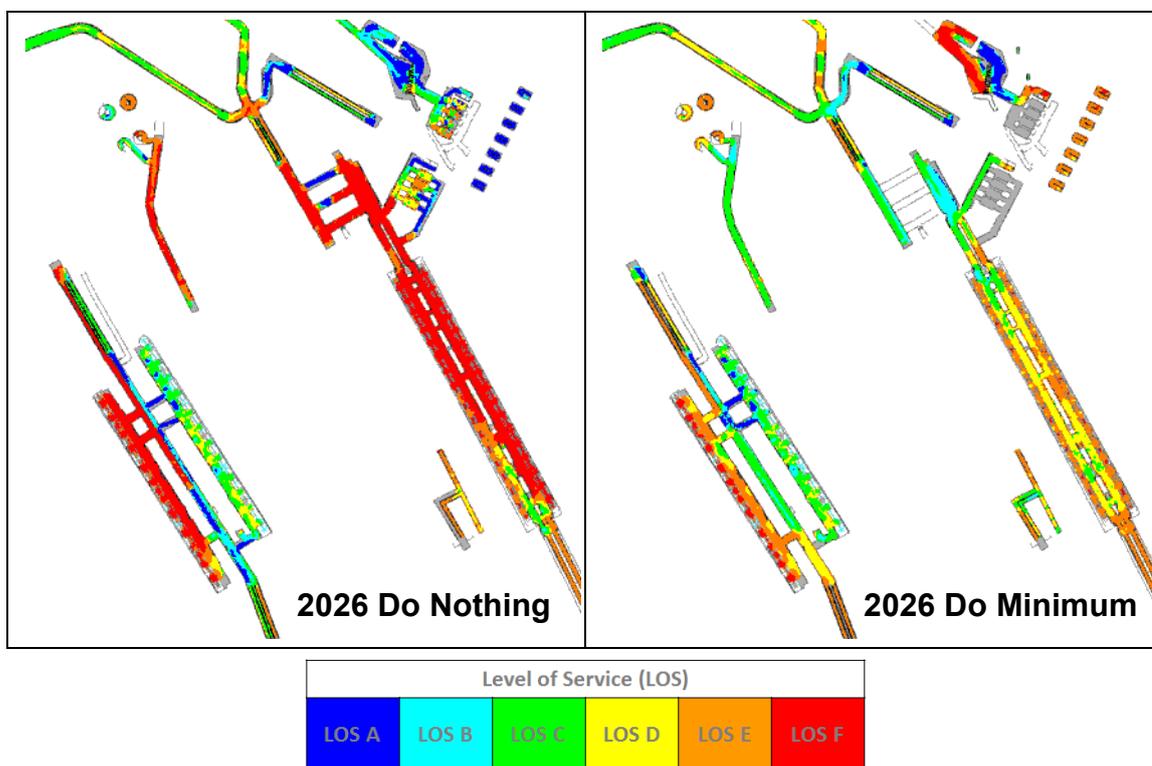
# 10 Impact of Operational Development: Sub-surface

## 10.1 Introduction

10.1.1 This section considers the operation of Bank Station to follow completion of the project and to follow the opening of the proposed new Station Entrance in 2021.

10.1.2 In common with the baseline, the operational impacts sub-surface have been modelled with Legion. To ease comparison with the baseline situations without the BSCU discussed in Chapter 5 above, the 2026 future baseline scenarios presented in that chapter are reproduced in Figure 10.1 to allow comparison with the scheme output.

**Figure 10.1:** Legion Modelling - 2026 'Do Nothing' and 2026 'Do Minimum'

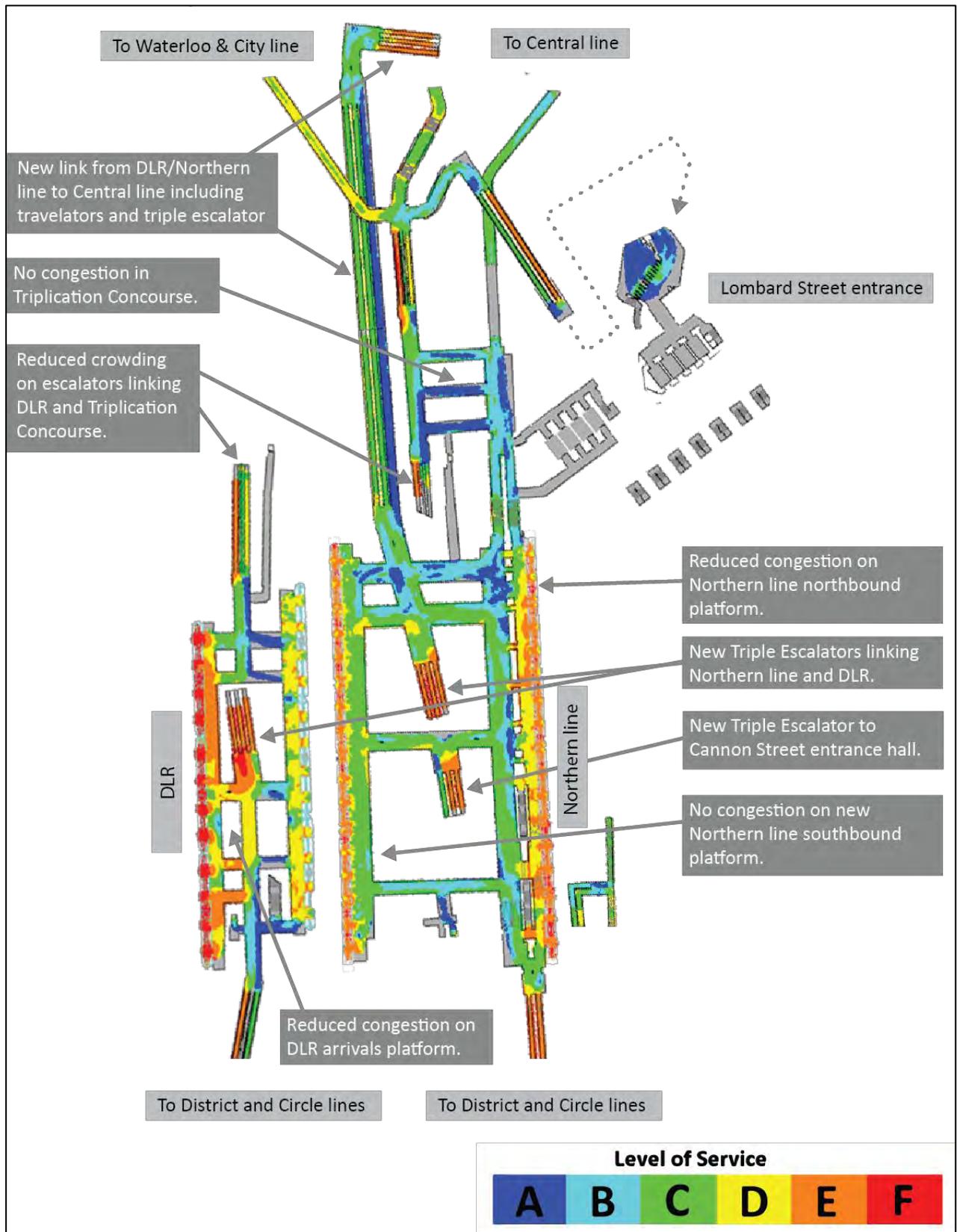


## 10.2 2026 BSCU Sub-surface Impacts

10.2.1 Figure 10.2 illustrates the LOS output from the proposed BSCU in 2026. As with previous baseline outputs, the colours shown correspond to the LOS threshold ranges shown earlier in Figure 4.7.



**Figure 10.2:** Legion Modelling 2026 BSCU



10.2.2 The numbers of boarders or alighters by line or journey type, and the trains per hour used for the BSCU are shown in Table 10.1 below. The figures quoted are for the morning peak period 07:00 to 10:00 hours and are based directly upon the LUL's Railplan 6.2.2 forecast for the year 2026 to include the train service upgrades required for this level of passenger demand.

10.2.3 The equivalent figures for 2012 and 2026 are compared in adjacent columns.

**Table 10.1:** Bank Station 2012 and 2026 Operational Comparison Morning Peak Passenger Demand

Service and Direction			Boarding		Alighting		Trains Per Hour	
			2012	2026	2012	2026	2012	2026
District	& Circle Line	westbound	3,947	4,153	3,715	7,481	28	28
District	& Circle Line	eastbound	3,300	4,935	5,412	8,082	28	28
Northern Line southbound			5,980	7,190	11,820	13,342	20	24
Northern Line northbound			9,877	11,969	12,284	15,777	20	24
Central Line westbound			8,833	7,595	10,983	13,085	30	30
Central Line eastbound			7,370	7,428	9,010	8,209	30	30
Waterloo & City Line			3,348	4,279	22,814	19,767	22	22
Docklands Light Railway			9,411	8,762	13,260	16,142	20	22

Journey Type	2012	2026
Interchange	43,243	50,849
Entry	8,823	5,462
Exit	45,785	51,036
<b>Station Total</b>	<b>97,851</b>	<b>107,347</b>

10.2.4 Only two areas of Bank Station continue to show noticeably higher LOS.

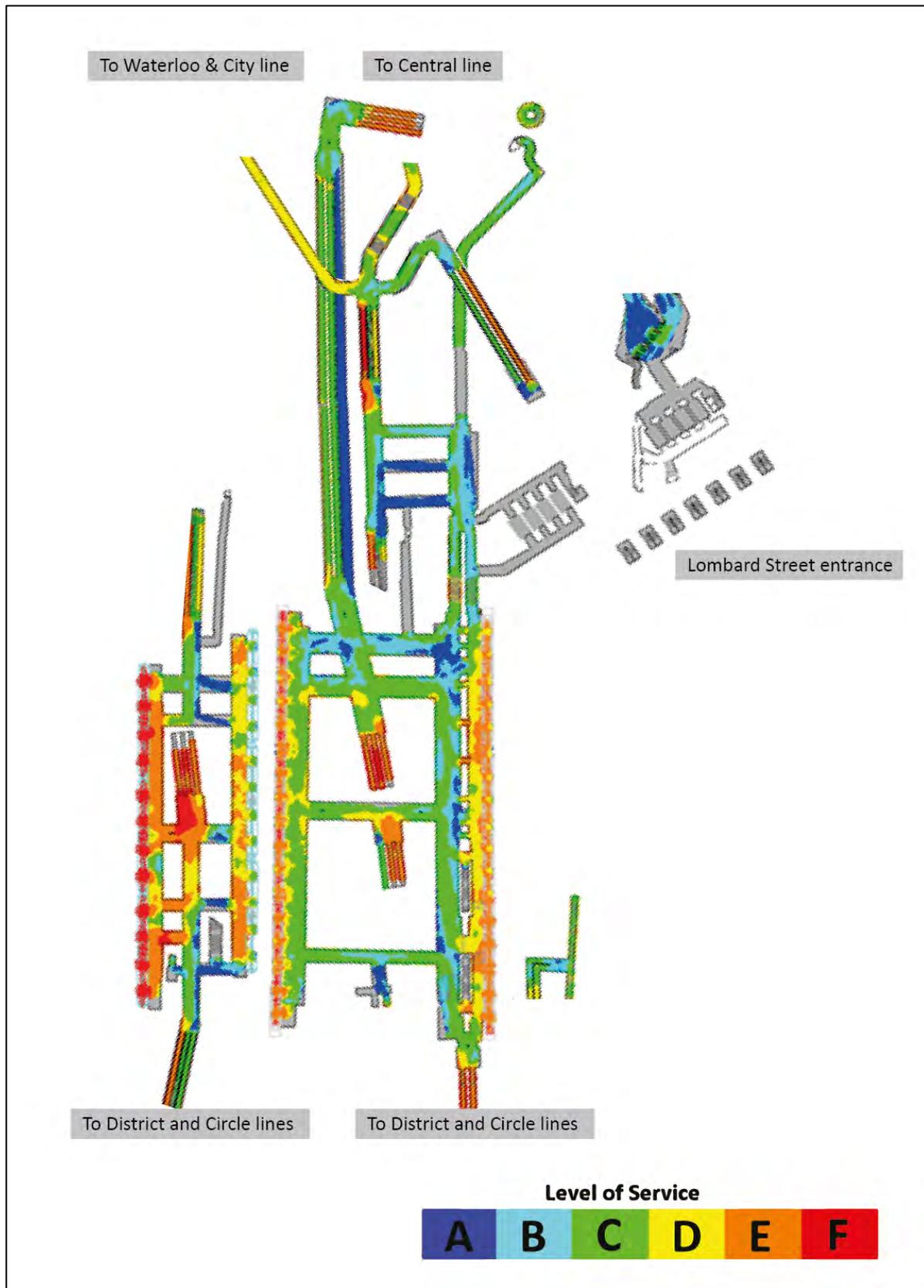
10.2.5 While the Northern Line northbound platform benefits from improved access and an adjacent circulatory/orientation area (i.e. the old southbound platform), the actual platform width remains narrow. As such, higher LOS than other parts of the future station is to be expected.

10.2.6 The higher LOS is however only experienced in the period immediately following train arrivals as board and alight flows mix and converge around doors and are not sustained. Furthermore the platform itself, with improved access (via new adit openings) clears between headways meaning there are no safety implications related to these higher LOS values.

10.2.7 For similar reasons, the DLR arrivals platform demonstrates higher LOS congestion indicators.

- 10.2.8 The DLR currently operates a 22tph service and trains are heavily loaded. The platforms are less than 3m wide and so immediately after a train arrives there is congestion. It is not proposed to widen the platforms. The proposed new triple escalators serving interchange to the Northern and Central Lines as well as access to the new Cannon Street Station Entrance Hall are forecast to significantly improve egress capacity from this part of the station. As a result the severe crowding currently experienced on the approach to Escalators 10 and 11 linking with the Triplication Area will be removed.
- 10.2.9 A sensitivity test that adds a further 31 per cent increase in demand or over 130,000 passengers in each peak period, has been carried out to reveal at both 2026 and 2081 demand levels, there will be a significant reduction in crowding for passengers when:
- moving through the Triplication Area in all directions;
  - moving to and from the Northern Line level in all directions;
  - alighting from and leaving the DLR level;
  - arriving at DLR level;
  - using existing and new Central Line vertical circulation elements; and
  - interchanging between Northern Line, DLR and Central Line.
- 10.2.10 Some areas of the station fall outside the scope of the BSCU: routes from Central, District & Circle and Waterloo & City Lines to their respective ticket halls are not directly affected, nor are interchange routes between the Central Line and Waterloo & City Line.
- 10.2.11 The analysis forecasts that:
- across both peak periods, 94 per cent of passenger movements within the reasonable extent of the BSCU will directly benefit from the changes proposed; and
  - the remaining six per cent will experience indirect benefits, such as the reduction of congestion along existing transit routes.
- 10.2.12 Figure 10.3 illustrates the LOS output from the proposed BSCU in 2026 plus 31 per cent. This demonstrates that the station improvements continue to operate effectively with the increased level of demand.

**Figure 10.3:** Legion Modelling 2026 Plus 31 Per Cent BSCU



## 10.3 BSCU Sub-surface Impacts: Journey Times

10.3.1 Journey times have been used to gauge station performance and allow comparison with current station operations.

10.3.2 It should be noted that comparison with a future year 'Do Nothing' is not practicable as the models always fail to simulate due to excessive levels of congestion. Comparison against 'Do Minimum' must therefore be considered assuming significant re-routing and that any association with the station today should be moderated by the more onerous passenger numbers and train service frequencies forecast for the future.

Comparison between the station today, the 'Do Minimum' and the BSCU has shown a notable improvement in journey time with the upgrade in place.

10.3.3 Table 10.2 summarises the 'A to B' journey times savings along the key interchange routes outlined in TfL's project objectives (see paragraph 1.2.5) in terms of the change in interchange time, that change expressed as a percentage of the time taken in the 2026 'Do Minimum' scenario, and the proportion of passengers passing through Bank Station that will be affected. For each route, the absolute busiest of the two weekday peak periods is shown to demonstrate impact in the most challenging conditions. The routes are:

- Central Line to DLR (evening peak);
- Central Line to Northern Line (evening peak);
- Northern Line to Central Line (evening peak);
- Northern Line to DLR (morning peak);
- DLR to Central Line (morning peak); and
- DLR to Northern Line (morning peak).

**Table 10.2:** Journey Time Savings for Interchange Passengers in 2026 with BSCU

Interchange	Period (Peak)	Reduced Transfer Time (secs)	Percentage Time Saving	Proportion of Passengers
Northern Line to Central Line	Morning	-9	-7%	6%
Northern Line to DLR	Morning	-2	-2%	6%
Central Line to Northern Line	Morning	5	4%	6%
Central Line to DLR	Morning	53	23%	2%
DLR to Central Line	Morning	33	14%	4%
DLR to Northern Line	Morning	1,212	92%	4%
Northern Line to Central Line	Evening	-7	-11%	4%
Northern Line to DLR	Evening	30	19%	6%
Central Line to Northern Line	Evening	46	20%	4%
Central Line to DLR	Evening	10	7%	8%
DLR to Central Line	Evening	41	17%	2%
DLR to Northern Line	Evening	119	56%	5%

- 10.3.4 With the exception of passengers transferring between the Northern Line and the Central Line in both peak periods and passengers transferring from the Northern Line to the DLR in the morning peak, interchanging passengers will experience an improvement in the connection time. The average time saving in the morning peak is predicted to be 197 seconds and 37 seconds in the evening peak.
- 10.3.5 Underlying the figures for the 2026 'Do Minimum' predictions are the restrictions on the number of passengers who are allowed into the station and the major delays and disruption experienced by those passengers who are unable to use the station when they wish to. In addition where there is a small increase in journey time this results from passengers being able to take advantage of the increased capacity of the escalator connection between the Northern Line and the DLR.
- 10.3.6 There are two interchange routes that will experience a reduction in travel time in excess of 20 per cent
- passengers transferring from the DLR to the Northern Line in both the morning and evening peaks;
  - passengers transferring from the Central Line to the DLR in the morning peak;
  - passenger transferring from the Central Line to Northern Line in the evening peak.

---

10.3.7 All other changes to passenger transfer times are not significant.

#### Pedestrians Entering and Leaving the Station

10.3.8 In addition to the time saving stated previously, there will also be quicker journey times for passengers for whom the new Station Entrance Hall on Cannon Street will be more conveniently located for the origin or destination of their trip. Because the modelling does not include the external origin or destination it is not possible to calculate a value for this saving or assess its significance.

10.3.9 However the figures for the morning peak period suggest that around 20 per cent of passengers will pass through the new Station Entrance Hall. They will use this new route because it reduces travel time between the platforms and the external origin or destination. Based on the considerable journey time advantage this offers over Lombard Street and Monument, this is estimated to attract 62 per cent of Northern Line and 44 per cent of DLR customers (approximately 10,300 over the three hour morning peak).

10.3.10 Changes in journey distance provided by the BSCU for interchange passengers are presented in Table 10.3. It suggests variability in the changing distance that passengers will be required to travel, for example for those travelling from Central Line eastbound to DLR experiencing a slight benefit with a slight disbenefit for those travelling from Central Line westbound to DLR. The maximum reduction in distance is 99m with a maximum increase of 74m, the latter for the route from Northern Line northbound to Central Line eastbound. In spite of this increase in distance, Table 10.2 demonstrates a journey time reduction on this journey for interchange.

**Table 10.3:** Changes in Journey Distances for Interchange Passengers with BSCU

Origin/ Destination	Distance in metres			Percentage change
	Do Minimum (2026)	With BSCU (2026)	Change	
Central Line eastbound (EB) to DLR	244	211	-33	-13%
Central Line EB to Northern Line northbound (NB)	145	153	9	6%
Central Line EB to Northern Line southbound (SB)	144	179	35	24%
Central Line westbound (WB) to DLR	219	232	13	6%
Central Line WB to Northern Line NB	147	172	25	17%
Central Line WB to Northern Line SB	146	178	32	22%
CLR to Central Line EB	218	228	10	4%
DLR to Central Line WB	215	225	10	5%
DLR to Northern Line NB	188	104	-83	-44%
DLR to Northern Line SB	185	86	-99	-54%
Northern Line NB to Central Line EB	165	238	74	45%
Northern Line NB to Central Line WB	169	240	71	42%
Northern Line NB to DLR	61	59	-2	-4%
Northern Line SB to Central Line EB	138	180	42	30%
Northern Line SB to Central Line WB	142	181	39	27%
Northern Line SB to DLR	48	94	47	98%



THIS PAGE IS INTENTIONALLY BLANK

# 11 Impact of Operational Development: Surface

## 11.1 Introduction

11.1.1 This chapter considers the impact of the completed BSCU on surface receptors.

## 11.2 Impacts on Pedestrians

11.2.1 At surface level the impact of the completed BSCU will be relatively limited. The new Station Entrance Hall facing onto Cannon Street and located near the Cannon Street/Nicholas Lane junction will result in:

- an increase in passengers in the immediate vicinity of the new Station Entrance Hall (i.e. entering and exiting the new station Entrance Hall); and
- a decrease in passengers in areas immediately around the Lombard Street and Monument entrances.

11.2.2 Temporary construction period impacts of the new Station Entrance were examined in Chapter 8.

11.2.3 The two-step method used to determine potential usage of the new Station Entrance was described earlier in paragraph 4.10.1 above with the calculated output of peak station flows presented in Table 11.1.

**Table 11.1:** 2026 Entry and Exit; New Station Entrance Hall on Cannon Street

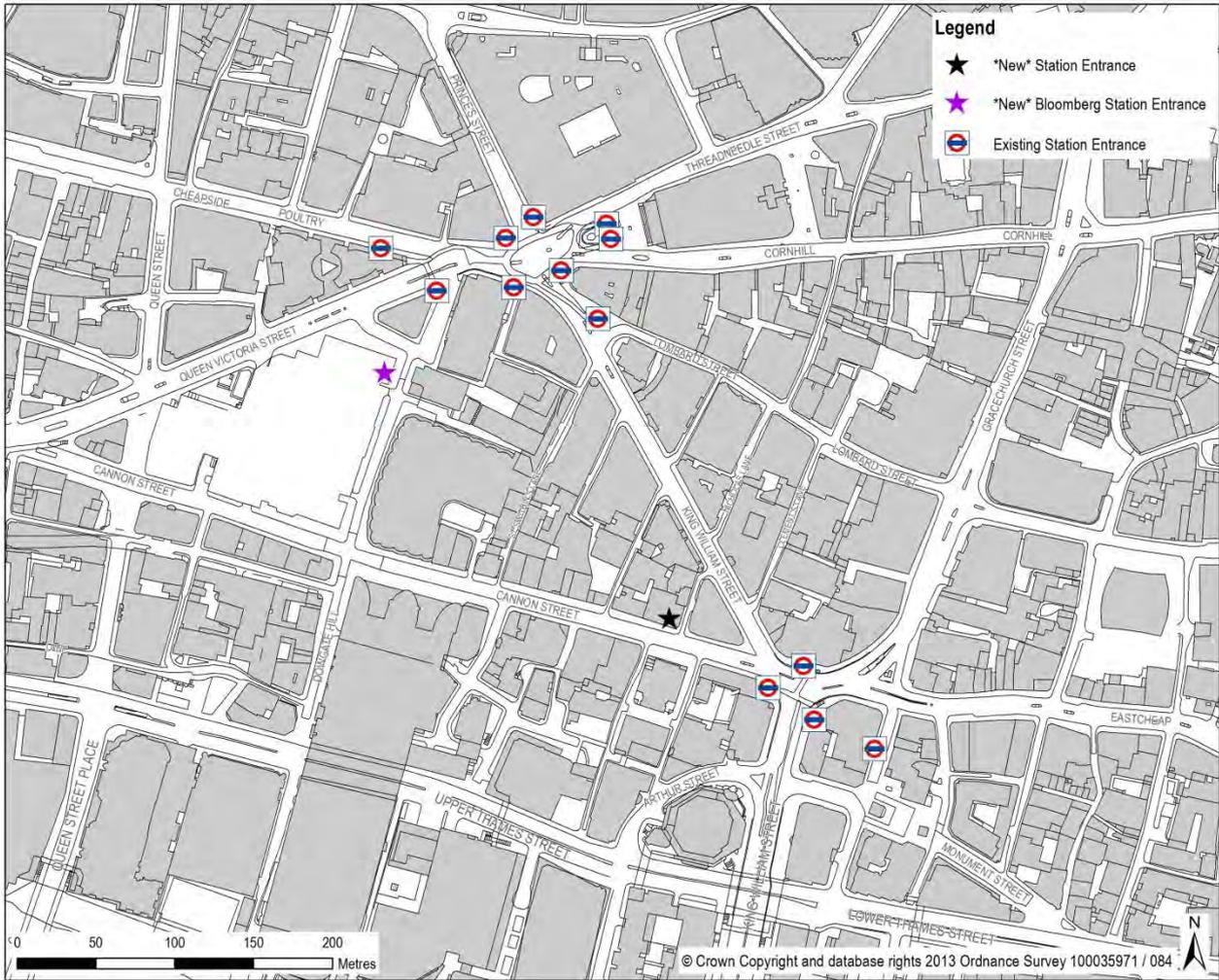
Time Period	Entry	Exit	Total
07:00 - 08:00	116	2,207	2,323
08:00 - 09:00	236	4,777	5,013
09:00 - 10:00	182	3,376	3,558
<b>Morning Peak Total</b>	<b>534</b>	<b>10,330</b>	<b>10,864</b>
16:00 - 17:00	1,337	497	1,834
17:00 - 18:00	3,193	748	3,941
18:00 - 19:00	2,866	703	3,569
<b>Evening Peak Total</b>	<b>7,374</b>	<b>1,945</b>	<b>9,319</b>

11.2.4 At peak times in 2026, 4,777 passengers per hour (or 80 per minute) are forecast to emerge onto Cannon Street and disperse onto the wider footway network.

11.2.5 As it is designed to serve Northern Line and DLR customers, the impact of the new Station Entrance/Exit will logically see a reduction in these passengers using the current alternatives at Lombard Street and Monument. Therefore, a reduced burden on footway capacity at these locations may be seen.

- 11.2.6 A detailed assessment of the circulatory environment across the wider City of London falls outside the extent of the pedestrian modelling assessment undertaken however, based upon the information available the following high-level impact assessment has been made.
- 11.2.7 LUL's 2007 RODS surveys (see paragraph 4.8.4) establish relative usage patterns for the following current access and egress locations: Central Line ticket hall (i.e. the Bull Ring), Waterloo & City ticket hall (the Bull Ring locations nearest to the Waterloo & City Line), the Northern Line ticket hall (Lombard Street) and the District and Circle Line ticket hall (at Monument). It should be noted that data to the same level of detail was not collected as part of the 2012 RODS surveys.
- 11.2.8 The same proportions applied once the majority of Northern Line and DLR customers have migrated to the new Station Entrance (in the manner assessed in Sections 10.2 and 10.3 above) permits derivation of a BSCU impact scenario.
- 11.2.9 Figure 11.1 highlights the various entry and exit locations serving the current and proposed new Station Entrance Hall.

**Figure 11.1: Bank Station Entry and Exit Locations**



11.2.10 The analysis shows that the following changes in usage of entry/exit locations might be seen. The figures shown in Table 11.2 with the accompanying graph to help visualise the data that follows are based upon the busier (07:00 to 10:00 hours) morning peak period.

**Table 11.2:** High Level 'Flow-to-Street' Analysis (07:00 to 10:00 peak)

	Monument	Cheapside	Bull Ring	Lombard Street	*New* Bloomberg	*New* Cannon Street
<b>Baseline)</b>	9,124	14,607	11,154	9,555	n/a	n/a
<b>2026 (with BSCU)</b>	10,459	10,609	10,436	5,117	4,167	10,248

11.2.11 For each entry/exit location the impact seen can be explained as follows:

- Monument:** natural growth in passenger numbers between 2007 and 2026 accounts for the relatively small change in patronage (about 15 per cent growth). This is likely to be attributable to growth in use of the District and Circle Lines as many Northern Line users of this exit are likely to have migrated towards the new Station Entrance on Cannon Street;
- Waterloo & City (existing):** Almost 30 per cent reduction in usage of the Bull Ring's Waterloo & City exits (the Walbrook and Poultry stairs to/from street) is entirely attributable to the opening by 2026 of the Bloomberg entrance. This will offer high capacity and more direct access to street for passengers arriving on the Waterloo & City Line;
- Central Line (Bull Ring):** The Central Line entrance (the Bull Ring locations sited around the Bank of England junction) shows a small reduction in patronage of about five per cent. There are likely to be two prime contributors towards this: firstly, passengers currently using this exit will almost certainly migrate towards the new Bloomberg access (those originating at Waterloo & City). Secondly, by 2026 Crossrail will have opened – this has a significant effect on use of the Central Line across London (indeed a primary objective of the scheme is to reduce Central Line overcrowding). Accordingly overall use of the Central Line in 2026 may well be lower than the levels seen today. Of less impact will be the proposed new station Entrance on Cannon Street, which will likely draw a small proportion away from exiting Bull Ring locations;
- Lombard Street:** This is the prime beneficiary of the proposed new station Entrance and could lead to an almost 50 per cent reduction in the number of passengers using the Lombard Street exit. The reduction is likely to be formed almost entirely of Northern Line and DLR users who logically will

migrate to the high capacity, quicker and more direct Cannon Street access;

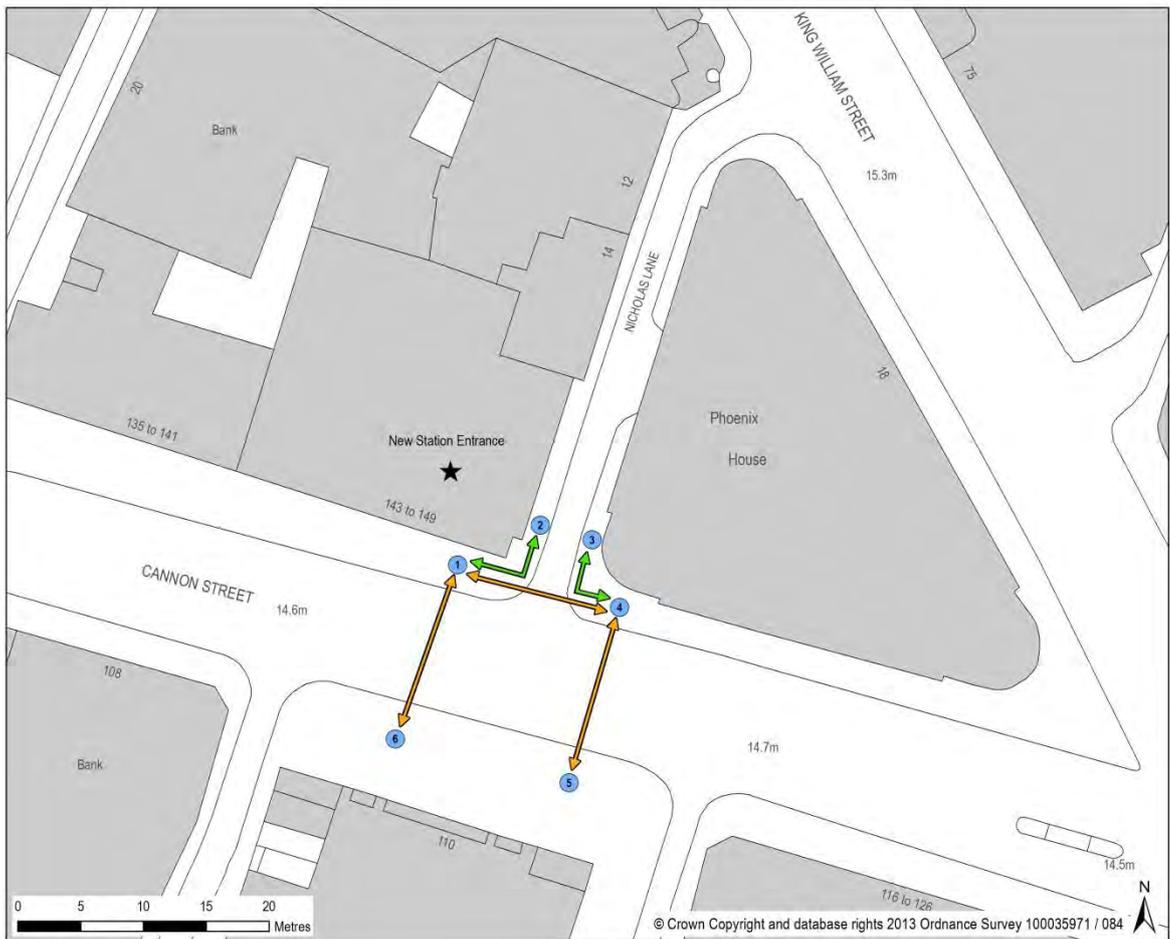
- **Bloomberg (new):** This is forecast to attract almost 30 per cent of Waterloo and City alighters with underlying capacity for a greater level of patronage still. It directly results in reduced use of the existing Waterloo & City Line access points and also towards lower levels of access via the Bull Ring, as described above; and
- **Cannon Street (new):** Based on the considerable journey time advantage this offers over Lombard Street and Monument, this is estimated to attract 62 per cent of Northern Line and 44 per cent of DLR customers (approximately 10,300 over the three hour morning peak). The spare capacity still available on this route, its directness and simplicity of wayfinding as well as the strategic location at the centre of many onward destinations (see Figure 11.10) means this level of patronage may well be a conservative estimate.

- 11.2.12 The overall impact of the high level analysis above is potentially reduced congestion on the footways around Lombard Street and surrounding the Bank Junction. Clearly, there is also a potentially detrimental impact on the footways immediately surrounding the new Station Entrance on Cannon Street.
- 11.2.13 To understand this, passenger flows in the immediate vicinity of the new Station Entrance Hall have been modelled. This builds upon the baseline pedestrian flows around the Whole Block Site discussed in Section 6.8 and presented in Appendix 6A.
- 11.2.14 The station flows for the morning peak period have been added to the 2013 baseline at pedestrian count Site 1. With turning proportions allocated according to the turn-by-turn proportions recorded by the 2013 survey. Background pedestrian traffic has growth assumptions outlined in Section 4.8.21. The assumed forecast 2026 Site 01 flows, including the station, are shown as an Origin Destination matrix in Table 11.3 with the movements labelled in Figure 11.2.

**Table 11.3: 2026 - OD Matrix Site 01 AM Peak (07:00-10:00 hours)**

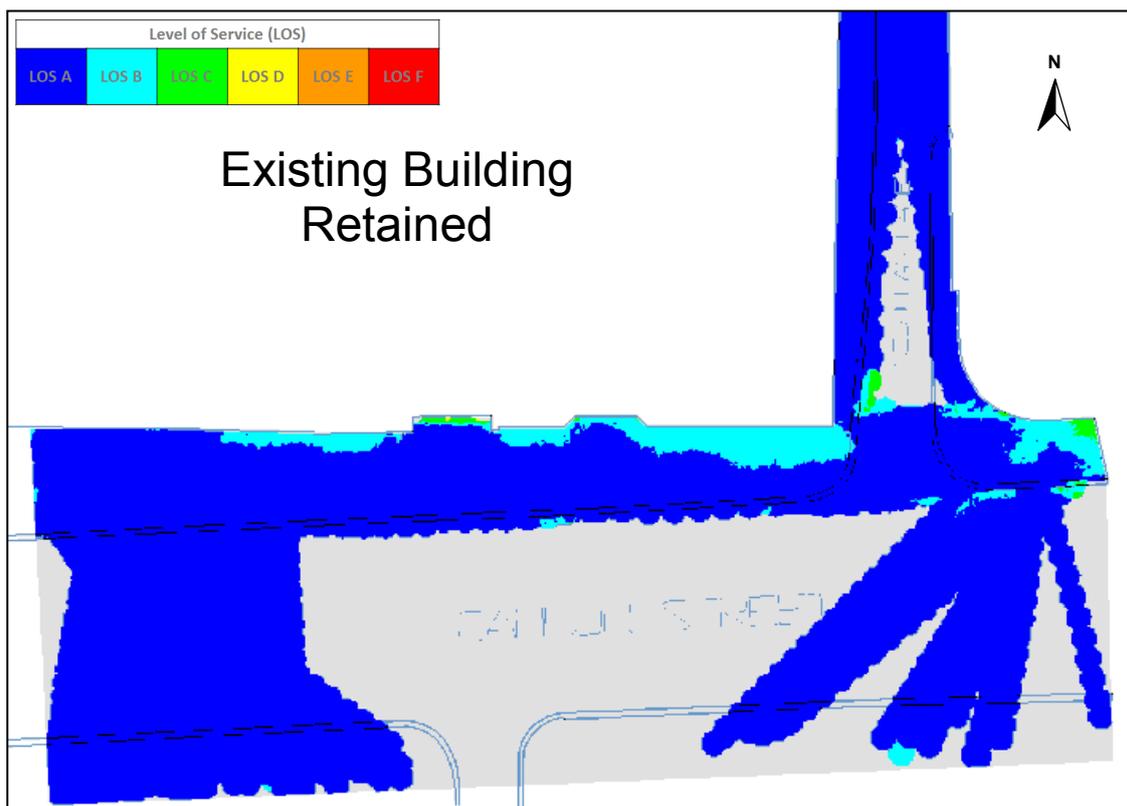
	1	2	3	4	5	6	Station	Total
1		421	0	2,170	0	743	312	3,334
2	138		0	0	0	0	13	138
3	0	0		34	0	0	3	34
4	1,160	0	19		166	0	126	1,345
5	0	0	0	99		0	9	99
6	589	0	0	0	0		55	589
Station	3,507	784	36	4,283	309	1,381		10,300
Total	5,394	1,205	55	6,586	475	2,124	518	16,357

**Figure 11.2: Count Site 01 - Cannon Street / Nicholas Lane Junction**



- 11.2.15 As the more onerous of the two peak periods, the focus in this TA is on morning peak conditions. While the evening peaks show a similar level of overall use, their usage peaks and troughs are less pronounced and more diluted over time. In a sense, they are often just as busy, but less challenging to manage in terms of capacity and congestion.
- 11.2.16 In contrast, morning peaks are characterised by concentrated alighting loads surging from trains towards exits. The impact of this is compared in Figure 11.3 and Figure 11.4.
- 11.2.17 Figure 11.3 demonstrates the impact of future growth, but without a station entrance hall in place. Compared to the baseline in Figure 6.19 there is naturally a small rise in the LOS values seen, but this 'Do Nothing' model also operates without any areas crowding, suggesting the footways have a good degree of latent capacity.

**Figure 11.3: 2026 Do Nothing (Without Station)**

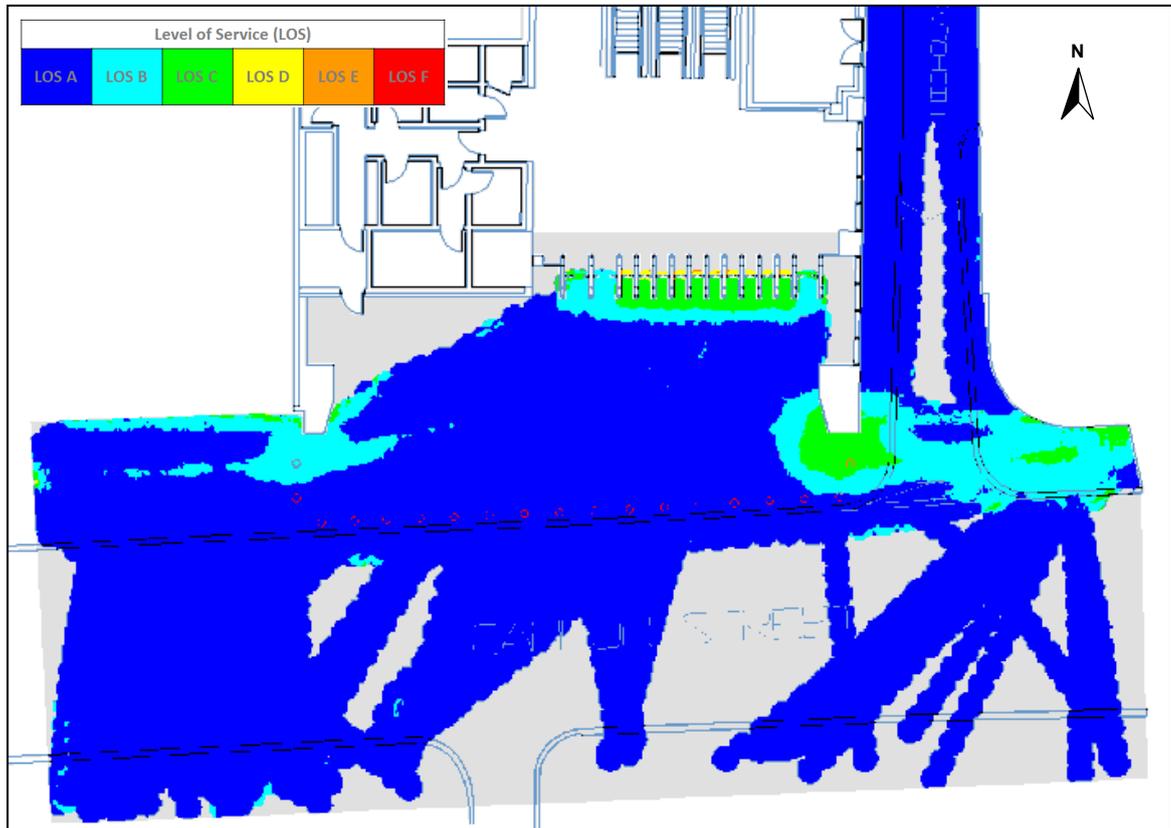


- 11.2.18 With the station in place, the 2026 BSCU analysis shown in Figure 11.4, confirms that although the underlying capacity is placed under greater stress, it still does not reach levels that would be regarded as congested.
- 11.2.19 At worst, LOS 'C' is seen on the immediate apex of the western Cannon Street/Nicholas Lane junction as station users, the majority of which are exiting the station during this peak, merge with the dominant east-west desire-line.

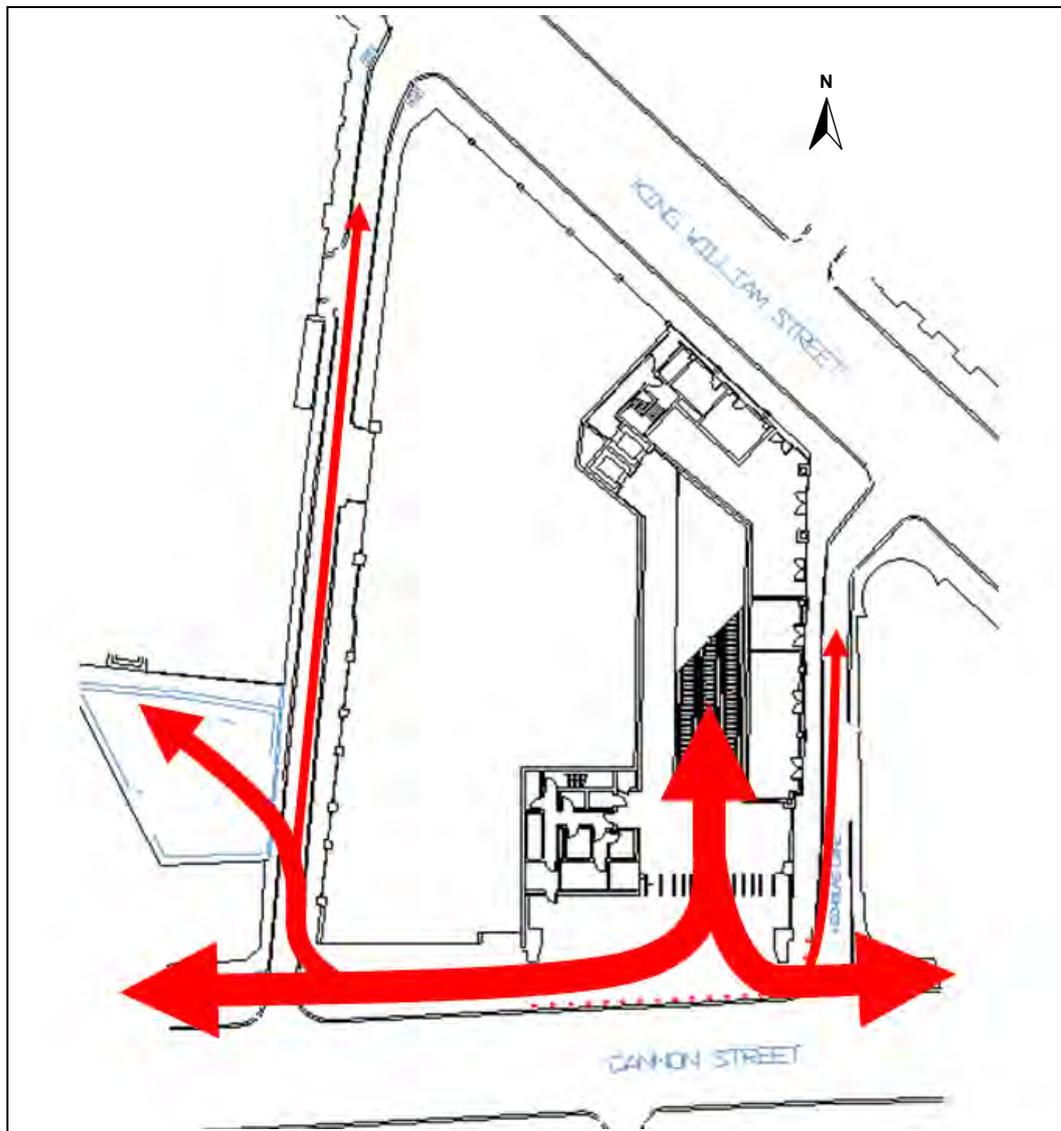


- 11.2.20 That passengers do so, demonstrates a good correlation with the passenger destination patterns seen in the Northern Line and DLR postcode GIS plot. See Figure 4.10 earlier in this report.

**Figure 11.4:** 2026 BSCU (With Station)



- 11.2.21 Station user 'desire-lines' through the wider site are shown in Figure 11.5. These are based upon the site-by-site recorded manual count proportions applied to forecast station users for 2026.
- 11.2.22 In both peaks the same pattern is seen: a predominant east-west flow along Cannon Street, a smaller proportion using the passage through Abchurch Yard, and relatively small flows using the north to south Abchurch Lane and Nicholas Lane.

**Figure 11.5:** Inward and Outward Desire Lines - Station Users

11.2.23 Almost 11,000 passengers will access or egress the station via Cannon Street in the 2026 morning peak. Hence, almost 11,000 new pedestrian trips will be made on the immediate footway network in the same period, representing a notable increase on the level of footway traffic observed today.

11.2.24 The impact however, is relatively low and has been demonstrated not to present an obstacle or cause crowding. Naturally, LOS do increase, although potentially this will only be noticeable in the area immediately in front of the new Station Entrance Hall. Rapid dissipation into the wider network and comparatively spacious pavements, when compared to King William Street or Nicholas and Abchurch Lanes, will accommodate the predicted flows well.

11.2.25 To support the modelled analysis above an assessment of pedestrian comfort was completed to compare with the baseline situation around the Whole Block

Site. Assessment of the baseline plus BSCU pedestrians using the TfL Pedestrian Comfort Guidance assessment method and spreadsheet described in *Pedestrian Comfort Guidance for London Guidance Document* (TfL, 2010a) the footways around the BSCU were assessed combining the data collected during October 2013 and the pedestrian trips and distribution described above. Pedestrian movements around the Whole Block Site are illustrated diagrammatically in Figure 11.6 and Figure 11.7. The results for peak hour flows are described below:

- **Cannon Street** (northern footway only) – a rating of C- was achieved, which provides an increasingly uncomfortable pedestrian environment;
- **King William Street** (southern footway only) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment;
- **Abchurch Lane** (both footways) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment; and
- **Nicholas Lane** (both footways) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment.

11.2.26 The assessment of pedestrian comfort set out above represents no change from the baseline conditions at most locations and therefore demonstrates a negligible impact on the pedestrian environment around the BSCU. The exception to this is immediately outside the station entrance on Cannon Street, where pedestrians quickly disperse as illustrated in Figure 11.4 and with the LOS assessment indicating that the increase in pedestrian flows will not cause crowding on footways.

11.2.27 The Pedestrian Comfort analysis on Arthur Street assumes that there is no diversion in place. With the diversion described in Section 7.5 the pedestrian demand along Arthur Street will be reduced, mitigating the impact in the walking experience. Also as a consequence of the diversion, pedestrians not requiring access along Arthur Street will experience an increase in journey length of approximately 115m.

**Figure 11.6:** AM Peak Pedestrian Demand Generated at the BSCU

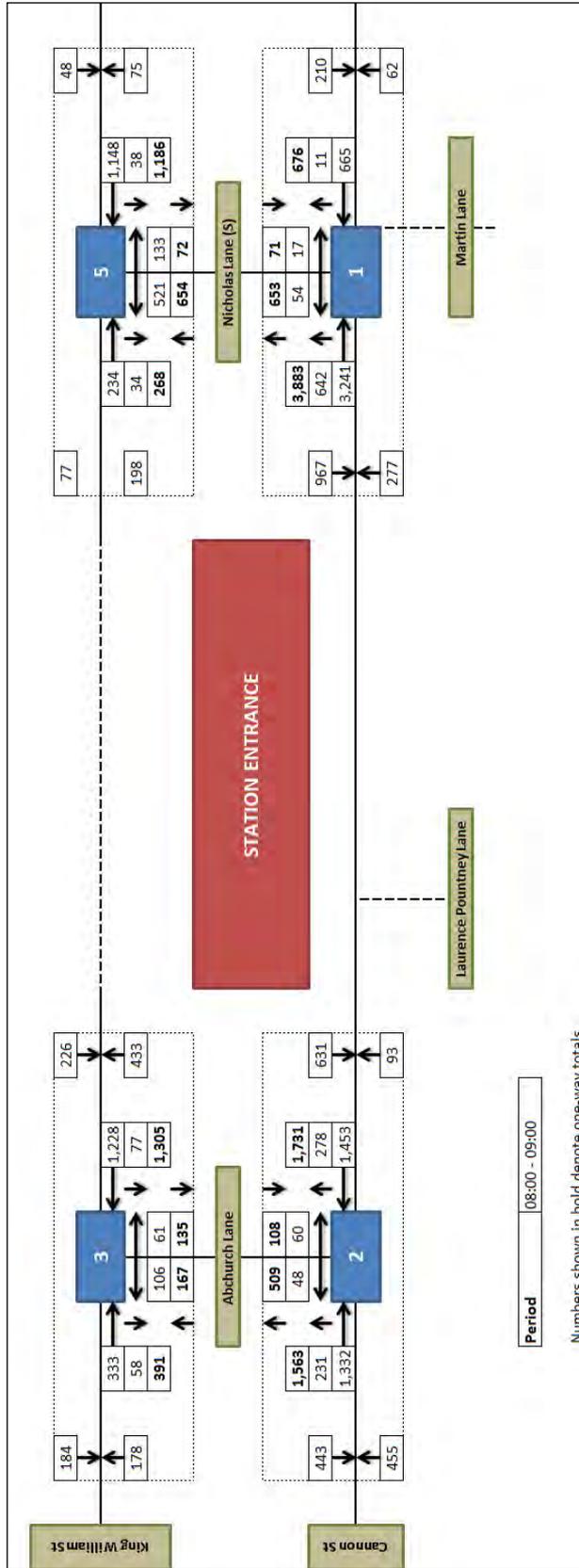
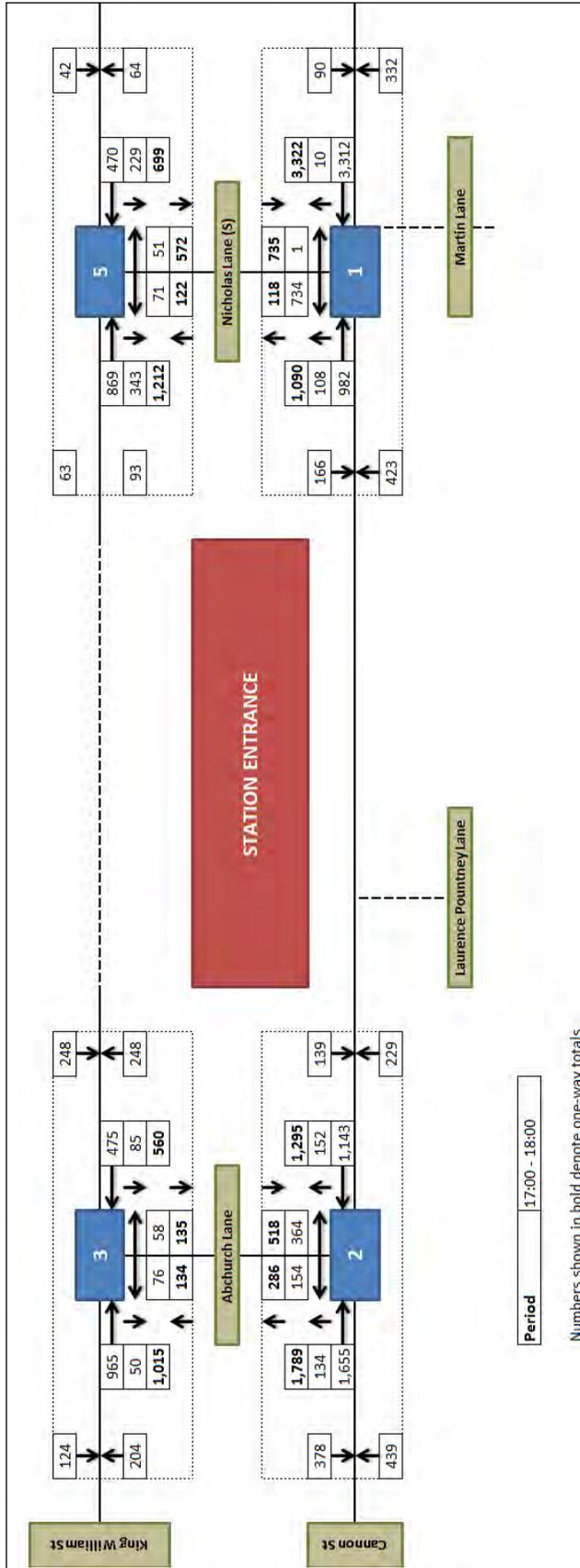


Figure 11.7: PM Peak Pedestrian Demand Generated by the BSCU



## 11.3 Impacts on the Highways Network

- 11.3.1 Following construction of the BSCU there will be no impact on the highway network caused by changes in traffic flows as Bank Station itself is not a traffic generator.
- 11.3.2 To assess the degree of potential conflict associated with forecast pedestrian crossing movements a  $PV^2$  calculation (Pedestrians x Vehicles x Vehicles) was executed, using the same crossing data with 2013 traffic flows added. No assumption for traffic growth to 2021 was assumed in this calculation as earlier work to study traffic patterns in the area has indicated zero growth. While it is accepted that the final decision on whether to provide a formal crossing is not restricted to the use of  $PV^2$  alone it does provide a suitable starting point for assessment.
- 11.3.3 Two scenarios were tested using values for the:
- entire length 50m either side of Nicholas Lane; and
  - the 50m section west of Nicholas Lane.
- 11.3.4 The first scenario was used to establish overall potential crossing demand, while the second recognised that while a crossing directly outside the proposed station entrance would prove attractive it carried a risk of congesting the footway with significant numbers of passengers mixing with other pedestrians in this area; in addition the presence of Laurence Pountney Lane directly opposite the proposed entrance imposes a physical constraint on providing a crossing; a position further west is therefore preferable. The second scenario recognises that with a crossing further west pedestrians travelling to/from the east and the King William Street were more likely to gravitate to the King William Street / Cannon Street Junction before crossing.
- 11.3.5 The results presented in Table 11.4 confirm that in both cases the normal  $PV^2$  value of  $1 \times 10^8$  that is commonly used as a starting point to justify a formal pedestrian crossing, such as a pelican, is exceeded by some margin for both the AM and PM peak hours under scrutiny. The assessment is presented in more detail as Appendix 11A.

**Table 11.4:**  $PV^2$  Assessment of the Need for a Formal Pedestrian Crossing

	$PV^2 \times 10^8$	
	Scenario 1	Scenario 2
AM Peak Hour	4.5	3.7
PM Peak Hour	4.5	2.6

- 11.3.6 The assessment has shown that the proposed new Station Entrance located on Cannon Street immediately west of Nicholas Lane will add a significant demand

for pedestrian crossing movements across Cannon Street in the vicinity of the entrance; once it becomes operational in 2021.

- 11.3.7 While it is accepted that some pedestrians will gravitate towards the junction of Cannon Street / King William Street where there is a signalised junction, the current arrangement does not have a formal controlled pedestrian phase for Cannon Street. This is one of a number of known issues at the Monument Junction and one that will be examined in hand with detailed junction assessment to deliver a more cycle/pedestrian friendly arrangement in response to the junction providing the proposed gateway to Cycle Superhighway Route 4.
- 11.3.8 On the basis of the evidence presented in Table 11.4, the need for appropriate crossing facilities in the vicinity of the Station Entrance as part of the BSCU is acknowledged; in the first instance by identifying a location for a light controlled crossing to the west of the Station Entrance positioned mid-way between Laurence Pountney Lane and Abchurch Lane. For the purposes of this report a preliminary layout has been provided as Appendix 11B.
- 11.3.9 The need to coordinate such a facility with the traffic signals at Monument Junction is accepted as is the wider need to consider the most appropriate solution to participate with wider aspirations for change associated with the Bank Area Enhancement Strategy promoted by the City of London Corporation. At this time it is reasonable to confirm a commitment that the final more detailed solution will be devised to the mutual satisfaction of the City of London Corporation, TfL and other stakeholders before the new Station Entrance opens in 2021.

## 11.4 Impacts on the Bus Network

- 11.4.1 Based upon the increase of seven per cent to 2021/ 22 presented in Section 4.8.21 provides growth to the new Station Entrance opening year and generates the bus passenger loads shown in Table 11.5 for the AM peak and Table 11.6 for the PM peak. The peak hour demand at bus stops is illustrated in Figure 11.8.

**Figure 11.8:** Peak Hour Bus Stop Passenger Demand (Boarding and Alighting) for Opening Year

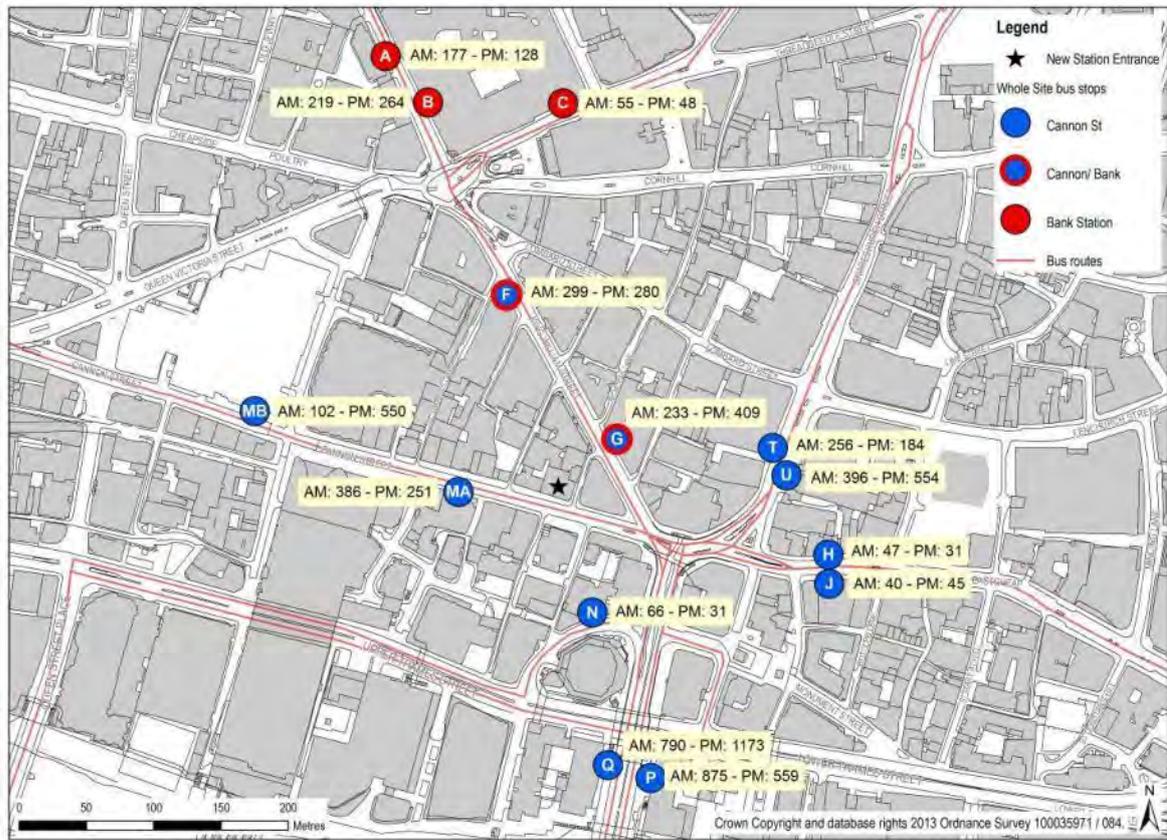




Table 11.5: 2021/22 AM Peak (08:00-09:00) Bus Passenger Loading

Cannon Street	Services	Total Hourly Passenger Demand				Maximum Average Passengers per Bus	Average Passengers per Bus
		Northbound	Eastbound	Southbound	Westbound		
Arthur Street	344	184	-	-	-	18	18
Cannon Street	15, 17, 521	1,330	161	149	183	44	21
Eastcheap	15	-	-	138	163	20	18
Gracechurch Street	35, 40, 47, 48, 344	1,657	1,533	-	-	63	35
King William Street	2, 143, 133, 141, 149	939	375	-	-	46	18
London Bridge	17 21, 35, 40, 43, 47, 48, 133, 141, 149, 521	4,178	1,710	-	-	66	28
<b>Bank</b>	<b>Services</b>	952	331	-	-	<b>Max Bus</b>	<b>Ave Bus</b>
Princes Street	21, 43, 141	952	331	-	-	52	21
Threadneedle Street	133	152	-	-	-	17	17

**Table 11.6: 2021/22 PM Peak (17:00-18:00) Bus Passenger Loading**

Cannon Street	Services	Total Hourly Passenger Demand				Maximum Average Passengers per Bus	Average Passengers per Bus
		Northbound	Eastbound	Southbound	Westbound		
Arthur Street	344	284	-	-	-	29	29
Cannon Street	15, 17, 521	395	904	226	203	32	23
Eastcheap	15	-	-	216	200	31	28
Gracechurch Street	35, 40, 47, 48, 344	1,090	2,328	-	-	61	39
King William Street	2, 143, 133, 141, 149	673	781	-	-	43	23
London Bridge	17, 21, 35, 40, 43, 47, 48, 133, 141, 149, 521	2,352	4,029	-	-	68	32
<b>Bank</b>	<b>Services</b>	761	495	-	-	<b>Max Bus</b>	<b>Ave Bus</b>
Princes Street	21, 43, 141	761	495	-	-	30	23
Threadneedle Street	133	162	-	-	-	16	16

- 
- 11.4.2 Impacts on the bus network are expected to be negligible once the new Station Entrance is operational. The proposals do not change London Underground line capacity or routes and therefore will not attract passengers from buses to the London Underground Network.
- 11.4.3 It is likely that there will be some re-distribution of bus passengers who, in choosing to use the new Station Entrance, may board or alight at an alternative stop compared to the existing situation. This impact is expected to be negligible given the frequency of service and because the alternative bus stops are the next stop along the relevant routes.
- 11.4.4 To support this assessment, video surveys were completed of the route from existing Bank Station access / egress points towards bus stops on King William Street. A review of this evidence suggests that a negligible number of people interchange between Bank Station and these bus stops, it is likely that it may be less than 10 people per hour.
- 11.4.5 This supports the analysis above that the impact will be negligible. It is reasonable to expect that station users currently accessing bus services around Monument Junction and Bank Junction will continue to use these stops rather than use the new Station Entrance, which may incur a longer walk from sub-surface.
- ## 11.5 Impacts on Cycling
- 11.5.1 Based upon the increase in cycling assumed in Section 4.9.9 above cycling trips around the new Station Entrance in 2021 are illustrated in Figure 11.9 for the AM peak hour and Figure 11.10 for the PM peak hour.

Figure 11.9: AM Peak (08:00 - 09:00hours) Cycle Flows

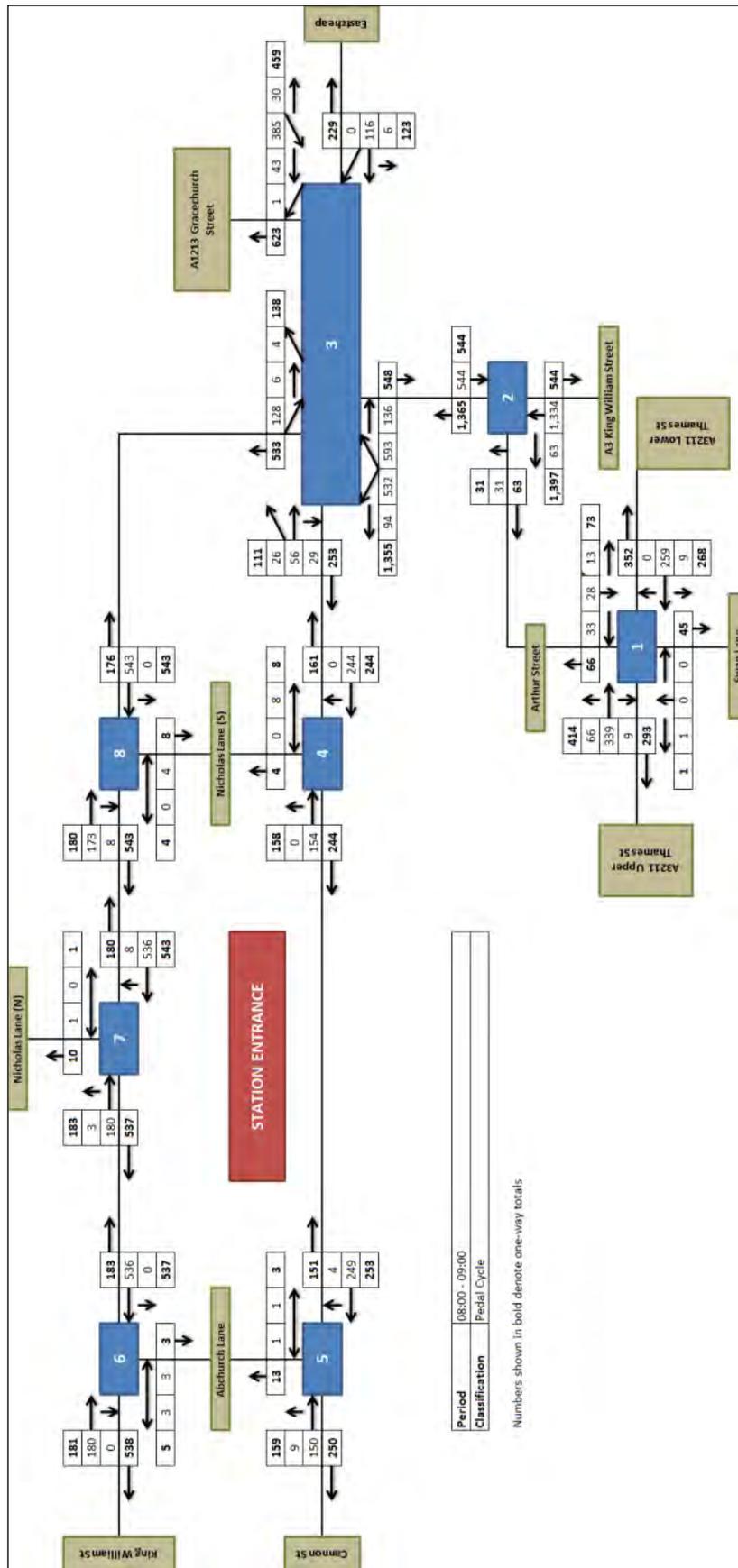
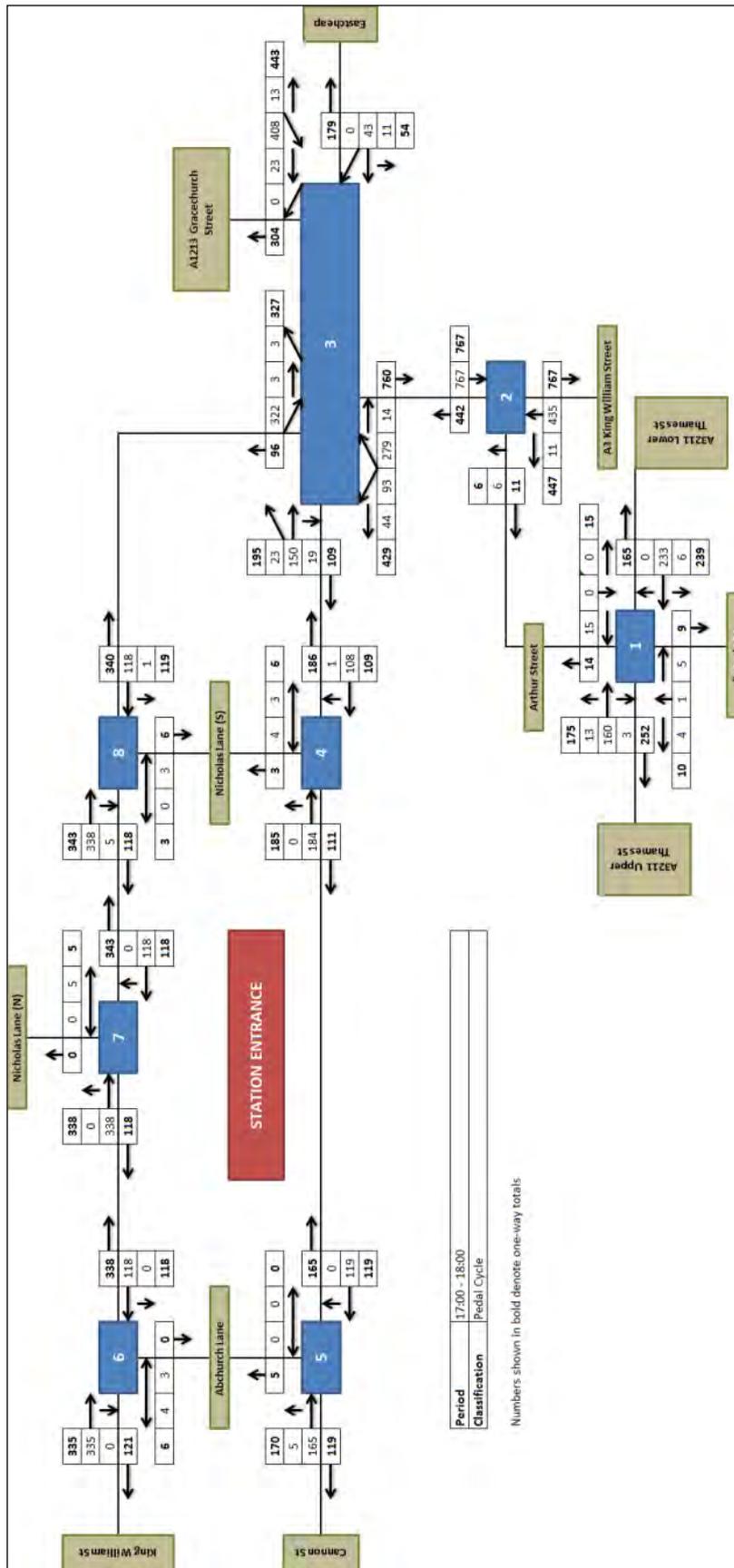


Figure 11.10: 2021 PM Peak (17:00 - 18:00hours) Cycle Flows



11.5.2 There will be no changes to the surrounding cycle infrastructure and facilities and no new cycle trips will be generated in response to the new Station Entrance proposals. Therefore there will be no impacts on cycling or the cycle network.

## 11.6 Summary of Operational Impacts

- 11.6.1 Sub-surface there will be a significant improvement in the LOS throughout Bank Station, presenting as a reduction in crowding compared with the future baseline to take full advantage of complimentary London Underground improvement such as the Northern Line Upgrade and Northern Line Upgrade 2. The new Station Entrance and associated sub-surface reconfiguration accommodates the increase in passenger throughput without major congestion and with quicker journey times through the station compared with the existing baseline.
- 11.6.2 Surface modelling of the new Station Entrance indicates that pedestrian movements will predominantly be eastbound and westbound along Cannon Street. This analysis is supported by existing data confirming the origin and destination of station users. Analysis demonstrates that the new Station Entrance will not cause crowding on the footway as station users naturally dissipate along local walking routes.
- 11.6.3 The new Station Entrance does not introduce new vehicle trips onto the local highway network. Consequently there are no impacts resulting from changes in traffic flows. The need for a pedestrian crossing across Cannon Street was considered to facilitate the safe movement of station users to and from the entrance / exit. The assessment of this has identified that a light controlled crossing may be most appropriate. The installation of this facility will need to be co-ordinated with the traffic signals at Monument Junction; an outline design is provided as Appendix 11B with the final design to be agreed between TfL and the City of London Corporation to also consider nearby improvements to pedestrian crossing facilities emerging as part of other schemes. Facilities will be in place in time for the opening of the new Station Entrance.
- 11.6.4 New bus trips will not be generated by the new Station Entrance because it is not a destination in its own right. LUL staff are expected to arrive by London Underground and DLR. Total trips on the bus network will therefore be the same as the future baseline. A review of survey information indicated that very few users of Bank Station currently disperse to bus stops surrounding the Whole Block Site. As a result of this analysis the impact on nearby bus stops, in particular with respect to passengers using alternative stops that requires a change of walking route, is anticipated to be negligible.

- 11.6.5 The new Station Entrance will not generate new cycling trips and does not require new cycling infrastructure. There will therefore be no impact on cycling or the local cycle network.

## 12 Summary and Conclusions

### 12.1 Introduction

- 12.1.1 This TA has been prepared by URS on behalf of LUL and the appointed project contractor, Dragados, to support an ES forming part of the 'Statement of Environmental Information' required to support a TWAO application for the proposed BSCU.
- 12.1.2 Bank Station is the fourth busiest interchange on the London Underground Network containing interlinked London Underground and DLR stations with numerous access points and subterranean passageways that form a key public transport interchange point in the heart of the City of London.
- 12.1.3 Numbers have risen significantly since 2003 when TfL began exploring options for upgrading the station. From 2003 to 2012 the station complex has experienced a 37 per cent increase in passengers entering the station complex, a 33 per cent increase in those leaving and a 40 per cent growth in those interchanging. It is of no surprise that demand exceeds capacity as the component parts of the station reflect an era when pedestrian traffic was considerably lower and capacity planning was less stringent.
- 12.1.4 The overarching aim of the BSCU is to ensure that TfL continues to provide a fit-for-purpose public transport station complex to support the City of London. It shall do this by
- increasing the capacity of Bank Station so that it is able to handle present and forecast demand, and thereby support the economic growth of the city;
  - minimising passenger journey time through the station, and thereby reduce crowding;
  - improving the quality of access, interchange and ambience, including the provision of step-free access routes from street level to Northern Line trains and provide step-free interchange between Northern Line and DLR trains; and
  - improving emergency fire and evacuation protection measures.

### 12.2 Achieving Policy Objectives

- 12.2.1 In the absence of the BSCU, LUL will be unable to support the aspirations set-out in the *Mayor's Transport Strategy* (May 2010), namely by:
- *Supporting economic development and population growth' and 'improving transport connectivity (Paragraphs E11 and E13) by increasing capacity at Bank Station;*



- *Improving journey experience (Paragraph E23)* by allowing more people to pass through the station at peak periods without long delays and/or diversions;
- *Improving public transport safety (Paragraph E31)* by enhancing emergency fire and evacuation protection measures at Bank station; and
- *Improving accessibility (Paragraph E33)* by providing step-free access between the street, Northern Line and DLR levels.

12.2.2 As the Mayor's Transport Strategy deduces, there is a close correlation between economic and transport performance, which is undeniably crucial to ensure the future prosperity within the City of London. In the absence of a robust and reliable Underground system fit for the 21<sup>st</sup> century it is likely that the prosperity of the Capital will suffer, which will impact upon the UK economy as a whole.

## 12.3 Future Without the Upgrade

12.3.1 The consequences of a continuation and any further deterioration in the passenger experience connected with operational control/non-stopping trains at Bank Station are:

- increasing levels of delay for customers as operational control extends journey times to the extent that the station would have to be closed at peak times;
- London Bridge, Moorgate and Liverpool Street Stations, as alternatives to Bank, have little spare capacity and become vulnerable to closure themselves as is currently experienced when Bank Station is closed;
- the benefits of train upgrades, particularly the Northern Line, may be compromised if future train services at Bank Station are regularly disrupted due to congestion; and
- the DLR could be regularly and seriously disrupted by restricted or suspended access into Bank Station during periods of station control. The terminus at Tower Gateway, where the station and train service capacity is restricted, would not be a viable diversionary route. Under these circumstances, the Jubilee Line is a natural alternative to the DLR exacerbating an already congested Jubilee Line and the respective stations which serve it.

12.3.2 Without the BSCU Bank Station will cease to function effectively as there will be grossly inadequate space to cope with the expected rise in passenger numbers. Accordingly, station closures and trains non-stopping will be unavoidable to maintain passenger well-being, with a significant detrimental impact on the wider London public transport network.

## 12.4 Benefits of the Upgrade

### 12.4.1 The BSCU will bring benefits in the form of:

- increased capacity at Bank Station – principally to the Northern Line and DLR areas, and the interchange routes – with the assessment confirming reduced journey times and congestion and providing reassurance that passenger density throughout Bank Station for all Northern Line and DLR customers during peak times will be such that the need for regular station control will be avoided;
- a step-free route(s) to the Northern Line platforms from street and DLR levels, and an accepted means of escape for disabled people and the ability to provide assistance to disabled people; and
- compliant emergency fire and evacuation protection measures for Northern Line and DLR passengers, ensuring a place of safety within the limits prescribed in the appropriate standards.

## 12.5 Construction Impacts

- 12.5.1 The construction works require two main construction work sites located at King William Street (the Whole Block Site) and Arthur Street. All HGVs will arrive at the Arthur Street Work Site to make/take their deliveries to/from the Arthur Street Shaft. Some HGVs will be marshalled there awaiting access to the Whole Block Site and will proceed when called forward.
- 12.5.2 It is forecast that a typical maximum of six HGVs will access the Arthur Street Work Site per hour at the peak of demolition and construction activity, a smaller number of these will be managed through to the Whole Block Site. It is not however, considered that the scale of HGV activity associated with the construction of the BSCU will have a material impact on the highway network.
- 12.5.3 All vehicles making deliveries to the BSCU Work Sites or removing excavated material will travel via designated routes that will be agreed with the City of London Corporation, TfL and the police as required.
- 12.5.4 On the highway network the impact of construction and demolition traffic is negligible with an average maximum of only seven one-way HGVs per hour passing through Arthur Street, with a maximum of four per hour subsequently passing through to service the Whole Block Site.
- 12.5.5 The assessment has shown a relatively large percentage change in the CRF at a small number of junctions although it assumes that all traffic will follow two planned diversion routes to avoid the proposed of Arthur Street closure. The numbers that need to divert are however less than 200 vehicles per hour at the most and it is likely that drivers will chose a number of alternative routes to secure their destination to dilute this impact.

- 12.5.6 Even with all traffic assumed to follow one or other of the diversion routes as a worst case the impact is considered negligible as the evidence indicates that the network will remain below the threshold at which the roads affected approach their effective capacity.
- 12.5.7 Although it is necessary to divert bus Route 344 away from its scheduled route northbound along Arthur Street there is a reasonable via A3200 Southwark Street and A3 Borough High Street. The diversion is actually 102m shorter than the existing route and journey time analysis has shown that the impact on bus users is likely to be slight. Some bus stops will not be served by Route 344 for the duration of the Arthur Street closure; as a consequence the accessibility of bus services for some users will be reduced although for many viable alternatives are available.
- 12.5.8 Arthur Street provides a convenient route between A3211 Upper Thames Street and A3 King William Street. This will not be available for travel along the carriageway during the closure of Arthur Street; cyclists will be able to push their cycles along the northern footway. Alternative routes for cyclists are available by using neighbouring roads and lanes, such as Fish Street Hill and Laurence Pountney Lane, with some already closed to general traffic to encourage cycle access.
- 12.5.9 With the exception of Nicholas Lane for a period to allow demolition activities at the Whole Block Site, all other roads will remain open to pedestrians at all times to maintain the current level of amenity. Immediately adjacent to the Work Sites the pedestrian environment will be somewhat degraded as a result of hoardings and some reduction in footway widths.

## 12.6 The Blockade Impacts

- 12.6.1 The assessment of the blockade has been based on forecasts derived using TfL's NLE Railplan model. The assessment has considered future scenarios for the 2020 AM and PM peak periods.
- 12.6.2 A future Reference Case has been assessed, which includes 36tph operating on the Victoria Line, making best use of the capacity available on this line, and the diversion of bus route 344 in the vicinity of the Arthur Street works.
- 12.6.3 The assessment of the total and partial blockades has shown that the impacts of the blockade will be substantially reduced by the implementation of a mitigation package that includes the following measures:
- early introduction of NLU2 improvements that will enable London Underground services to be provided on the Northern Line (Charing Cross branch) at higher frequencies than would be the case without these improvements;

- operation of as many London Underground services as reasonably feasible on the sections of the Northern Line (City branch) that will remain open during the blockade;
- introduction of replacement bus services along the line of the London Underground closure and the provision of further additional bus services providing additional capacity on a number of identified corridors;
- the development of reciprocal ticketing arrangements with Train Operating Companies, where appropriate, that will make it easier for London Underground passengers to use National Rail services which serve the same corridor as congested London Underground services;
- Travel Demand Management (TDM) campaign and measures to inform passengers and encourage them to change their travel behaviour i.e. re-time, re-route and change mode;
- implementation of operational strategies including crowd management and control techniques at a number of stations across Central London;
- TDM, crowd control management and the introduction of marshals to ensure the smooth flow and safety of the increased numbers of pedestrians who will use the Moorgate – London Bridge Station corridor during the blockade; and
- traffic management arrangements to keep BSCU construction vehicles separate from pedestrians.

- 12.6.4 The assessment has examined the impacts of the mitigation measures proposed to reduce the impacts of the blockade and to assist LUL with operational planning for the blockade. This has provided clear evidence that the proposed mitigation measures will successfully minimise the impacts of the blockade.
- 12.6.5 TfL/LUL will continue to plan and develop the identified London Underground and bus service improvements with the aim of further reducing adverse impacts where reasonably practicable. They will finalise the details of these measures closer to the time of implementation of the blockade.
- 12.6.6 TfL/LUL will also continue to plan and develop operational controls and TDM measures to manage the affected interchange stations. They will finalise the details of these measures closer to the time of implementation of the blockade.
- 12.6.7 Overall it is considered that with an integrated package of extensive and strong mitigation measures in place, and with adequate controls introduced and enforced, the forecast impacts of the blockade can be successfully mitigated. This will enable the blockade to be implemented within generally acceptable and safe conditions, albeit some substantial residual transport impacts will remain.

## 12.7 Operational Impacts

- 12.7.1 Sub-surface there will be a substantial improvement in the passenger experience throughout Bank Station allowing travellers to take full advantage of an upgraded and much improved station. The new Station Entrance and associated sub-surface reconfiguration accommodates the forecast increase in passenger throughput with relative ease and with much improved journey times when compared with current and future conditions without the BSCU.
- 12.7.2 While the project does not generate demand in the same way that a new or shopping development the new Station Entrance will offer a new access and egress point for passengers to supplement others in 2021. Forecasts and modelling of the new Station Entrance has shown that pedestrian movements will predominantly be eastbound and westbound along Cannon Street. This analysis is supported by existing data that indicates desire lines of station users that are likely to carry forward to the future.
- 12.7.3 Analysis has demonstrated that the new Station Entrance will not cause crowding on the footway as station users naturally dissipate along local walking routes. The anticipated passenger numbers using the station has however indicated a demand for pedestrian crossing facilities to help people across Cannon Street in the vicinity of the proposed new Station Entrance.
- 12.7.4 Assessment of the forecast demand and degree of interaction with moving vehicles has shown a light controlled crossing could be an appropriate facility and a design has been put forward as potential mitigation at this time. To accommodate emerging proposals for Monument Junction and the Bank Area Enhancement Strategy, a final more detailed solution will be devised to the mutual satisfaction of the City of London Corporation, TfL and other stakeholders before the new Station Entrance opens in 2021.
- 12.7.5 The need to coordinate such a facility with the traffic signals at Monument Junction and other facilities in the area is acknowledged. There is also a sensible need to consider the most appropriate solution to blend with wider aspirations for change that may emerge from the Bank Area Enhancement Strategy and other initiatives in the area that are likely to change the function of the area by 2021. At this time it is reasonable to confirm a commitment that any final more detailed solution will be pursued in partnership with The City of London Corporation, TfL and other stakeholder before the new Station Entrance opens in 2021.
- 12.7.6 Given that the new Station Entrance will not introduce new vehicle trips onto the local highway network there are no impacts resulting from changes in traffic flows.
- 12.7.7 New bus trips will not be generated by the new Station Entrance because it is not a destination in its own right. Staff are expected to arrive by London

---

Underground and DLR. Total trips on the bus network will therefore be the same as the future baseline. A review of survey information indicated that very few users of Bank Station currently disperse to bus stops surrounding the Whole Block Site. As a result of this analysis the impact on nearby bus stops, in particular with respect to passengers using alternative stops that requires a change of walking route, is anticipated to be negligible.

- 12.7.8 The new Station Entrance will not generate new cycling trips and does not require new cycling infrastructure. There will therefore be no impact on cycling or the local cycle network.
- 12.7.9 In conclusion, the BSCU provides substantial permanent benefits by reducing crowding, improving the ease of interchanging and providing step-free access to more parts of the station. These benefits outweigh the temporary adverse traffic effects associated with the utility works, the closure of Arthur Street, the traffic generated by the construction of the scheme and the temporary adverse effects on public transport passengers due to the total and partial blockade of the Northern Line.

THIS PAGE IS INTENTIONALLY BLANK

---

## References

City of London Corporation, 2005. *Riverside Walk Enhancement Strategy*

City of London Corporation, September 2011. *Local Development Framework, Core Strategy*.

City of London Corporation, 2012. *Aldgate and Tower Area Enhancement Strategy*

City of London Corporation, 2013. *Bank Area Enhancement Strategy*.

City of London Corporation, 2013a. *Weight Limits*. [online] Available at <<http://www.cityoflondon.gov.uk/services/transport-and-streets/roads-highways-and-pavements/Pages/Weight-limits.aspx>> [Accessed 29 January 2014].

City of London Corporation website, n.d a. *City of London Interactive Map*. [online] Available at <<http://www.cityoflondon.gov.uk/maps/Pages/COMPASS.aspx>> [Accessed November 2013].

Crossrail Limited, n.d. *Crossrail Route Maps*. [online] Available at <[www.crossrail.co.uk/route/maps/](http://www.crossrail.co.uk/route/maps/)> [Accessed November 2013].

Department for Communities and Local Government, (2012); *National Planning Policy Framework*.

Department for Transport, 2004. *LTN 1-04 Policy, Planning and Design for Walking and Cycling*

Fruin JJ, 1971. *Designing for Pedestrians: a Level of Service Concept*.

Greater London Authority, May 2010. *The Mayor's Transport Strategy*

Greater London Authority, July 2011. *The London Plan - Spatial Development Strategy for Greater London*.

Greater London Authority, October 2013. *Revised Early Minor Alterations to the London Plan*.

Greater London Authority, 2009. *The London Office Policy Review 2009*

KPMG, July 2009. *London Bus Services Limited: Independent strategic review of the provision of bus services in London*

London Underground Strategy and Service Development, June 2005. *Station Demand Modelling v1.1*.

London Underground Strategy and Service Development, July 2009. *Legion Best Practice Guide*.



Mayor of London, Transport for London, 2010. *Legible London Guidance*. [online] Available at <<http://www.tfl.gov.uk/microsites/legible-london/>> [Accessed 10 January 2014].

Mayor of London, Transport for London (Underground), 2011. *London Underground: Our Upgrade Plan*.

Thames Water. 2001 - 2014. *Thames Tideway Tunnel*. Available at: <<http://www.thameswater.co.uk/about-us/2833.htm>> [Accessed 28 May 2014].

Transport for London, April 2010. *Transport assessment best practice, Guidance document*

Transport for London, June 2011 c. *Category 1 Standard S1371 Station Planning Issue A5*.

Transport for London, 2012. *Station performance statistics*. [online] Available at: <<http://www.tfl.gov.uk/corporate/modesoftransport/londonunderground/1592.aspx>> View station exit and entry figures 2011 [Accessed 30 April 2014].

Transport for London, February 2013 a. Report to TfL Board, Item 14. *Better Junctions Programme*.

Transport for London, 2013 b. *Outline Construction Logistics Plan Guidance - For Planners*

Transport for London, 2014. *Northern Line*. [online] Available at <<http://www.tfl.gov.uk/travel-information/improvements-and-projects/tube-improvement/northern>> [Accessed 30 April 2014].

Transport for London, March 2014. *Roads Task Force progress report*.

Transport for London, 13 December 2013. *TFL97 Note to the Northern line extension public inquiry Northern Line Train Operations*.

Transport for London. 2010. *Pedestrian Comfort Guidance for London – Guidance Document*.

Transport for London, n.d. a. *Guide to River Boat Services (Autumn/Winter 2011/12)*.

Transport for London, n.d. b. *Cycling in Central London (2012/13)*.

Transport for London, n.d. c. *Better Junctions for Cyclists* [online] Available at <<http://www.tfl.gov.uk/travel-information/improvements-and-projects/better-junctions-for-cycling?cid=fs011>> [Accessed 18 June 2014]

Transport for London, n.d. d. Tube Map [online] Available at <<https://www.tfl.gov.uk/cdn/static/cms/documents/standard-tube-map.pdf>> [Accessed 18 June 2014]

Transport for London, n.d e. DLR Routes [online] Available at <<https://www.tfl.gov.uk/cdn/static/cms/documents/dlr-route-map.pdf>> [Accessed 18 June 2014]

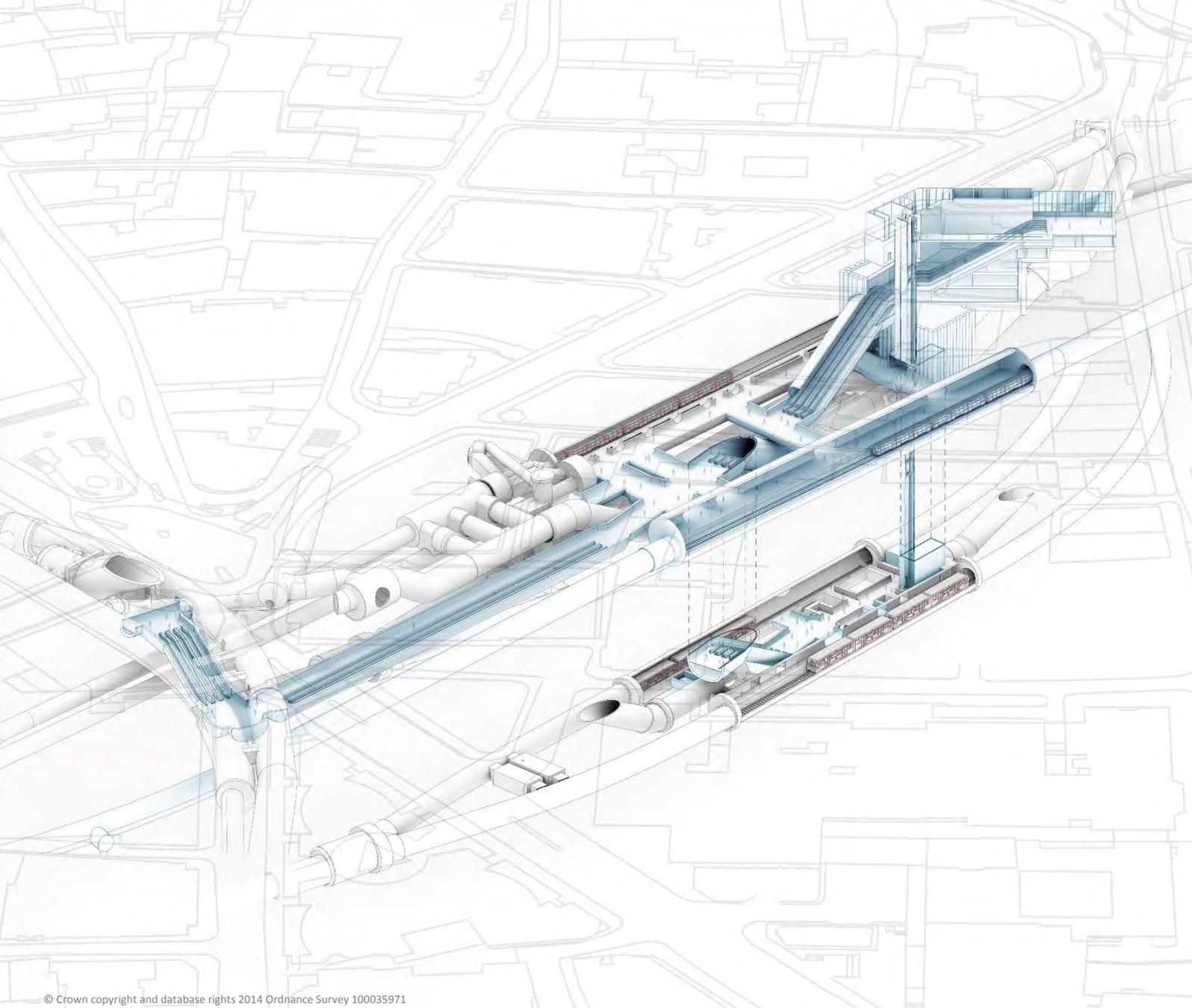
R de Cani, TfL, October 2013. *Proof of Evidence, NLE Public Inquiry* [online] Available at <<http://www.persona.uk.com/nle/D-Proofs/TFL1-B.pdf>> [Accessed 28 May 2014].

D Bowers, SDG, October 2013. *Proof of Evidence, NLE Public Inquiry* [online] Available at <<http://www.persona.uk.com/nle/D-Proofs/TFL7-A.pdf>> [Accessed 28 May 2014].

Office of the Deputy Prime Minister, February 2006. *National Land Use Database: Land Use and Land Cover Classification*

JMP, December 2011. *Walbrook Square Limited Bloomberg Place, City of London Transport Assessment*

Transport for London *Local Area Connection Maps* [www.tfl.gov.uk](http://www.tfl.gov.uk) accessed 25/10/2013  
c



© Crown copyright and database rights 2014 Ordnance Survey 100035971

Transport and Works Act 1992  
**London Underground (Bank Station Capacity Upgrade) Order**

# Transport Assessment Appendices

September 2014

**MAYOR OF LONDON**



**TRANSPORT  
FOR LONDON**  
EVERY JOURNEY MATTERS





Transport and Works Act 1992

**London Underground (Bank Station Capacity Upgrade) Order**

## **Transport Assessment Appendices**

September 2014

Bank Station Capacity Upgrade Project  
5<sup>th</sup> Floor  
10 King William Street  
London EC4N 7TW

LUL Document Reference:  
LUL-8798-RPT-G-002206

## **Limitations**

URS Infrastructure & Environment UK Limited (“URS”) has prepared this report for the use of Dragados and London Underground Limited (“Client”) in accordance with the Agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by URS.

Where the conclusions and recommendations contained in this report are based upon information provided by others it is upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by URS has not been independently verified by URS, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report was undertaken during September 2013 and September 2014 and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

Certain statements made in the Report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Report, such forward-looking statements by their nature involve risks and uncertainties.

## **Table of Appendices**

Appendix numbers refer to the chapters in the Bank Station Capacity Upgrade Transport Assessment. Where appendices are not listed (for example Appendix 1 and Appendix 2) this is because there are no supporting appendices for these chapters of the Transport Assessment.

### **Appendix 3: The Proposed Scheme**

#### **Appendix 3A: Ground Floor Plan Proposed**

#### **Appendix 3B: Whole Block Site Access – Tipper Vehicle**

#### **Appendix 3C: Whole Block Site Access – Low Loader**

#### **Appendix 3D: Arthur Street Access from A3211 Upper Thames Street westbound – Tipper Vehicle**

#### **Appendix 3E: Arthur Street Access from A3211 Upper Thames Street westbound and exiting onto A3 King William Street – Low Loader**

#### **Appendix 3F: Arthur Street Access from A3211 Upper Thames Street eastbound and exiting onto A3 King William Street – Fire Engine**

#### **Appendix 3G: Suffolk Lane Motorcycle Parking Place**

### **Appendix 4: Methodology and Assumptions**

#### **Appendix 4A: Emergency Vehicle Route Tracking**

#### **Appendix 4B: Blockade Assumptions**

### **Appendix 6: Baseline Conditions - Surface Level Transport and Highways**

#### **Appendix 6A: Bank Station Capacity Upgrade Baseline**

#### **Appendix 6B: Collision Analysis**

#### **Appendix 6C: 3-year Personal Injury Accident (PIA) Records 1 July 2010-30 June 2013**

#### **Appendix 6D: 3-year Casualty Records 1 July 2010-30 June 2013**

#### **Appendix 6E: Traffic Survey Data Collected October to November 2013**

### **Appendix 9: Blockade Impacts - Surface and Sub-surface**

#### **Appendix 9A: Blockade Assessment**

**Appendix 9B: Crowding During the Blockade**

**Appendix 11: Impact of Development: Surface**

**Appendix 11A: Cannon Street Pedestrian Crossing Assessment**

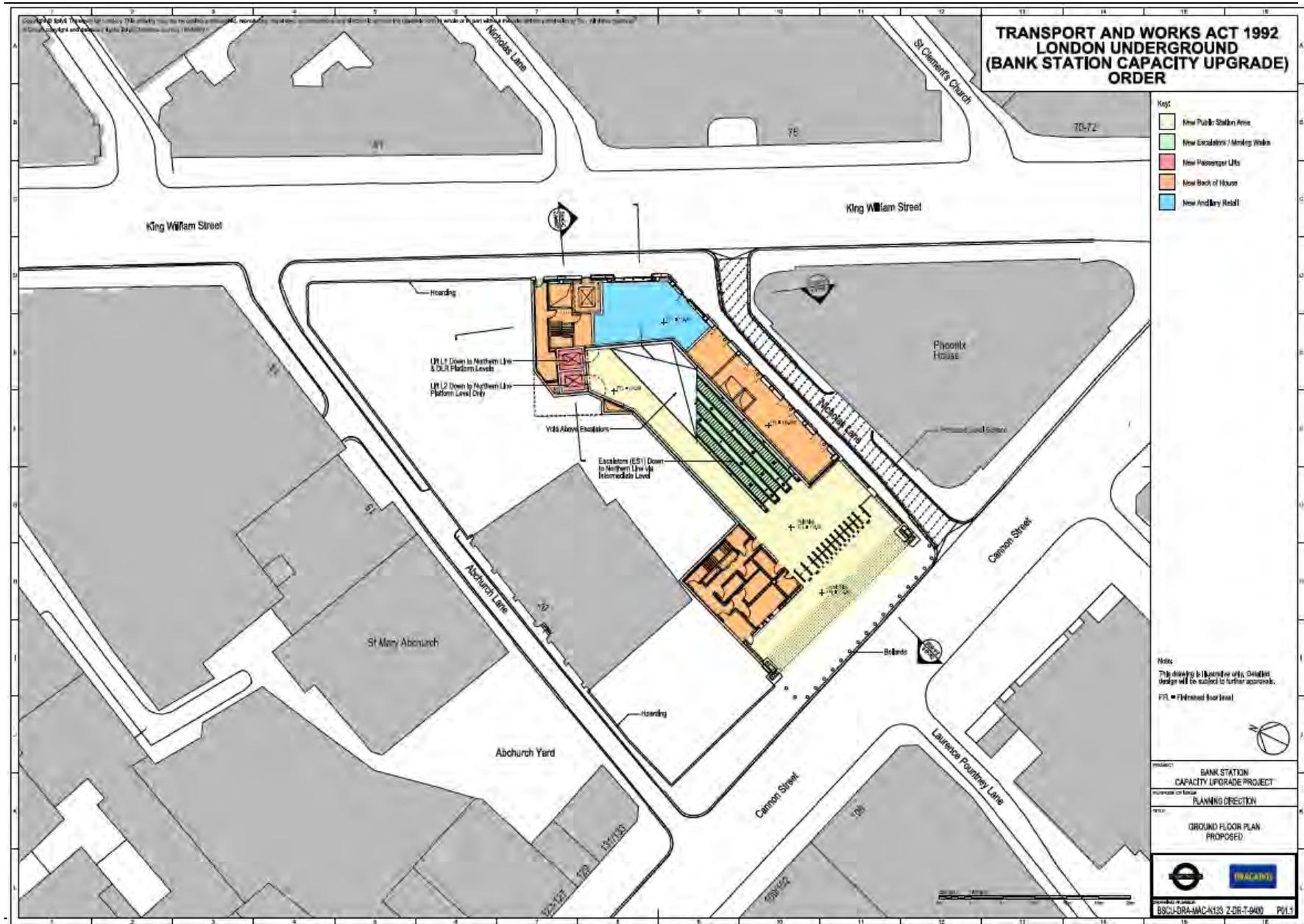
**Appendix 11B: Cannon Street Light Controlled Crossing Outline  
Design**



# Appendix 3: The Proposed Scheme



## **Appendix 3A: Ground Floor Plan Proposed**



## **Appendix 3B: Whole Block Site Access – Tipper Vehicle**

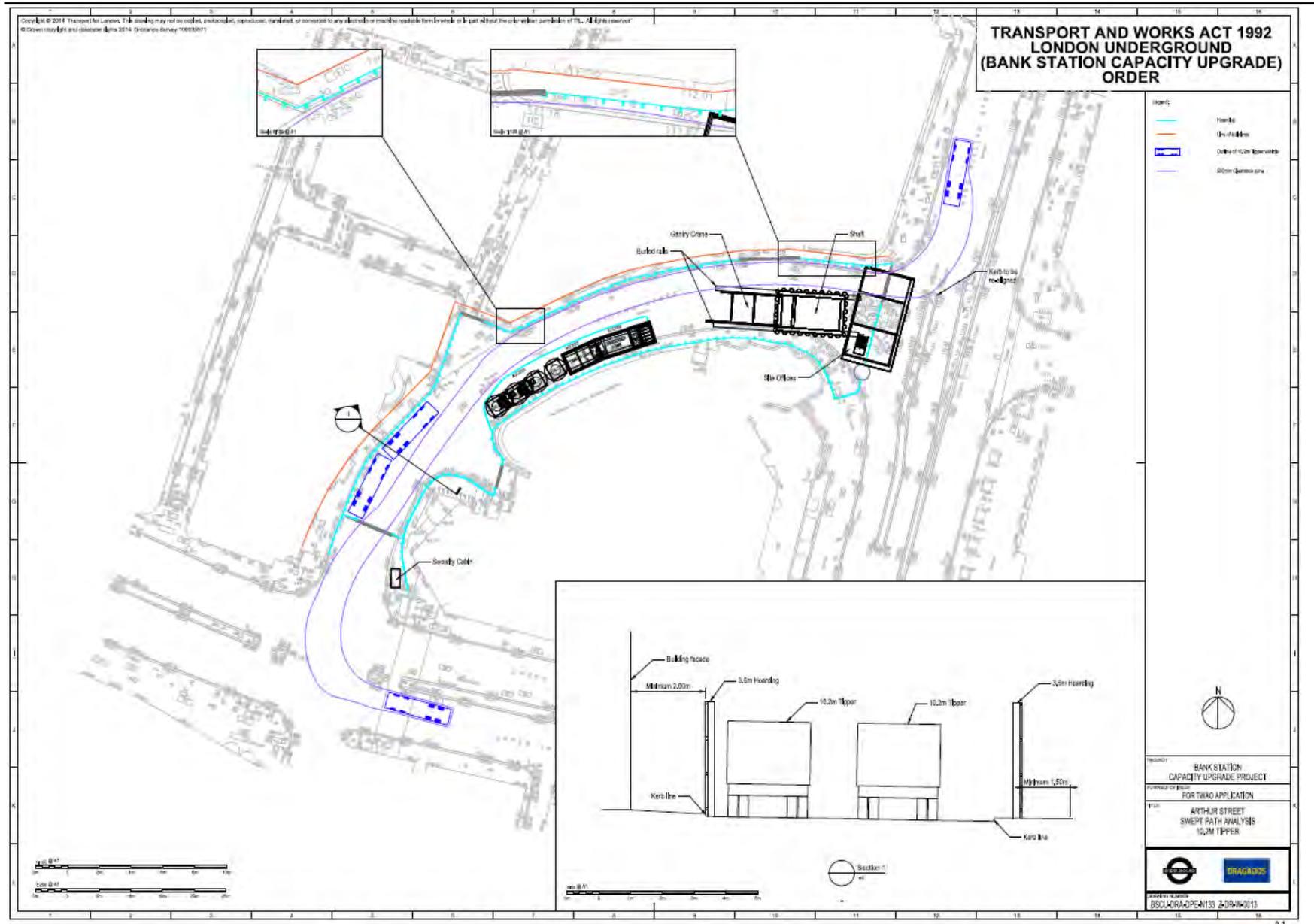


## **Appendix 3C: Whole Block Site Access – Low Loader**

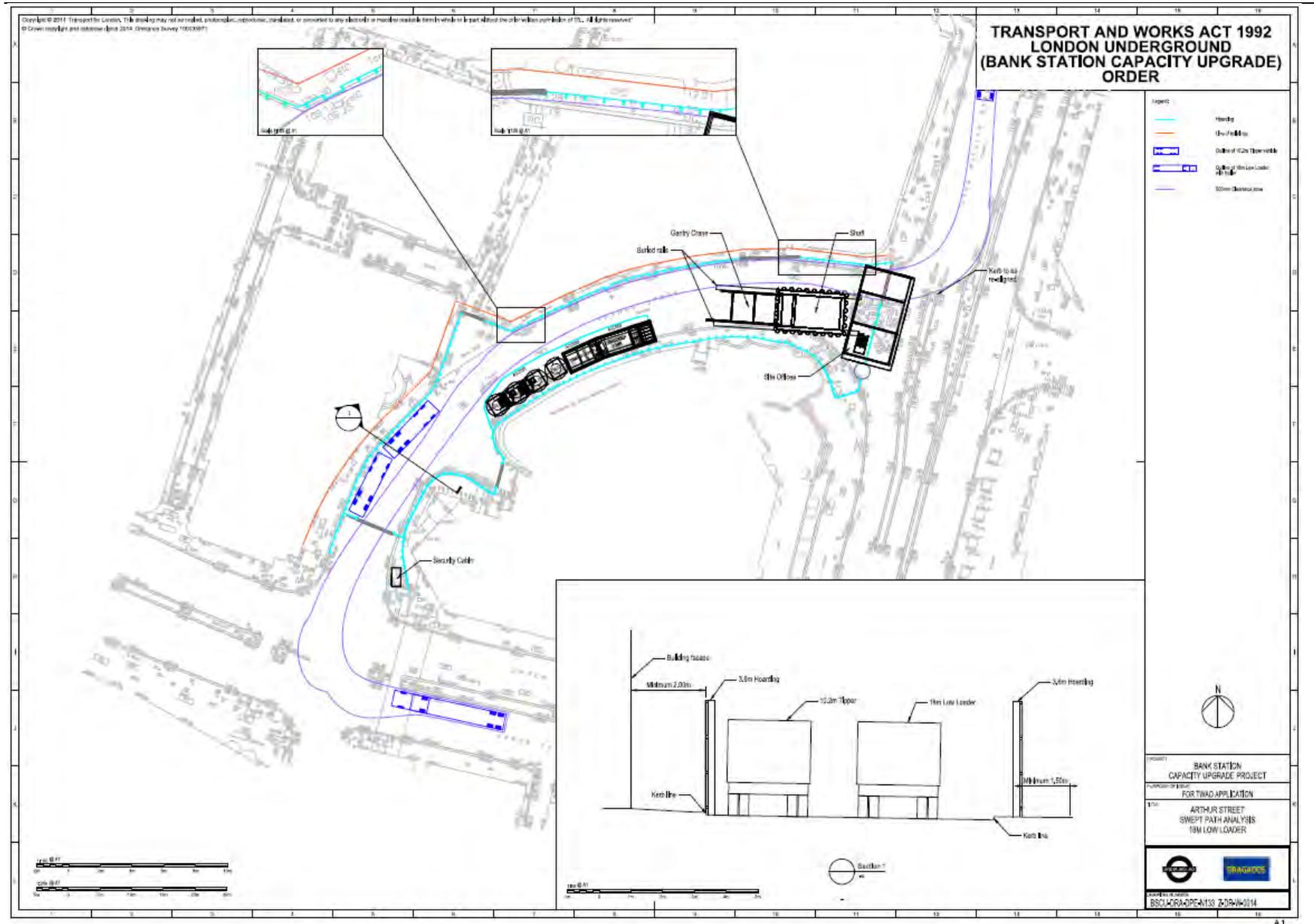




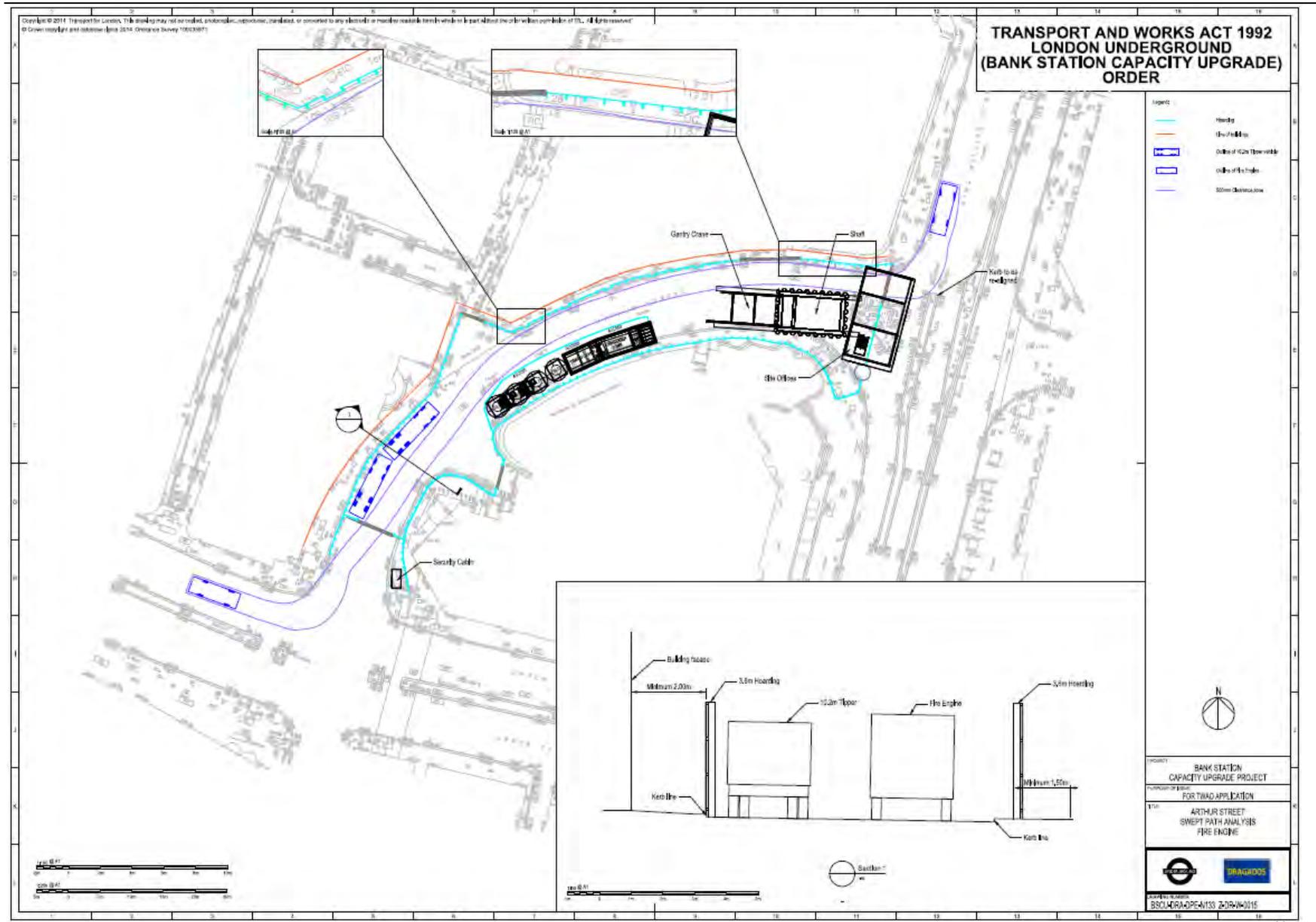
## **Appendix 3D: Arthur Street Access from A3211 Upper Thames Street westbound – Tipper Vehicle**



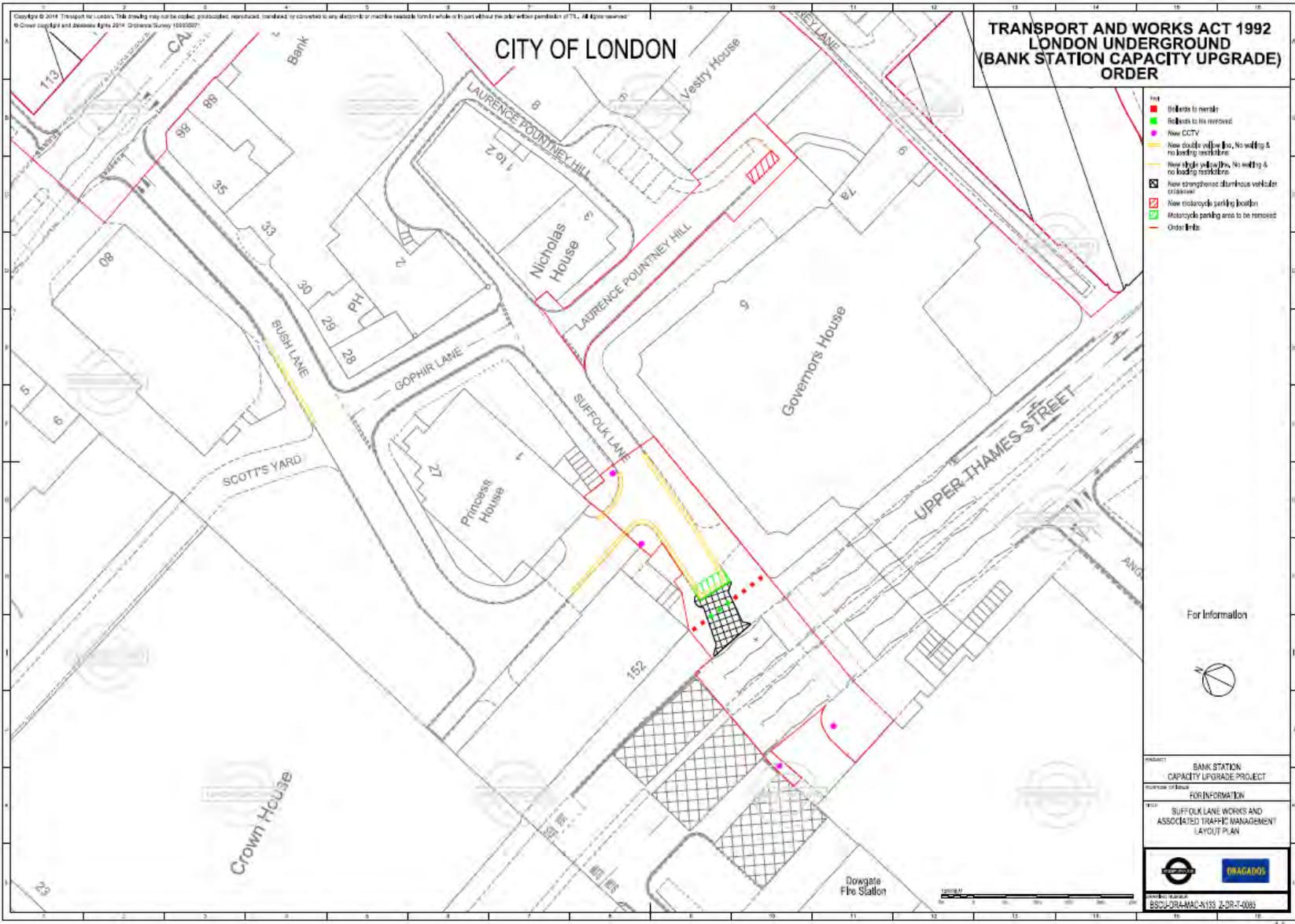
**Appendix 3E: Arthur Street Access from A3211 Upper  
Thames Street westbound and exiting onto A3 King  
William Street – Low Loader**



**Appendix 3F: Arthur Street Access from A3211 Upper  
Thames Street eastbound and exiting onto A3 King William  
Street – Fire Engine**



## **Appendix 3G: Suffolk Lane Motorcycle Parking Place**





# **Appendix 4: Methodology and Assumptions**

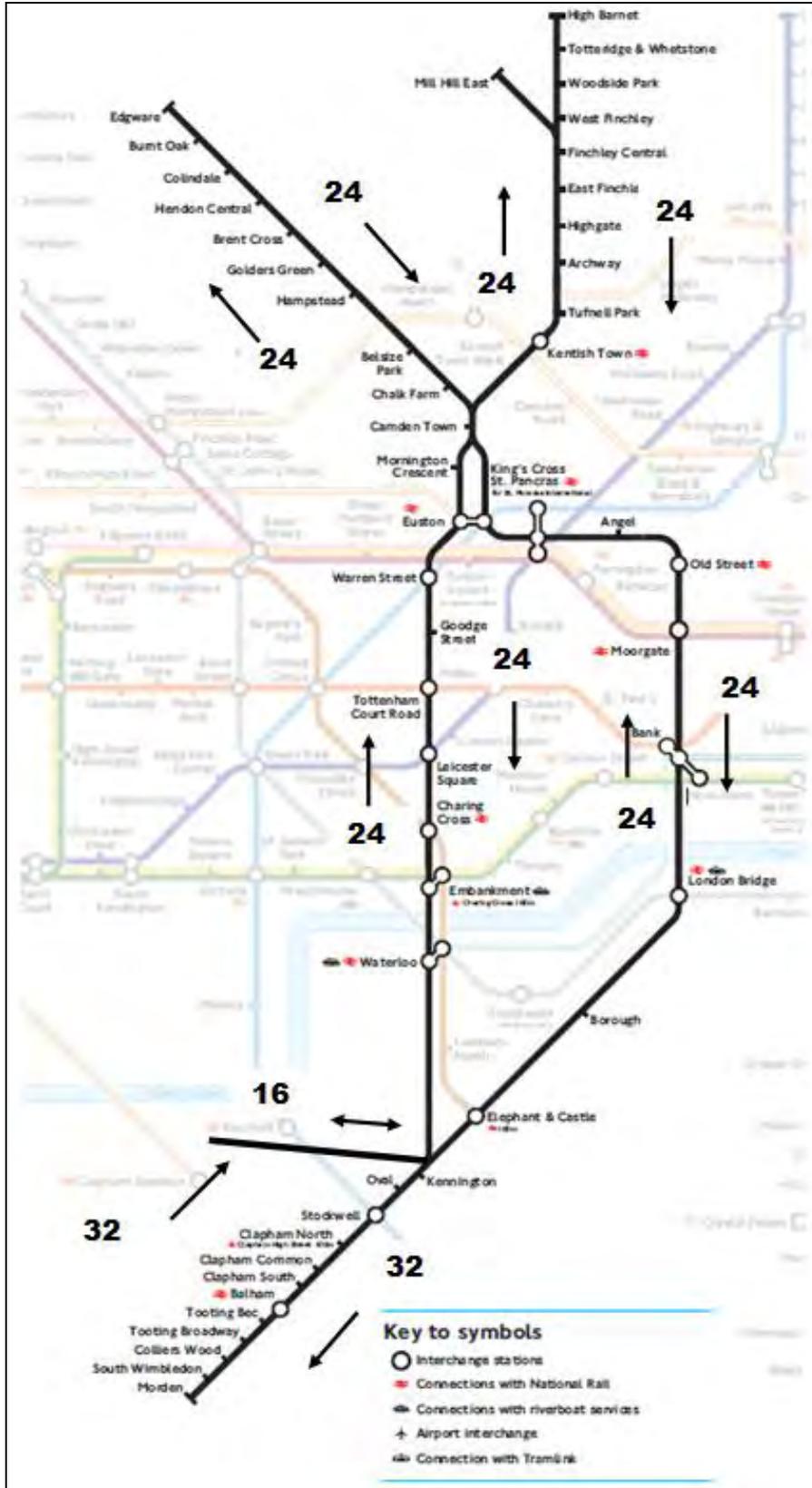


# **Appendix 4A: Emergency Vehicle Route Tracking**

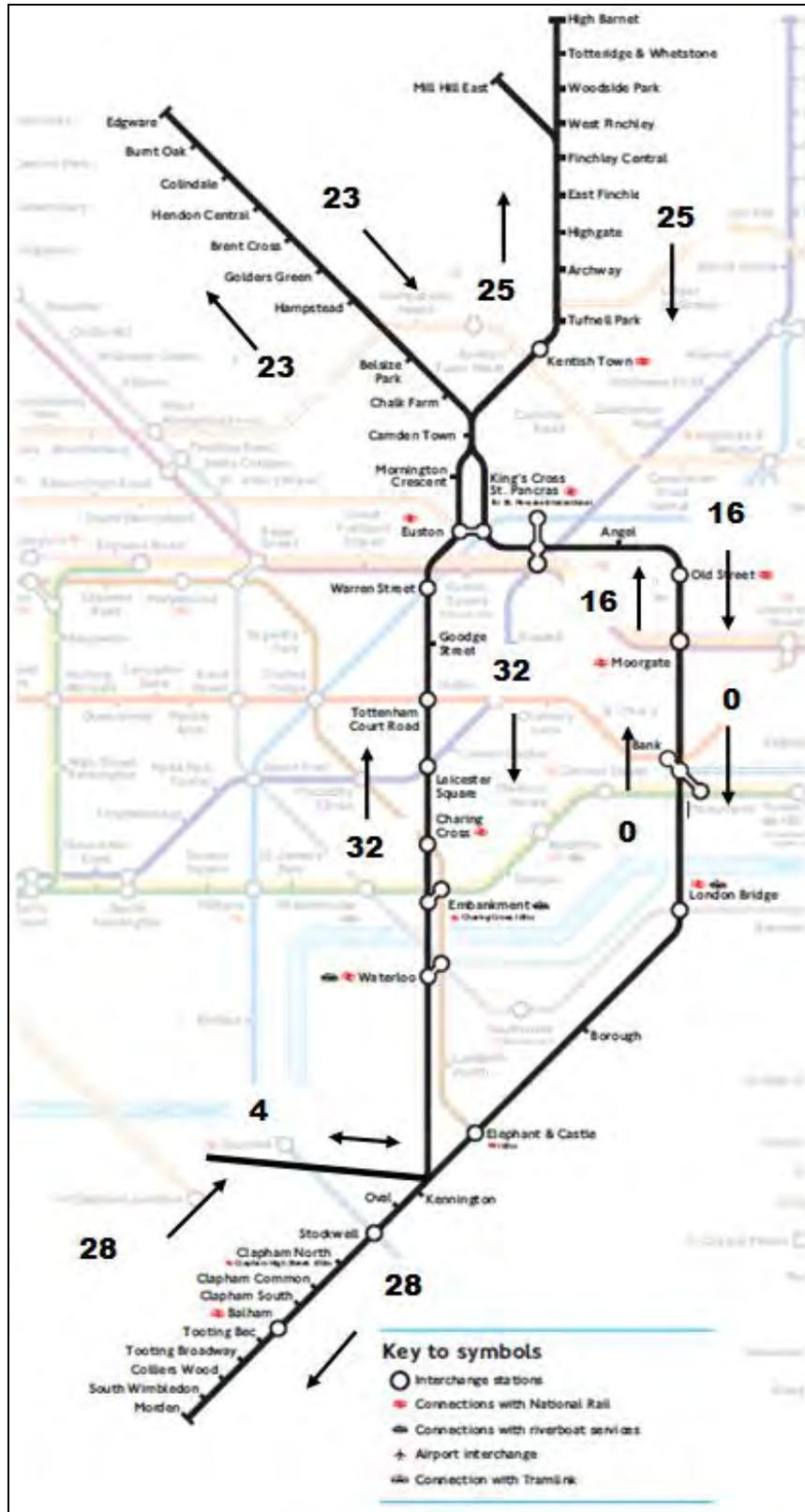


## **Appendix 4B: Blockade Assumptions**

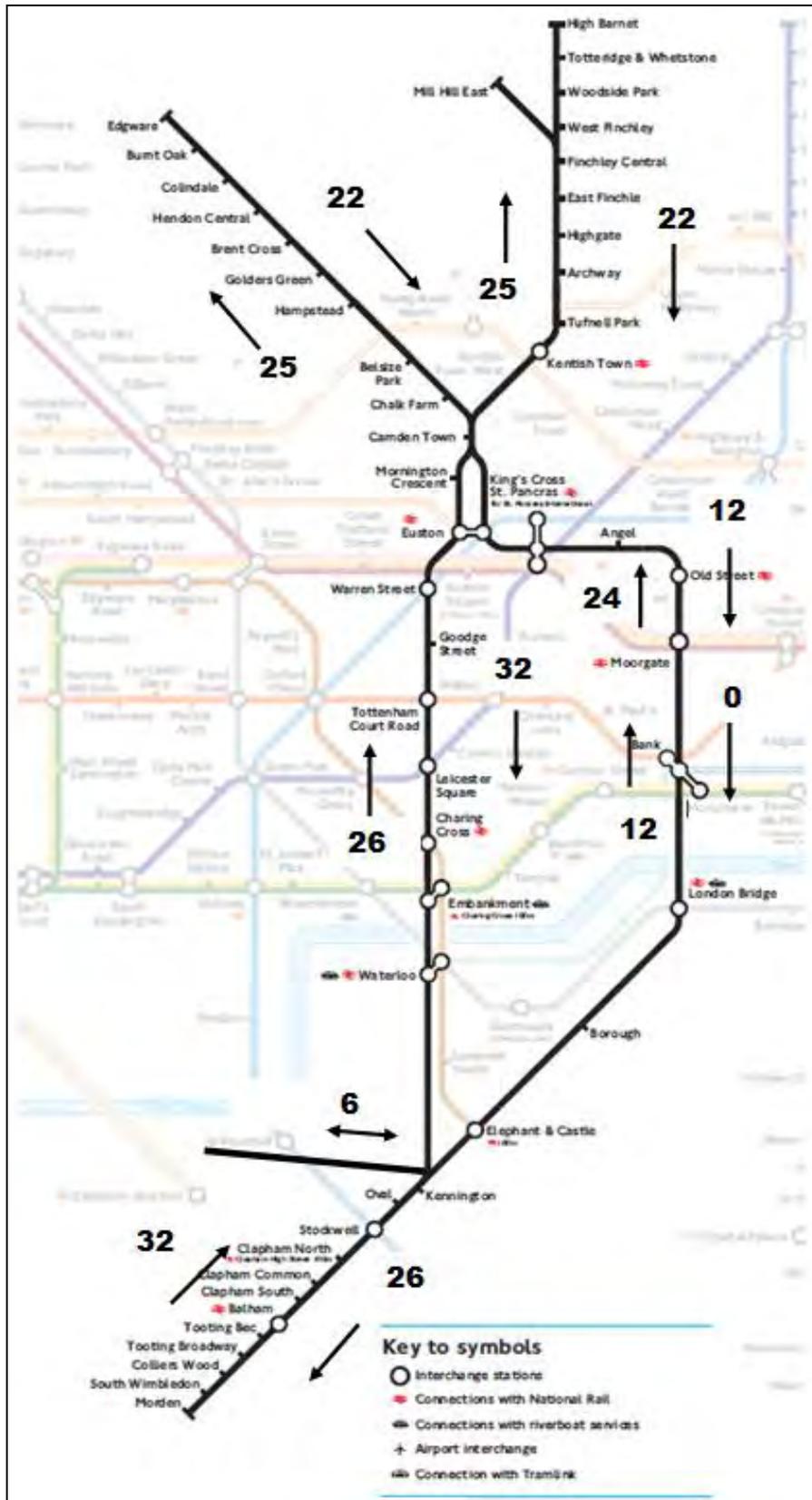
### Appendix 4B1: Service Pattern Reference Case – AM and PM peaks



### Appendix 4B2: Service Pattern during Total Blockade – AM and PM peaks



### Appendix 4B3: Service Pattern during Partial Blockade – AM and PM peaks





# **Appendix 6: Baseline Conditions - Surface Level Transport and Highways**



# **Appendix 6A: Bank Station Capacity Upgrade Baseline**

## **Bank Station Capacity Upgrade Baseline**

### **Introduction**

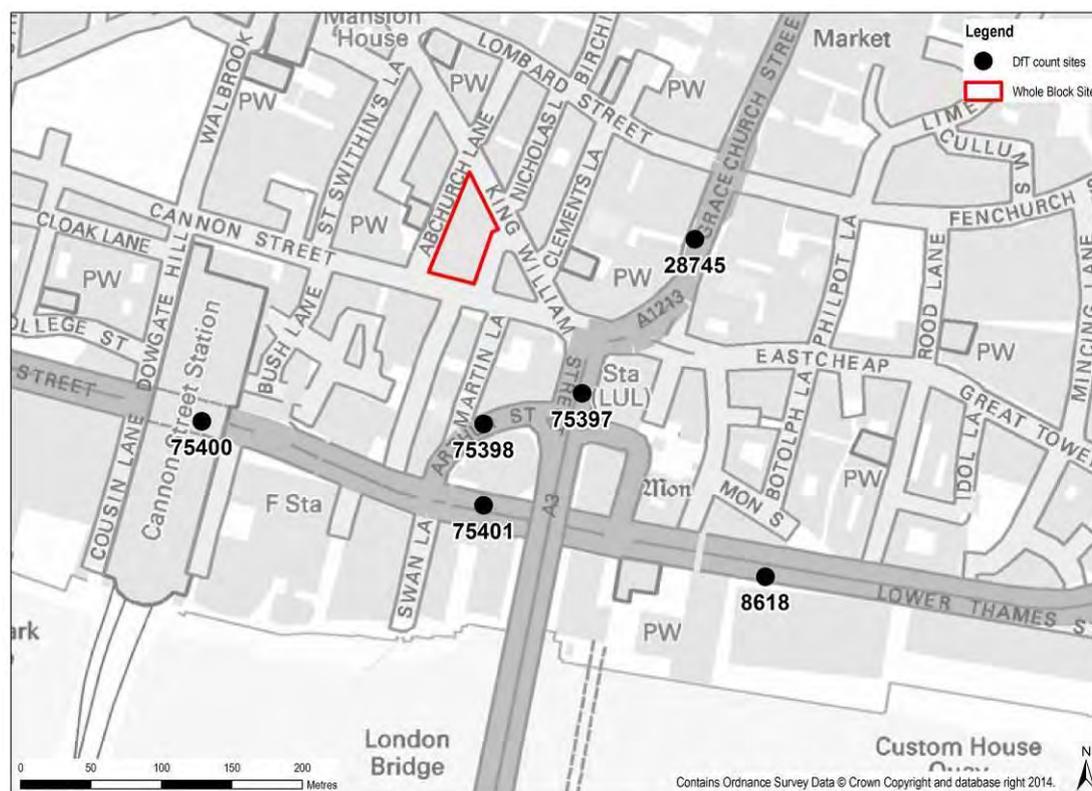
- 6A.1 This Project Note sets out the baseline transport conditions for the area around the Bank Station Capacity Upgrade (BSCU) new Station Entrance and the BSCU Work Sites. It considers traffic, walking and cycling, and relevant public transport modes.
- 6A.2 The baseline is informed by a range of surveys including those completed in October 2013 for the BSCU. These are also described in this Project Note.
- 6A.3 The data described in this note supports the BSCU Transport Assessment and has been used to inform future baseline forecasts of transport conditions near Bank Station to assist with the assessment of the impact of the scheme.

### **Growth in Motorised Vehicles**

- 6A.4 The potential change in traffic as a result of the BSCU has been assessed through interrogation of data available from the Department of Transport (DfT). The DfT database records street-level traffic data for every junction-to-junction link on the 'A' road and motorway network in Great Britain.
- 6A.5 Annual Average Daily Flows (AADT) were extracted from the DfT database for the period 2000 to 2012 for six links on the road network near the Whole Block Site to allow trend analysis. The chosen sites are listed in Table 1 and illustrated in Figure 1.

**Table 1: Department for Transport Count Sites**

Site Reference	Road Number	Location
8618	A3211	Lower Thames Street, east of Fish Hill Street
28745	A3 (A1213)	Gracechurch Street, north of Eastcheap/King William Street
75397	A3	London Bridge (King William Street), north of Arthur Street
75398	A3	Arthur Street, between A3 London Bridge and Upper Thames Street
75400	A3211	Upper Thames Street, west of Arthur Street
75401	A3211	Upper/ Lower Thames Street between Arthur Street and Fish Hill Street

**Figure 1: Department for Transport Count Sites**

6A.6 The output from the analysis is shown in Table 2. The shaded row for 2003 indicates the year Congestion Charging came into force, with influence on travel patterns and route choices within central London. From comparison of these data across the years it is apparent that traffic volumes at each site have generally declined over the years, or have remained fairly stable.

**Table 2: Annual Average Daily Traffic (two-way) for Selected Links**

Year	Site Reference					
	8618	28745	75397	75398	75400	75401
2000	62,140	23,491	37,528	1,704	68,780	73,434
2001	55,601	22,648	36,087	1,725	65,739	69,800
2002	50,584	20,720	38,657	1,855	57,519	63,362
2003	51,319	17,753	38,631	2,165	56,182	67,037
2004	56,864	19,541	36,663	1,871	61,188	53,551
2005	50,349	19,820	32,410	1,891	62,148	54,291
2006	54,470	21,349	34,033	2,272	56,386	58,988
2007	51,637	19,697	33,848	2,120	51,828	54,368
2008	42,876	20,889	32,247	2,071	49,770	52,257
2009	39,587	20,154	31,561	2,015	46,282	43,701
2010	44,858	19,679	31,184	1,985	41,148	42,777
2011	44,600	19,595	30,825	1,989	40,961	44,939
2012	49,674	19,126	30,171	1,899	44,651	42,690

6A.7 The evidence shows that the two-way traffic flows passing through most of the sites have remained relatively constant over recent years. Sites 8618 and 75400 are exceptions, although these are within daily variations. Following a review of this evidence the BSCU assessment has assumed that zero growth in background traffic is acceptable and that any future growth in traffic will emerge from committed developments. The Mayor's Vision for Cycling – Central London Grid assumes a reduction of 25 per cent, the impact of this scheme has not been considered as yet and is being kept under review therefore assuming no growth provides a robust assessment for the future baseline.

#### **Data Collection**

6A.8 Existing traffic volumes surrounding the Whole Block and Arthur Street Work Sites were collated from a data collection exercise over a wide geographic area and detailed in Table 3.

6A.9 Sites referenced as TRANS001, TRANS002 and TRANS003 were completed on Thursday 24 October 2013 from 07:00 to 19:00, with data collected using video equipment for later analysis. Automatic Traffic Count (ATC) data equipment was installed on 16 October 2013, with data recorded until 12 November 2013 inclusive.

**Table 3: Survey Site Locations**

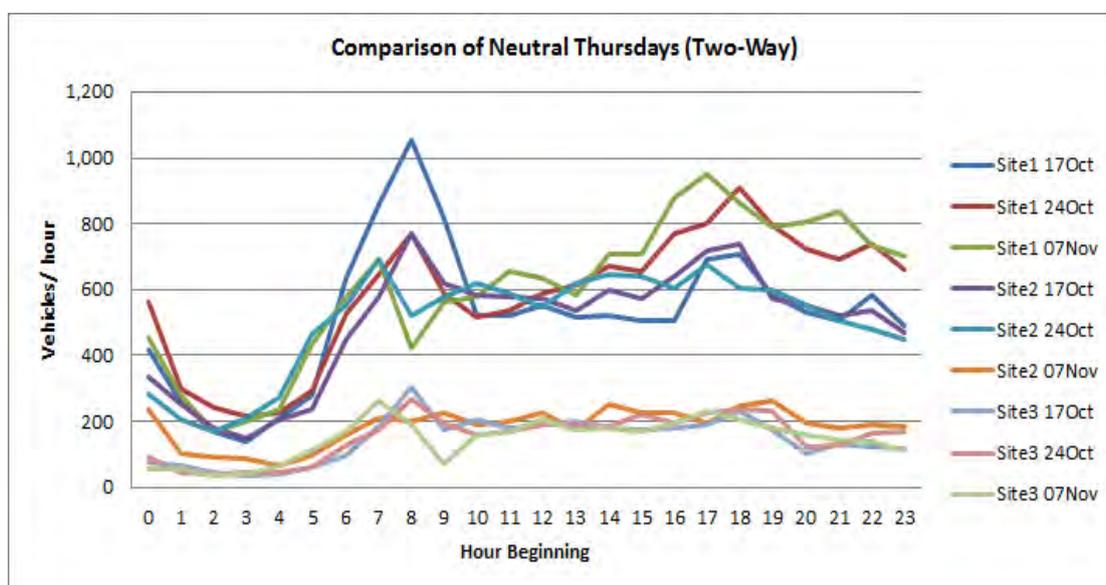
Site	Location
<b>TRANS001</b>	
1	Arthur Street / A3211 Upper Thames Street/ Swan Lane Junction
2	Arthur Street / A3 London Bridge (King Williams Street) Junction
3	A3 London Bridge / Cannon Street / King William Street / A10 Gracechurch Street/ Eastcheap Junction
4	Cannon Street / Nicholas Lane
5	Cannon Street / Abchurch Lane
6	King William Street / Abchurch Lane
7	King William Street / Nicholas Lane (North)
8	King William Street / Nicholas Lane (South)
<b>TRANS002</b>	
1	Cannon Street / Queen Victoria Street/ Ludgate Hill
2	Queen Victoria Street / Lambeth Hill
3	A3211 Lower Thames Street / Castle Baynard Street
4	A3211 Lower Thames Street / A300 Southwark Bridge (Queen Street Place)
5	A3200 Southwark Street / A300 / B300 Southwark Bridge Road
6	A3 Borough High Street / A2198 Long Lane / A2 Great Dover Street/ Marshalsea Road
7	A3 Borough High Street / A3200 Southwark Street/ A200 - (Note to include northbound A3-A3200 one way link)
8	A3 Borough High Street / Duke Street (To include bus access to London Bridge Station)
9	A3211 Lower Thames Street / Fish Hill Street
10	A3211 Lower Thames Street / Byward Street
11	A3211 Byward Street/ A1211 Minorities / A1210 Tower Hill/ A100/ A1203/ A1202 Shorter Street Gyratory
12	A1210/ A11 Whitechapel High Street
13	A13 Whitechapel High Street / A1202 Commercial- Leman Street
14	A13 Whitechapel High Street / A1202 Commercial Road
15	A201 Blackfriars Road/ A3200 Southwark Street / A3200 Stamford Street
<b>TRANS003 - Manual Pedestrian Counts</b>	
1	Cannon Street / Nicholas Lane
2	Cannon Street / Abchurch Lane
3	King William Street / Abchurch Lane
4	King William Street / Nicholas Lane (North)
5	King William Street / Nicholas Lane (South)
6	A3 King William Street / Arthur Street
7	Arthur Street / Martin Lane
8	A3211 Upper Thames Street / Arthur Street
<b>TRANS004 - Automatic Traffic Counts</b>	
1	King William Street north of Abchurch Lane
2	Cannon Street between Abchurch Lane and Nicholas Lane
3	Arthur Street between Martin Lane and A3 King William Street

- 6A.10 It can be noted that the traffic flow data collected using video capture differs from that captured using ATCs. This is common, particularly where slow moving traffic passes over the ATC sites, which can cause them to be less accurate than video capture. The ATCs do provide a reasonable guide and in particular can be used to demonstrate variation over longer periods of time.
- 6A.11 A further reason for variance on Arthur Street is because the ATC was located approximately half way along the road, with u-turning by access traffic causing more movements to be recorded by the ATC than the video survey at some times.

### Traffic Profiles

- 6A.12 ATC data were collected for four consecutive weeks, including one holiday week to demonstrate that the video surveys provided a representative sample compared with other neutral (i.e. not school holiday) weeks. This comparison is available for Thursday 17 and 24 October and 7 November 2013 and shown in Figure 2. These data demonstrate some significant flow variations at King William Street and along Cannon Street in particular, which occurs not only during the peak periods but across the day; most noticeably in the AM peak.

**Figure 2: ATC Comparison of Two-Way Neutral Thursday Traffic Flows**



- 6A.13 The ATC data have revealed Thursday as the busiest weekday at King William Street (Site 1) and the third busiest at Cannon Street (Site 2) and the third busiest at Arthur Street (Site 3). The ATC data confirms that there is limited variation across the weekday traffic volumes, demonstrating that the Thursday collection of video surveys is therefore appropriate.



- 6A.14 In addition to this the ATC data show that King William Street carried the highest traffic volumes in the peak periods compared with Cannon Street and Arthur Street. This is demonstrated in Table 4.

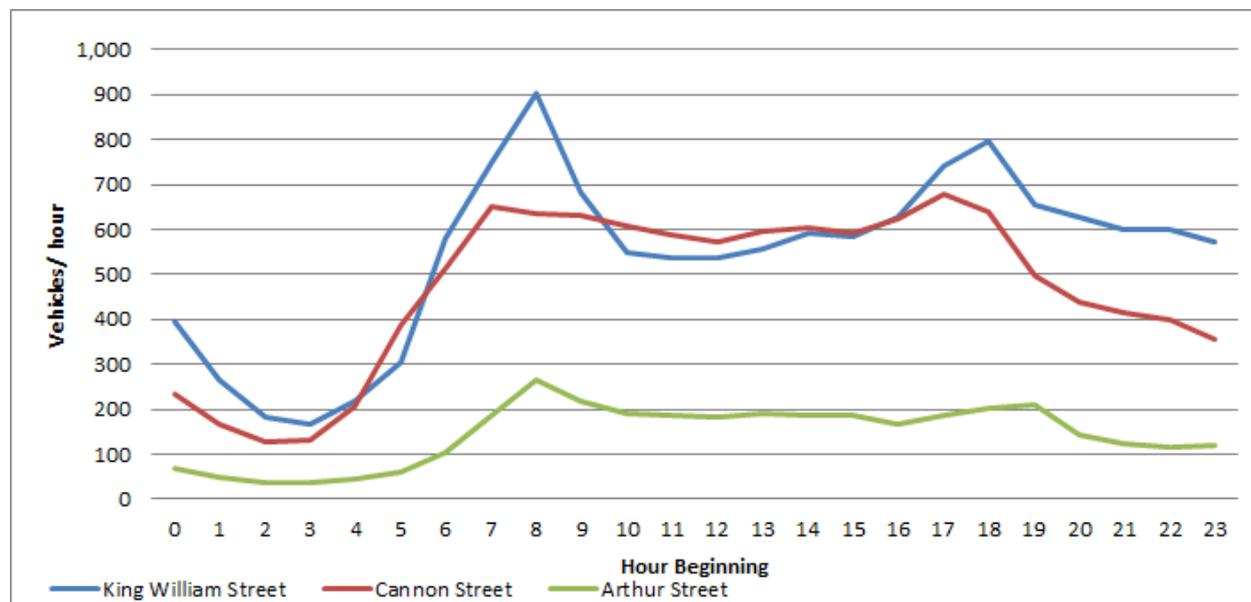
**Table 4: Peak Period Traffic Volumes**

Location	Direction	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
<b>King William Street</b>	Northbound	384	400
	Southbound	525	353
	Two-Way	909	753
<b>Cannon Street</b>	Eastbound	258	418
	Westbound	265	259
	Two-Way	523	677
<b>Arthur Street</b>	Eastbound	73	48
	Westbound	197	179
	Two-Way	270	227

## WHOLE BLOCK SITE AND ARTHUR STREET TRAFFIC DEMAND

### Traffic Demand: Whole Block Site

- 6A.15 The traffic profiles in Figure 3 show that Cannon Street experiences limited daily flow variations with relatively small increases in the AM and PM peak periods of approximately 670 vehicles compared with an average two-way flow of 605 vehicles per hour from 08:00 to 17:00 hours. The peak periods occur in the hours beginning 07:00 and 17:00 hours.
- 6A.16 The peak hour periods recorded for King William Street are more obvious with some 900 two-way vehicles in the AM peak at 08:00 - 09:00 hours and 800 vehicles in the PM peak at 18:00 - 19:00 hours compared with an average of approximately 600 vehicles per hour from 09:00 hours to 18:00 hours inclusive.

**Figure 3: Weekday Two-Way Traffic Comparison of Automatic Traffic Count Sites**

6A.17 To measure the level of traffic activity in the immediate vicinity of the Whole Block Site manual classified turning counts were completed at five closely associated junctions:

- Nicholas Lane / Cannon Street;
- Abchurch Lane / Cannon Street;
- Abchurch Lane / King William Street;
- Nicholas Lane (north) / King William Street; and
- Nicholas Lane (south) / King William Street.

6A.18 The traffic volumes for these junctions have been assessed for peak period throughput and are presented in Table 5, noting that the flows shown include cycles. This confirms that King William Street is generally busier than Cannon Street at key periods of the day with peak hours beginning 08:00 and 18:00 hours.

**Table 5: Peak Hour Total Junction Flows - Sites surrounding the Whole Block Site**

	<b>Nicholas Lane/ Cannon Street</b>	<b>Abchurch Lane / Cannon Street</b>	<b>Abchurch Lane / King William Street</b>	<b>Nicholas Lane (N) / King William Street</b>	<b>Nicholas Lane (S) / King William Street</b>
<b>AM Peak</b>	<b>08:00 - 09:00</b>				
<b>AM Flow</b>	868	897	1,140	1,134	1,135
<b>PM Peak</b>	<b>18:00 - 19:00</b>				
<b>PM Flow</b>	867	899	981	973	978

6A.19 From these overall junction flows the maximum flow observed along Abchurch Lane, bearing in mind it is a one-way road, was 35 vehicles with a maximum of 14 observed on Nicholas Lane.

#### **Traffic Demand: Arthur Street**

6A.20 Traffic surveys were also completed at the junctions serving both ends of Arthur Street (A3 King William Street and A3211 Upper Thames Street/Swan Lane). A comparison of turning movements for motorised vehicles at either end of Arthur Street is shown in the series Table 6 to Table 9.

6A.21 These data show that traffic volumes travelling along Arthur Street to A3 King William Street are significantly lower than in the opposite direction towards Upper Thames Street. For example in the hour beginning 08:00 hours Table 6 confirms that 145 vehicles turn from A3 King William Street into Arthur Street, although only nine pass from Arthur Street onto A3 King William Street; in the hour beginning 18:00 hours shown in Table 7, the balance of flows is broadly comparable with 174 and 16 vehicles respectively.

6A.22 The greatest contributory factor to this difference is the control imposed by the bus lane on Arthur Street on the approach to A3 King William Street, which limits traffic movement at this point to buses only. The recorded flows confirm a high level of compliance with the bus lane restriction.

6A.23 A comparison of the same hours at the junctions at either end of Arthur Street indicates that traffic entering and exiting at A3 King William Street varies from that entering and exiting at A3211 Upper Thames Street; some variation in the traffic survey is to be expected, although other reasons will include servicing for premises along the road and access for car parking accessed via Martin Lane and directly from Arthur Street immediately in advance of the bus lane.

6A.24 There is relatively little variation in total traffic volumes traveling north across the A3 London Bridge comparing each of the three AM peak hours (see

Table 6) with a maximum difference of only 127 vehicles when comparing the row C totals; this represents around 12 per cent of the maximum demand observed in the hour beginning 08:00 hours. In the PM peak, (see Table 7) the variation is much less at only 21 vehicles; representing two per cent of peak demand for the hour beginning 17:00 hours.

**Table 6: A3 King William Street/Arthur Street Junction - AM Turning Movements (Motorised Vehicles)**

<b>07:00-08:00hours</b>	<b>Arm</b>	<b>To</b>			<b>Total</b>
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>	
Arthur Street	A	0	9	0	<b>9</b>
A3 King William Street (City)	B	0	0	739	<b>739</b>
A3 King William Street (London Br)	C	128	841	0	<b>969</b>
<b>TOTAL</b>		<b>128</b>	<b>850</b>	<b>739</b>	<b>1,717</b>

<b>08:00-09:00hours</b>	<b>Arm</b>	<b>To</b>			<b>Total</b>
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>	
Arthur Street	A	0	9	0	<b>9</b>
A3 King William Street (City)	B	0	0	729	<b>729</b>
A3 King William Street (London Br)	C	145	904	0	<b>1,049</b>
<b>TOTAL</b>		<b>145</b>	<b>913</b>	<b>729</b>	<b>1,787</b>

<b>09:00-10:00hours</b>	<b>Arm</b>	<b>To</b>			<b>Total</b>
<b>From</b>		<b>A</b>	<b>B</b>	<b>C</b>	
Arthur Street	A	0	14	0	<b>14</b>
A3 King William Street (City)	B	0	0	689	<b>689</b>
A3 King William Street (London Br)	C	125	797	0	<b>922</b>
<b>TOTAL</b>		<b>125</b>	<b>811</b>	<b>689</b>	<b>1,625</b>

**Table 7: A3 King William Street/Arthur Street Junction - PM Turning Movements (Motorised Vehicles)**

16:00-17:00hours From	Arm	To			Total
		A	B	C	
Arthur Street	A	0	13	0	13
A3 King William Street (City)	B	0	0	814	814
A3 King William Street (London Br)	C	157	842	0	999
<b>TOTAL</b>		<b>157</b>	<b>855</b>	<b>814</b>	<b>1,826</b>

17:00-18:00hours From	Arm	To			Total
		A	B	C	
Arthur Street	A	0	16	0	16
A3 King William Street (City)	B	0	0	903	903
A3 King William Street (London Br)	C	174	846	0	1,020
<b>TOTAL</b>		<b>174</b>	<b>862</b>	<b>903</b>	<b>1,939</b>

18:00-19:00hours From	Arm	To			Total
		A	B	C	
Arthur Street	A	0	11	0	11
A3 King William Street (City)	B	0	0	914	914
A3 King William Street (London Br)	C	184	819	0	1,003
<b>TOTAL</b>		<b>184</b>	<b>830</b>	<b>914</b>	<b>1,928</b>

**Table 8: Arthur Street/Upper Thames Street Junction - AM Turning Movements (Motorised Vehicles)**

07:00-08:00hours From	Arm	To				Total
		A	B	C	D	
Arthur Street	A	0	76	5	39	<b>120</b>
Upper Thames Street (East)	B	0	0	12	1,571	<b>1,583</b>
Swan Lane	C	0	13	0	15	<b>28</b>
Upper Thames Street (West)	D	18	1,129	11	0	<b>1,158</b>
<b>TOTAL</b>		<b>18</b>	<b>1,218</b>	<b>28</b>	<b>1,625</b>	<b>2,889</b>

08:00-09:00hours From	Arm	To				Total
		A	B	C	D	
Arthur Street	A	0	89	5	83	<b>177</b>
Upper Thames Street (East)	B	0	0	23	1,464	<b>1,487</b>
Swan Lane	C	1	9	0	23	<b>33</b>
Upper Thames Street (West)	D	34	1,229	25	1	<b>1,289</b>
<b>TOTAL</b>		<b>35</b>	<b>1,327</b>	<b>53</b>	<b>1,571</b>	<b>2,986</b>

09:00-10:00hours From	Arm	To				Total
		A	B	C	D	
Arthur Street	A	0	84	7	55	<b>146</b>
Upper Thames Street (East)	B	4	0	31	1,456	<b>1,491</b>
Swan Lane	C	6	23	0	21	<b>50</b>
Upper Thames Street (West)	D	24	1,271	19	0	<b>1,314</b>
<b>TOTAL</b>		<b>34</b>	<b>1,378</b>	<b>57</b>	<b>1,532</b>	<b>3,001</b>

**Table 9: Arthur Street/ Upper Thames Street Junction - PM Turning Movements (Motorised Vehicles)**

16:00-17:00hours From	Arm	To				Total
		A	B	C	D	
Arthur Street	A	0	77	0	77	<b>154</b>
Upper Thames Street (East)	B	1	0	22	1,140	<b>1,163</b>
Swan Lane	C	0	18	0	15	<b>33</b>
Upper Thames Street (West)	D	17	706	3	1	<b>727</b>
<b>TOTAL</b>		<b>18</b>	<b>801</b>	<b>25</b>	<b>1,233</b>	<b>2,077</b>

17:00-18:00hours From	Arm	To				Total
		A	B	C	D	
Arthur Street	A	0	76	0	111	<b>187</b>
Upper Thames Street (East)	B	0	0	43	1,241	<b>1,284</b>
Swan Lane	C	5	34	0	16	<b>55</b>
Upper Thames Street (West)	D	28	1,103	8	0	<b>1,139</b>
<b>TOTAL</b>		<b>33</b>	<b>1,213</b>	<b>51</b>	<b>1,368</b>	<b>2,665</b>

18:00-19:00hours From	Arm	To				Total
		A	B	C	D	
Arthur Street	A	0	103	0	104	<b>207</b>
Upper Thames Street (East)	B	0	0	27	1,589	<b>1,616</b>
Swan Lane	C	1	27	0	22	<b>50</b>
Upper Thames Street (West)	D	21	1,164	11	0	<b>1,196</b>
<b>TOTAL</b>		<b>22</b>	<b>1,294</b>	<b>38</b>	<b>1,715</b>	<b>3,069</b>

6A.25 Vehicles entering Arthur Street from A3211 Upper Thames Street and Swan Lane, shown in Table 8 and Table 9 confirm that between 08:00 to 10:00 hours only some 26 vehicles per hour may require entry onto Arthur Street from the south for access and servicing, while in the period 16:00 to 19:00 hours approximately 17 vehicles could require entry by this route. Peak hour flows are shown in Figure 4 and Figure 7.

6A.26 Service and delivery access for premises alongside Arthur Street will need to be maintained throughout the BSCU, to include suitable alternatives arrangements for those that currently approach from A3 King William Street.

Figure 4: AM Peak (08:00 - 09:00hours) Traffic Flows

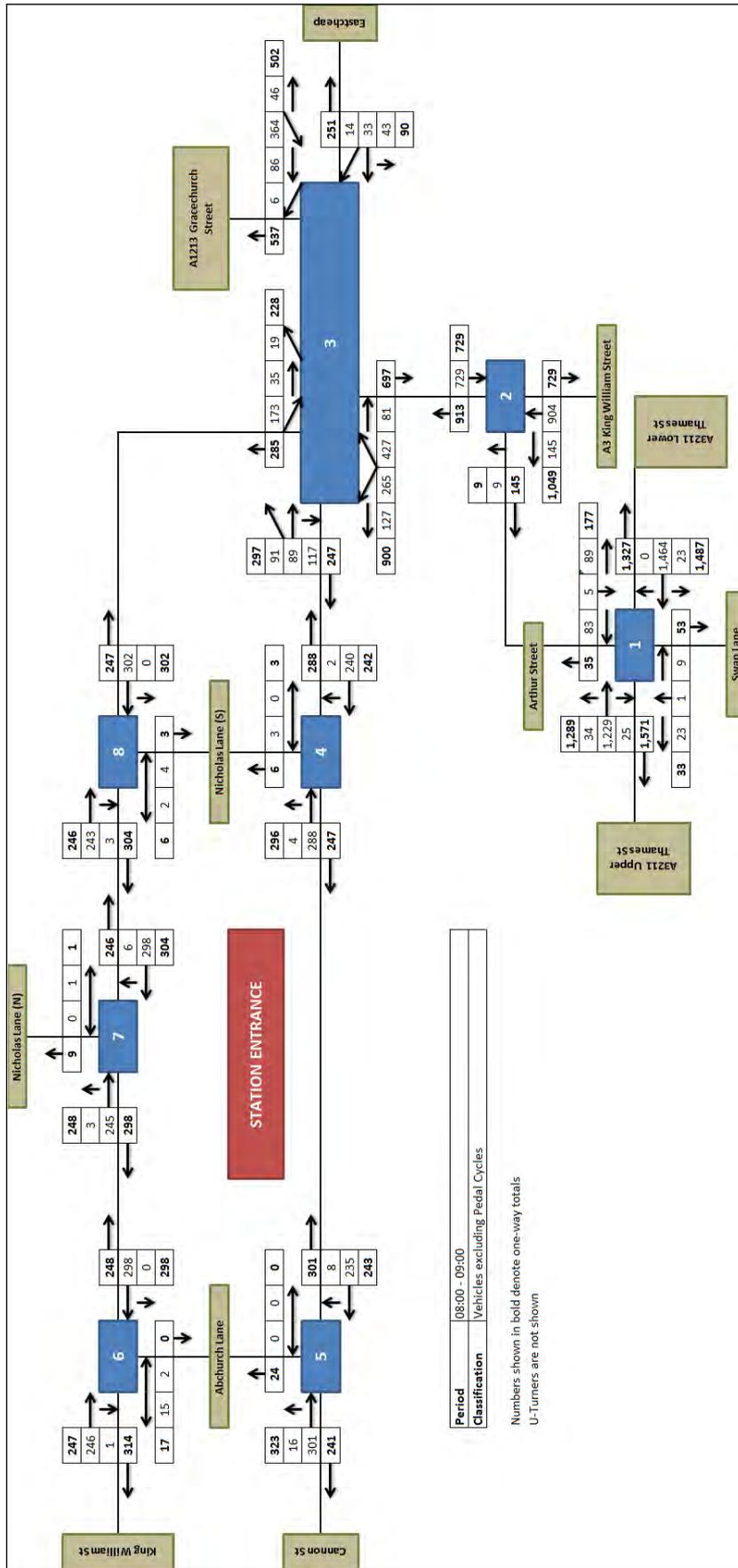




Figure 5: AM Peak (08:00 - 09:00hours) HDV Flows

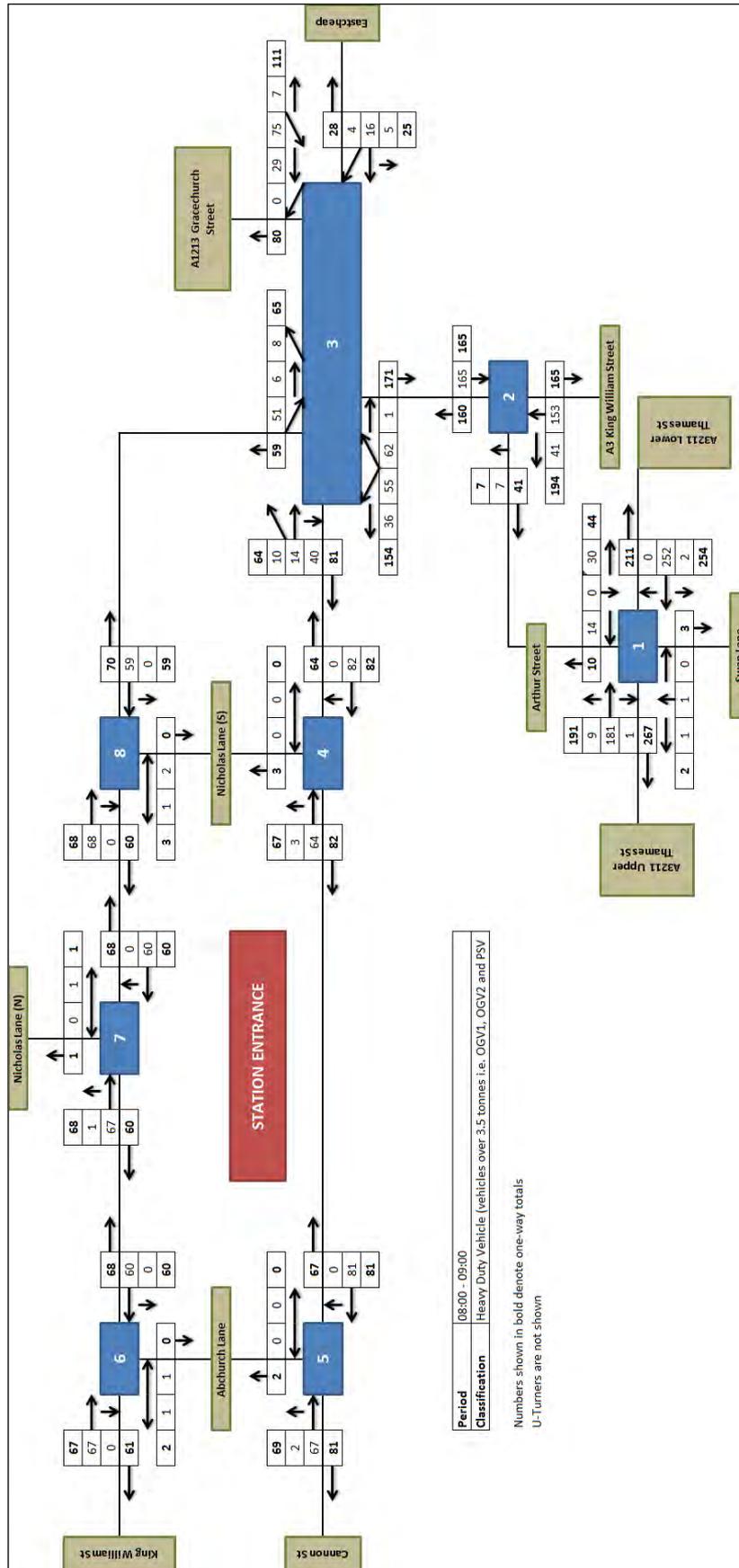


Figure 6: PM Peak (17:00 - 18:00hours) Traffic Flows

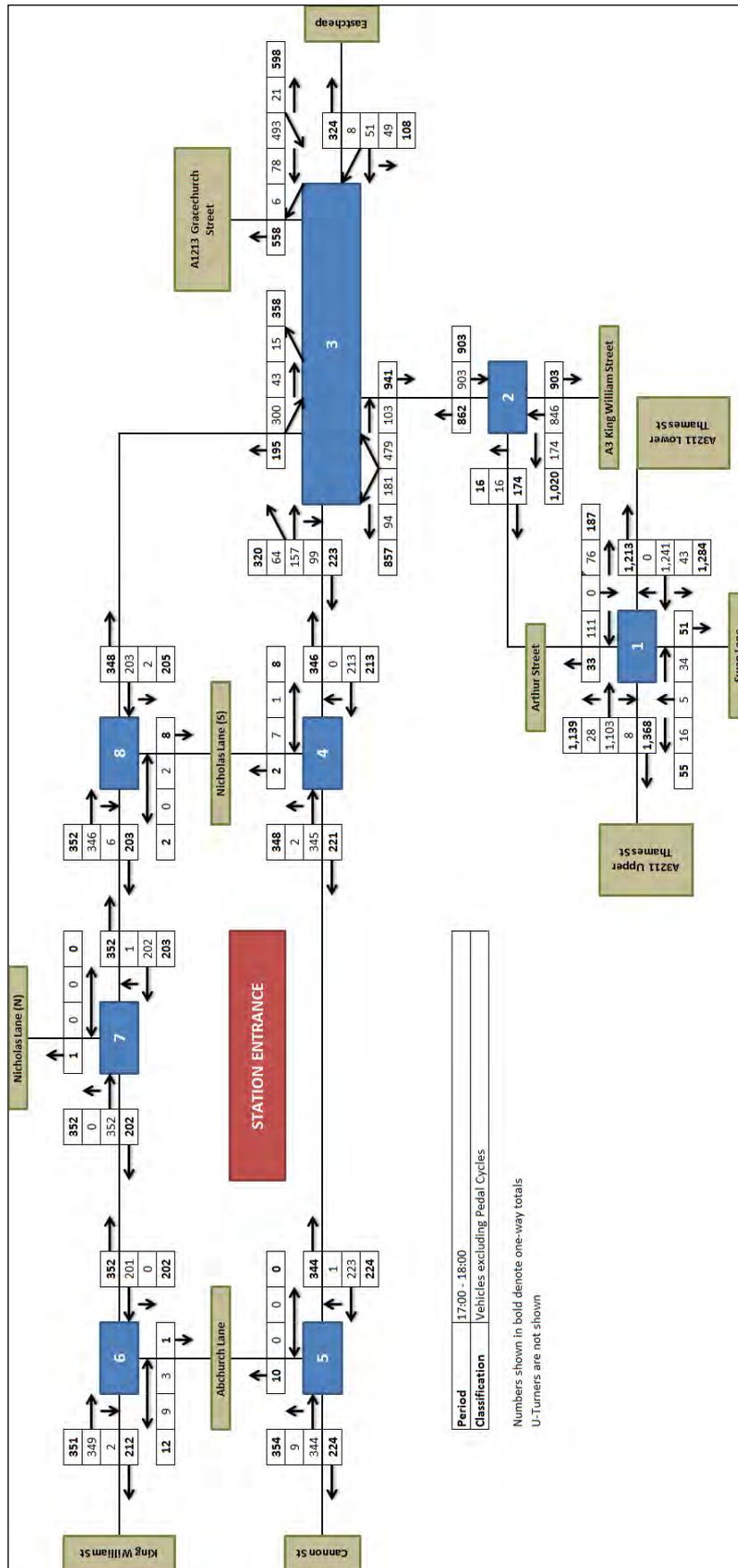
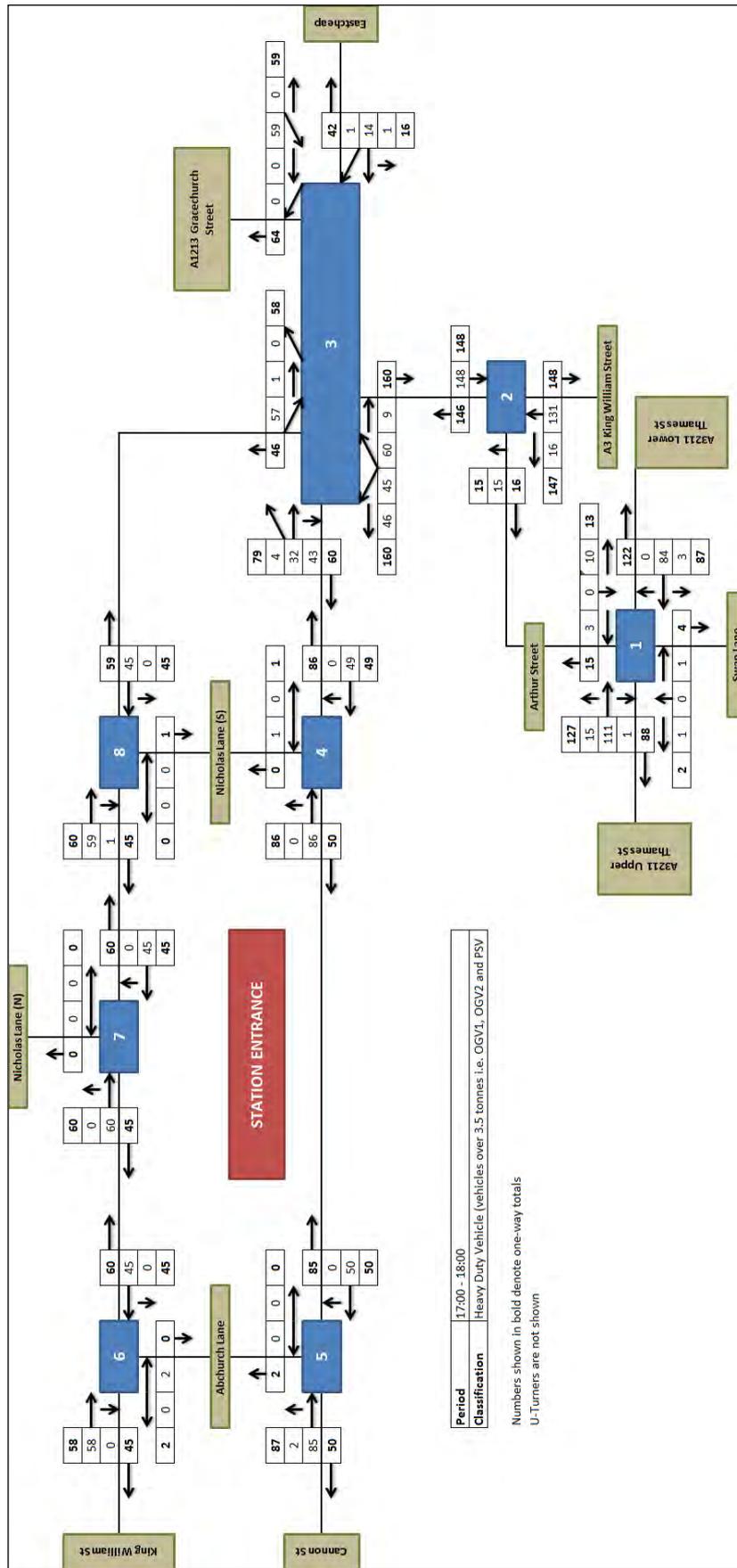


Figure 7: PM Peak (17:00 - 18:00hours) HDV Flows



6A.27 Table 10 shows there is little variation in the proportion of traffic turning left into Arthur Street from A3 King William Street (travelling north over A3 London Bridge) with an average of 13.5 per cent across the recorded AM peak hours and 17.0 per cent in the PM peak hours.

**Table 10: Proportion of A3 London Bridge Northbound Traffic turning left into Arthur Street**

Time Period	%	Time Period	%
07:00 - 08:00 hours:	13.2%	16:00 - 17:00 hours:	15.7%
08:00 - 09:00 hours:	13.8%	17:00 - 18:00 hours:	17.1%
09:00 - 10:00 hours:	13.6%	18:00 - 19:00 hours:	18.3%
<b>AM Average:</b>	<b>13.5%</b>	<b>PM Average:</b>	<b>17.0%</b>

6A.28 A comparison of the figures shows a slight increase in the PM values compared with the AM. This variation may respond to the relative attractiveness of Arthur Street for access to Upper and Lower Thames Street for the PM work to home commuter trip.

#### **Public Parking and Local Servicing Arrangements**

6A.29 Parking is not permitted on any of the streets immediately surrounding the BSCU Work Sites.

6A.30 No waiting 'At Any Time' restrictions cover the road frontage surrounding the Whole Block Site with further conditions overlaid on Cannon Street and King William Street in the form of specific 'No-loading' restrictions for the period 07:00 to 19:00 hours in selected areas. Otherwise loading and unloading is permitted for a reasonable period on the 'At Any Time' restrictions, provided the activity is undertaken as a continuous operation.

6A.31 An existing service entrance for 10 King William Street is provided beside 20 Abchurch Lane, which includes a compact vehicle turn-table for servicing vehicles flanked by separately marked areas to accommodate parking provision for around ten cycles and four motorcycles.

6A.32 A gated service entrance on the opposite side of the road next to 5 Abchurch Lane is also apparent, although in this case a turn-table is not necessary as the opening serves an internal through-route that connects with Sherborne Lane to the west.

6A.33 Vehicles using this facility can therefore enter from either Cannon Street or Sherborne Lane but are obliged to exit by King William Street due to Sherborne presenting as a cul-de-sac and the one-way Order controlling vehicular movement along Abchurch Lane.

- 6A.34 Some servicing for 5 Abchurch Lane is currently undertaken from Cannon Street, with goods then loaded onto a motorised pallet truck that is manually guided along the lane to the building.
- 6A.35 Nicholas Lane also contains a relatively wide vehicular service entrance to serve Phoenix House, although this will not be re-provided with the redevelopment of Phoenix House. It also forms part of a wider network noted by TfL as a quiet road recommended for cyclists.
- 6A.36 At all locations, including Arthur Street, loading and unloading on single and double yellow lines is allowed for a maximum of 40 minutes; Monday to Friday 07:00 to 19:00 hours and on Saturday 07:00 to 11:00 hours, provided this is a continuous activity. Outside these periods loading and unloading is unlimited on single yellow lines, provided drivers avoid dropped kerbs or a raised carriageway.
- 6A.37 These restrictions are illustrated around the Whole Block Site (including Walbrook) in Figure 8 and around Arthur Street in Figure 9.

**Figure 8: Existing Waiting and Loading Restrictions - Whole Block Site**



Source: City of London Corporation - <http://www.cityoflondon.gov.uk/maps/Pages/COMPASS.aspx>

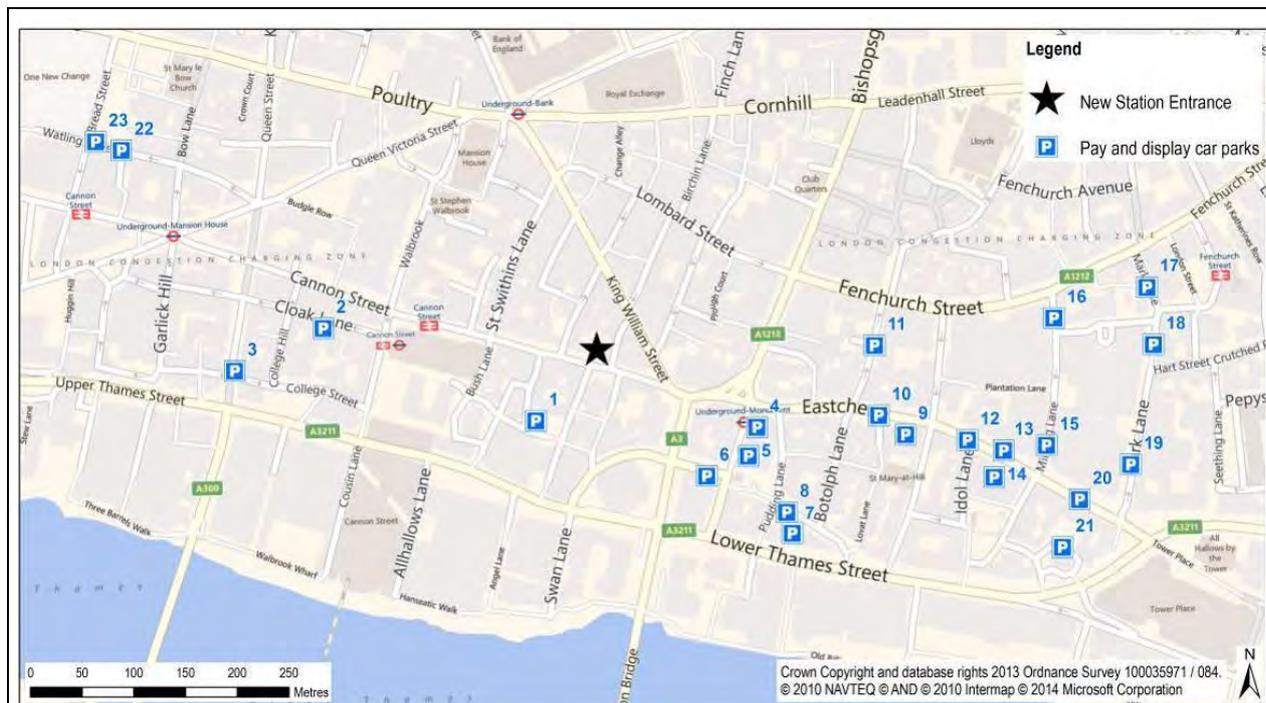
**Figure 9: Existing Waiting and Loading Restrictions - Arthur Street Work Site**

Source: City of London Corporation - <http://www.cityoflondon.gov.uk/maps/Pages/COMPASS.aspx>

6A.38 Pay and Display Parking is permitted at selective locations (see Figure 10), mostly focussed to the east of the site centred on the area around Eastcheap and Great Tower Street. Charges apply:

- Monday to Friday (08:00 to 19:00 hours) - £4.00 per hour. Maximum stay four hours; and
- Saturday (08:00 to 11:00 hours) - £2.00 flat rate.

**Figure 10: Pay and Display Parking Bays**



Source: City of London Corporation - <http://www.cityoflondon.gov.uk/maps/Pages/COMPASS.aspx>

Ref	Road	Spaces	Ref	Road	Spaces
1	Laurence Pountney Hill	4	12	Eastcheap	2
2	Cloak Lane	6	13, 14	Great Tower Street	7
3	Queen Street	4	15, 16	Mincing Lane	12
4, 5	Fish Hill Street	4	17, 18, 19	Mark Lane	20
6, 7, 8	Monument Street	12	20	Great Tower Street	5
9, 10	Eastcheap	8	21	Bakers Hall Court	5
11	Philpot Lane	6			

6A.39 The City of London Corporation manages four off-street car parks in the vicinity of the BSCU Work Sites. These currently operate 24 hours, 365 days a year, including Bank Holidays. The location and number of spaces available are shown in Table 11.



**Table 11: City of London Corporation Managed Off-Street Car Parks**

Location	Car	Motorcycle	Disabled
Baynard House - Queen Victoria St, EC4V 4BQ	233	128	6
London Wall - London Wall, EC2V 5DY	218	128	6
Minorities - Shorter Street, E1 8LP	401	10	5
Tower Hill* - Lower Thames Street, EC3R 6DT	110	30	13

\* Plus 16 coach spaces

6A.40 The closest off-street car park to the main Work Sites is in the form of Vintry Thames Exchange, operated by National Car Parks. This is located off the westbound carriageway off Upper Thames Street, along Bell Wharf Lane some 400m away, and within walking distance from the Cannon Street side of the Whole Block Site. It has 466 parking spaces and two disabled bays.

6A.41 In addition to the off-street parking facilities, local on-street motorcycle parking is available at:

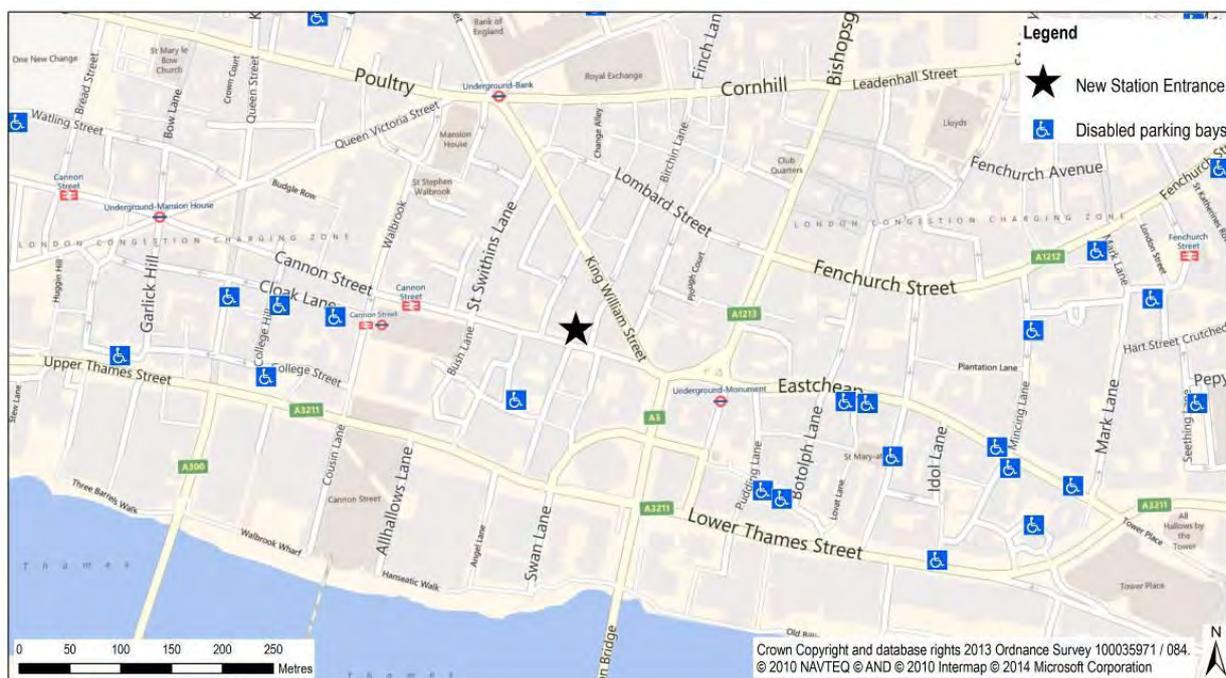
- Botolph Lane;
- Monument Street;
- Laurence Pountney Hill;
- Suffolk Lane;
- College Street;
- Bread Street; and
- Frederick's Place.

6A.42 The permitted hours are 07:00 to 19:00 hours Monday to Friday and 07:00 to 11:00 hours Saturday, except Christmas Day, Good Friday and Bank Holidays. The nearest parking to the main Work Sites is found at Botolph Lane.

#### **DISABLED PARKING BAYS**

6A.43 Due to the pressure on parking within the City of London, the concessions offered by the national Blue Badge Scheme do not apply. As a consequence Blue Badge holders cannot park on yellow lines and are required to use pay and display bays, although payment does provide an additional hour of free parking while displaying a time clock and Blue Badge.

6A.44 The alternative is to use one of over 200 dedicated disabled parking bays with most allowing four hours parking on weekdays while others permit six hours and no time limit at weekends, see Figure 11.

**Figure 11: Disabled Parking Bays**

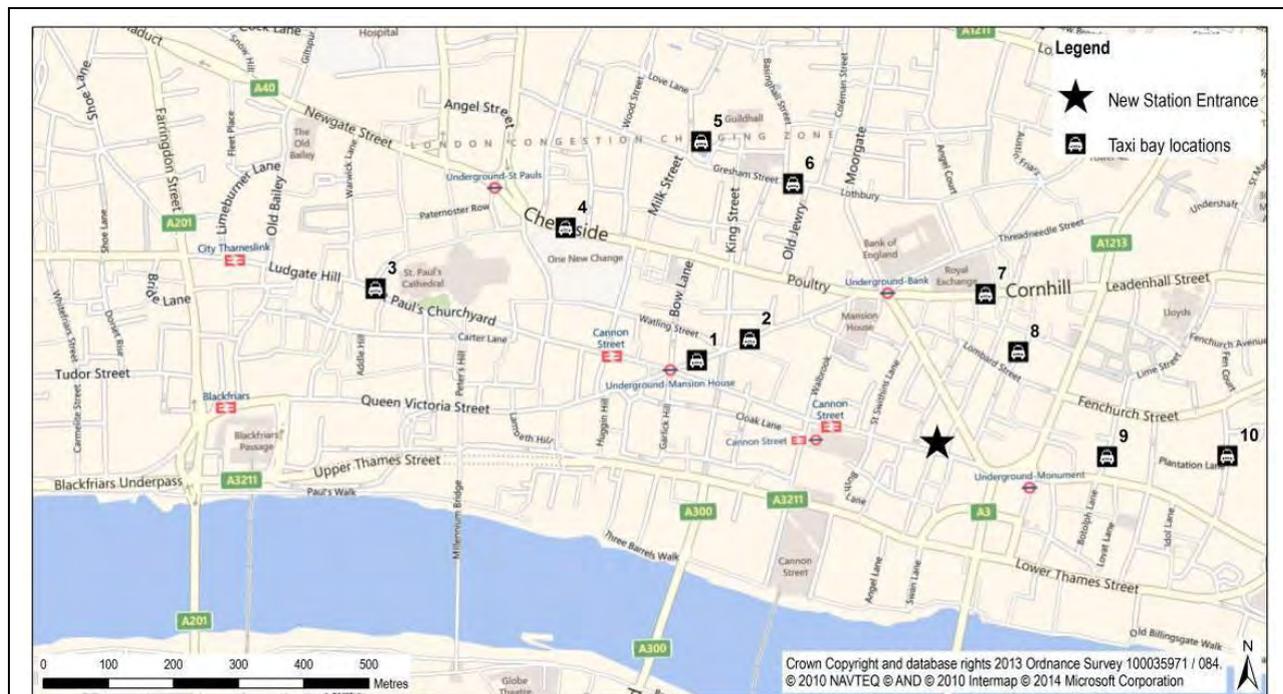
Source: City of London Corporation - <http://www.cityoflondon.gov.uk/maps/Pages/COMPASS.aspx>

6A.45 A unique feature of the City of London is that residents and permanent workers with disabilities may apply for a City of London Red Badge provided that they satisfy some general qualifications such as being in receipt of the higher rate Disability Living Allowance or experience a permanent disability that makes walking very difficult. The Red Badge is valid only within the City of London and allows holders to park at pay and display bays and disabled bays without charge or time limit and on a single yellow line for a period of 30 minutes.

### TAXI RANKS

6A.46 The closest taxi ranks to the site are located along Queen Victoria Street to the north-west, Cornhill and George Yard to the north-east and Philpot Lane to the west. These are shown with others in the area on Figure 12 accompanied by a reference table that confirms the number of taxi spaces available in conjunction with the operational times of the bays.

Figure 12: Taxi Bay Locations



Source: City of London Corporation - <http://www.cityoflondon.gov.uk/maps/Pages/COMPASS.aspx>

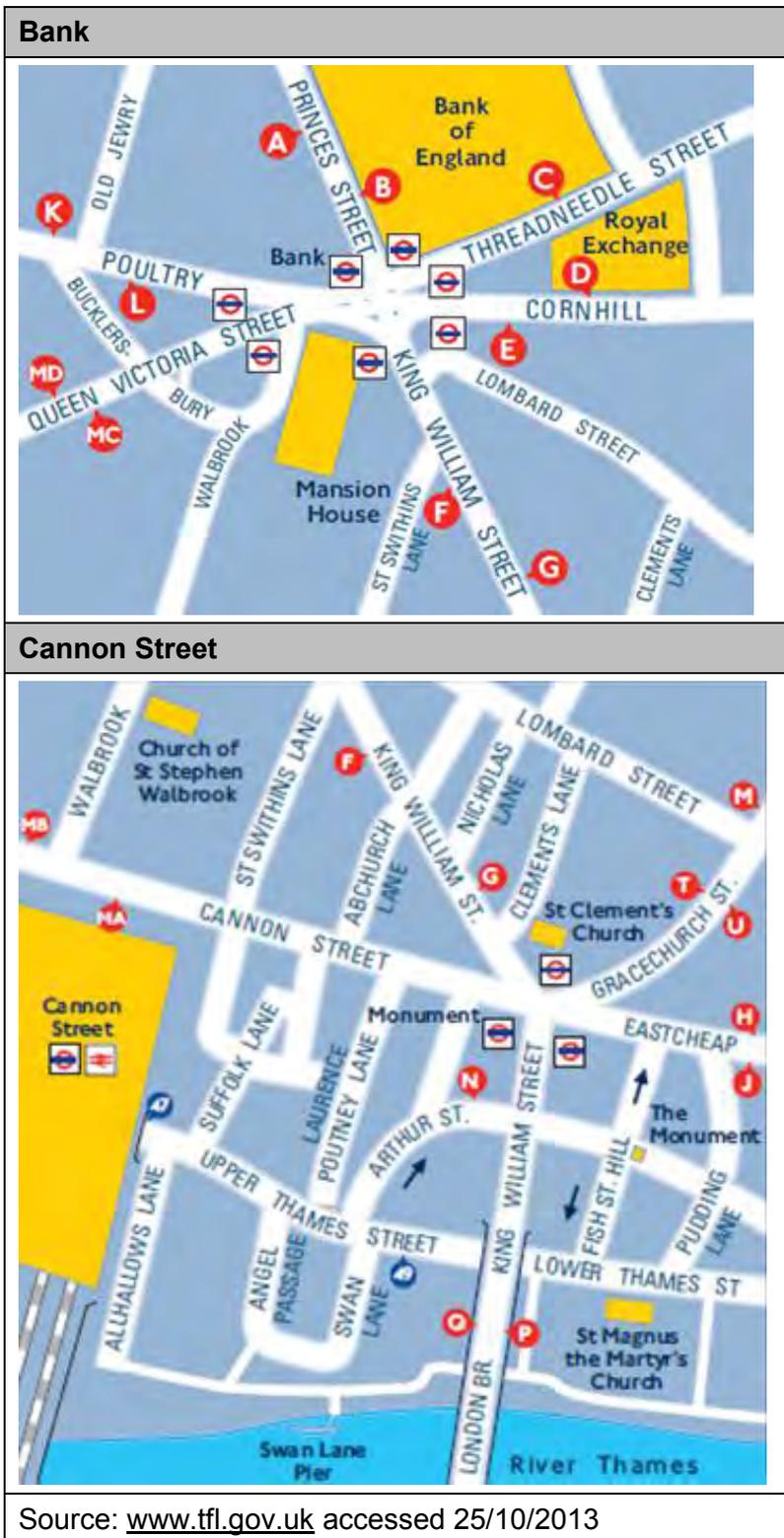
Ref	Location	Spaces	Times
1.	<b>Queen Victoria Street</b>	<b>7</b>	<b>All Hours</b>
2.	Queen Victoria Street	5	21:00hrs to 02:00hrs the following day
3.	<b>St Paul's Churchyard</b>	<b>2</b>	<b>All Hours</b>
4.	<b>Cheapside</b>	<b>3</b>	<b>All Hours</b>
5.	<b>Aldermanbury</b>	<b>2</b>	<b>All Hours</b>
6.	Gresham Street	2	19:00 to 07:00hrs only
7.	Cornhill	2	19:00 to 07:00hrs the following day
8.	<b>George Yard</b>	<b>3</b>	<b>All Hours</b>
9.	<b>Philpot Lane</b>	<b>3</b>	<b>All Hours</b>
10.	Mincing Lane	4	10:00 to 06:00hrs the following day

6A.47 In some cases the hours of operation are unlikely to coincide with activity related to the main Work Sites as the operational times are early or late evening and even into the early hours of the morning only. Others, shown in bold above, do however offer a facility for taxis across all hours that can provide an alternative for securing a hire in the event that a passing vehicle is not available.

### **London Buses**

6A.48 Access to bus services is by stops located around Cannon Street and Bank Junctions. The location of nearby bus stops is confirmed by Figure 13. The services listed in Table 12 confirm direct connections between the proposed new Station Entrance and 19 of London's 33 boroughs. Service availability and their frequencies are listed in Table 13.

**Figure 13: Bus Stop Locations**



**Table 12: Local Bus Routes and Bus Stops**

Route	Description	Stops At (Cannon Street)	Stops At (Bank)
8	Roman Road Market – Brick Lane – Liverpool St Station – Poultry – City Thameslink – Tottenham Court Road Station		C, K, L
11	Fulham Town Hall – Sloane Square Station – Victoria Station – Westminster Abbey – Covent Garden – Bank Station – Liverpool Street Station		MC, C, MD
15	Blackwall – Limehouse Town Hall – Aldgate – Monument – Chancery Lane – Charing Cross	H, MB, J, MA	
17	Archway - Holloway - King's Cross - Holborn Circus - St. Paul's - London Bridge	MA, Q, MB, P	
21	Lewisham - New Cross - London Bridge - Bank - Moorgate - Hoxton - Newington Green	G, P, F, Q	B, G, A, F
23 (24hr)	Great Western Road – St Charles Square – Queensway – Selfridges – Trafalgar Square – Bank – Liverpool Street		C, MD, MC
25 (24hr)	Holles Street – Chancery Lane – Bank – Aldgate East – Regents Canal – Stratford Centre – Woodgrange Park – Hainault Street		D, K, E, L
26	Hackney Wick – King Edward's Road – Hoxton – Liverpool Street – Bank – Chancery Lane – Waterloo		C, MD, MC
35	Clapham Junction - Clapham Common - Brixton - Camberwell - Walworth - Elephant & Castle – London Bridge – Shoreditch	P, U, M, Q	
40	Dulwich Library - East Dulwich - Camberwell - Walworth - Elephant & Castle - London Bridge – Aldgate	Q, T, P, U	
43 (24hr)	Friern Barnet - Muswell Hill - Archway - Holloway - Highbury - Islington - Moorgate - Bank – London Bridge	F, Q, G, P	A, F, B, G
47	Bellingham Catford Bus Garage - Catford - Lewisham - Deptford - Surrey Quays - Bermondsey – London Bridge – Shoreditch	P, U, M, Q	
48	Walthamstow - Leyton Green - Hackney - Shoreditch - London Bridge	P, U, M, Q	
76	Lower Marsh – Aldwych – Bank – Eagle Wharf Road – Dalston Junction – Stoke Newington – Philip Lane		A, MD, B, MC
133	Streatham - Brixton - Kennington - Elephant & Castle - London Bridge - Bank - Liverpool Street	F, Q, G, P	C, F, G

Route	Description	Stops At (Cannon Street)	Stops At (Bank)
	Station		
141	Wood Green - Haringay - Manor House – Newington Green - Hoxton - Moorgate - London Bridge	G, P, F, Q	B, G, A, F
149 (24hr)	Edmonton Green - Tottenham - Stamford Hill – Stoke Newington - Dalston - Shoreditch - London Bridge	P, U, M, Q	
242 (24hr)	Homerton Hospital – Hackney Central – Liverpool Street – Bank – Chancery Lane – Tottenham Court Road Station		C, K, L
344	Clapham Junction – Battersea Park – Vauxhall – Elephant & Castle – Southwark Bridge – Monument – Liverpool Street – Appold Street	U, M, N	
388 (24hr)	Hackney Wick – Bethnal Green – Brick Lane – Liverpool Street – Bank – Blackfriars		MC, C, MD
521	Waterloo - Aldwych - Holborn - Holborn Circus - Cannon Street - London Bridge (no weekend service)	MB, P, MA, Q	

- 6A.49 The area around Bank Station is very well catered for by bus routes both in terms of frequency and the range of places served. The maximum frequency is generally maintained between the hours of 07:00 until midnight, although some routes offer a slightly reduced service after 20:00 hours.
- 6A.50 A number of services are 24 hours, enabling journeys to and from the BSCU Work Sites at all times. The location of bus stops, coupled with the wide range and frequency of services offers an excellent provision and opportunity for interchange between the London Underground Network and bus services.

**Table 13: Local Bus Route Frequencies**

Service	Direction Towards	Hours Commencing and Frequency					
		07:00	08:00	09:00	16:00	17:00	18:00
8	Tottenham Court Road	6	6	6	6	6	6
	Roman Road Market	8	8	8	8	8	8
11	Liverpool Street	6	6	6	6	6	6
	Fulham Town Hall	7	7	7	7	7	7
15 (24 hr)	Blackwall Station	6	6	6	6	6	6
	Trafalgar Square	6	6	6	6	6	6
17	Archway Station	6	6	6	6	6	6
	London Bridge Station	5	5	5	5	5	5
21	Lewisham Centre	7	8	8	8	8	8
	Newington Green	8	8	8	8	8	8
23 (24hr)	Great Western Road	6	6	6	6	6	6
	Liverpool Street Station	6	6	6	6	6	6
25 (24hr)	Holles Street	7	7	7	7	7	7
	Hainault Street	7	7	7	7	7	7
26	Hackney Wick	6	6	6	6	6	6
	Waterloo Station	6	6	6	6	6	6
35	Falcon Road	6	5	5	5	5	5
	Shoreditch	5	5	5	5	5	5
40 (24hr)	Dulwich	8	8	8	8	8	8
	Aldgate Bus Station	7	7	7	7	7	7
43 (24hr)	London Bridge Station	8	8	8	8	8	8
	Walthamstow Bus Station	8	8	8	8	8	8
47	Shoreditch	5	5	5	5	5	5
	Newquay Road	5	5	5	5	5	5
48	Walthamstow Bus Station.	8	8	8	8	8	8
	London Bridge Station	8	8	8	8	8	8



Service	Direction Towards	Hours Commencing and Frequency					
		07:00	08:00	09:00	16:00	17:00	18:00
76	Tottenham Town Hall	6	7	7	7	7	7
	Lower Marsh	7	7	7	7	7	7
133	Streatham Station	8	8	8	8	8	8
	Liverpool Street Station	8	8	8	8	8	8
141	London Bridge Station	8	8	8	8	8	8
	Tottenham Road	8	8	8	8	8	8
149 (24hr)	London Bridge	8	8	8	8	8	8
	Archway Station	8	8	8	8	8	8
242 (24hr)	Homerton Hospital	6	6	6	6	6	6
	Tottenham Court Road	6	6	6	6	6	6
344 (24hr)	Clapham Junction Station	8	8	8	8	8	8
	Appold Street	8	8	8	8	8	8
388 (24hr)	Blackfriars Station	5	5	5	5	5	5
	Hackney Wick	5	5	5	5	5	5
521	Waterloo Station	15	15	15	10	10	10
	Charing Cross Station	15	15	15	10	10	10

6A.51 Routes serve all of central London with boroughs such as Southwark and Wandsworth accessible to the south of the River Thames, while others such as Camden, Waltham Forest and Newham are accessible to the north. Destinations beyond these boroughs, which may have unacceptable journey times by bus, are provided for by London Underground Network and regional rail services.

6A.52 The summary in Table 14 and Table 15 presents analysis of Bus Origin Destination Survey (BODS) data. They show total demand throughout the peak hours, the maximum average passengers on buses observed on the services at each location, and the average passenger numbers on buses at each location. TfL has also confirmed that a passenger loading of 70 people per bus is the threshold for determining if a bus service is over capacity.

6A.53 Total demand in the AM peak is high, in particular at London Bridge and Gracechurch Street. The high frequency of bus services ensures however,

that average passenger loadings are well below the capacity threshold. The maximum loading is 62 passengers, which occurs on Route 149 at London Bridge heading north.

- 6A.54 On average there is a bus along this route every five minutes or less (see frequency in Table 13). There are therefore no capacity constraints on this route. All other routes report a low maximum passenger loading.
- 6A.55 In the PM peak the busiest stops match the AM peak. Gracechurch Street experiences a maximum load of 57 passengers associated with Route 40 heading south while London Bridge accommodates a maximum of 64 passengers, also on Route 40 heading south. The peak hour frequency on Route 40 is approximately one bus every eight minutes and average passenger loadings are low, therefore this does not present a capacity issue. All other routes have a low maximum passenger loading.

Table 14: Baseline AM Peak (08:00-09:00) Bus Passenger Average Loading

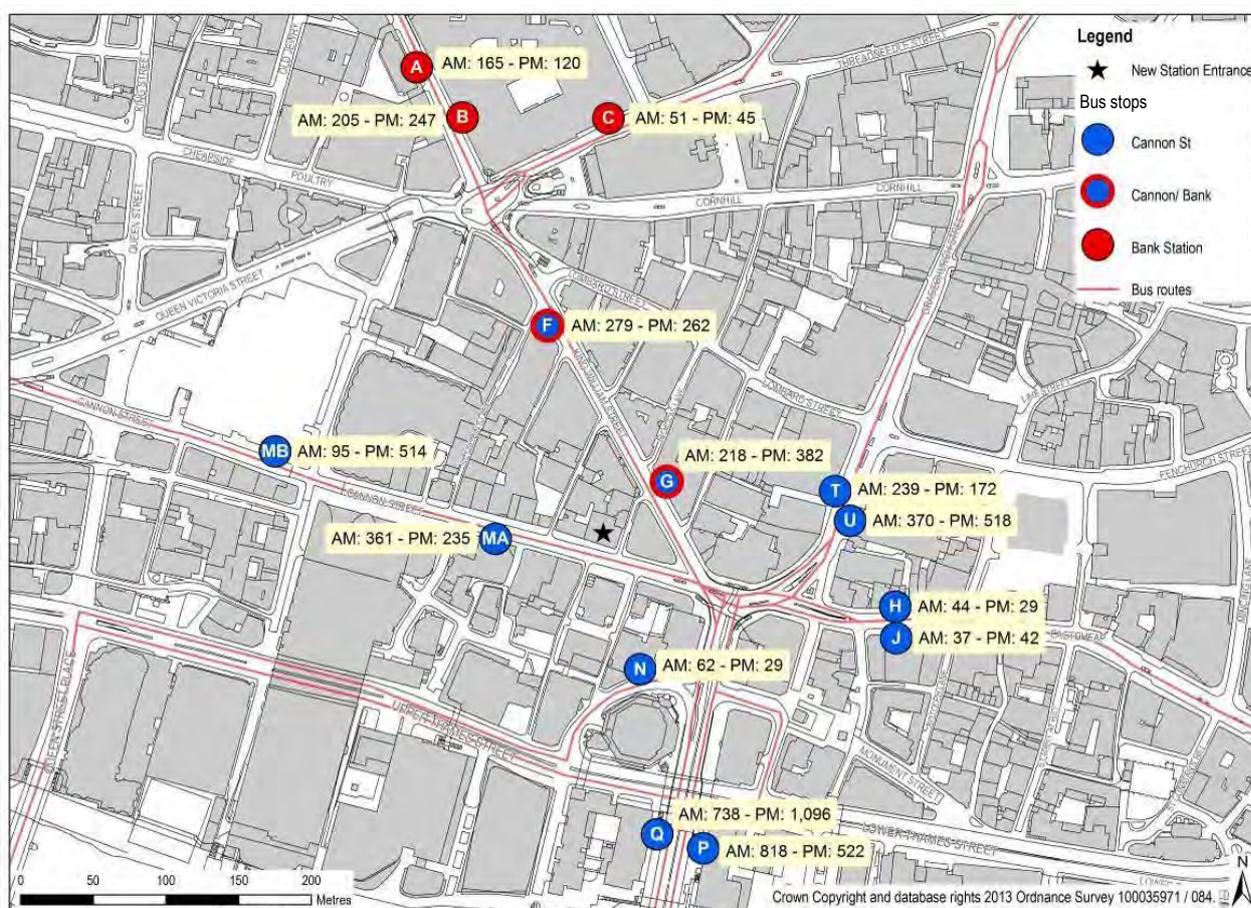
Cannon Street	Services	Total Hourly Passenger Demand				Maximum Average Passengers per Bus	Average Passengers per Bus
		Northbound	Eastbound	Southbound	Westbound		
Arthur Street	344	172	-	-	-	17	17
Cannon Street	15, 17, 521	1,243	150	139	171	41	20
Eastcheap	15	-	-	129	152	19	17
Gracechurch Street	35, 40, 47, 48, 344	1,549	1,433	-	-	59	33
King William Street	2, 143, 133, 141, 149	878	350	-	-	43	17
London Bridge	17 21, 35, 40, 43, 47, 48, 133, 141, 149, 521	3,905	1,598	-	-	62	26
<b>Bank</b>	<b>Services</b>	<b>Northbound</b>	<b>Eastbound</b>	<b>Southbound</b>	<b>Westbound</b>	<b>Max Bus</b>	<b>Ave Bus</b>
Princes Street	21, 43, 141	890	309	-	-	49	20
Threadneedle Street	133	142	-	-	-	16	16

Table 15: Baseline PM Peak (17:00-18:00) Bus Passenger Average Loading

Cannon Street	Services	Total Hourly Passenger Demand				Maximum Average Passengers per Bus	Average Passengers per Bus
		Northbound	Eastbound	Southbound	Westbound		
Arthur Street	344	265	-	-	-	27	27
Cannon Street	15, 17, 521	369	845	211	190	30	22
Eastcheap	15	-	-	202	187	29	26
Gracechurch Street	35, 40, 47, 48, 344	1,019	2,176	-	-	57	37
King William Street	2, 143, 133, 141, 149	629	730	-	-	40	22
London Bridge	17, 21, 35, 40, 43, 47, 48, 133, 141, 149, 521	2,198	3,765	-	-	64	30
<b>Bank</b>	<b>Services</b>	<b>Northbound</b>	<b>Eastbound</b>	<b>Southbound</b>	<b>Westbound</b>	<b>Max Bus</b>	<b>Ave Bus</b>
Princes Street	21,43,141	711	463	-	-	28	21
Threadneedle Street	133	151	-	-	-	15	15

6A.56 Bus Origin Destination Survey (BODS) data, sourced from London Buses, also provides for analysis of passengers boarding and alighting at bus stops in the vicinity of the Whole Block Site. Peak period boarders and alighters are totalled in Figure 14 to provide a comparator for pressure of bus services on nearby footways; it also illustrates the routes for which data was extracted from BODS of passengers who use the bus stops. The categorisation of bus stops according to Bank and Cannon Street stops identified in Figure 13.

**Figure 14: Peak Hour Bus Stop Passenger Demand (Boarders and Alighters)**



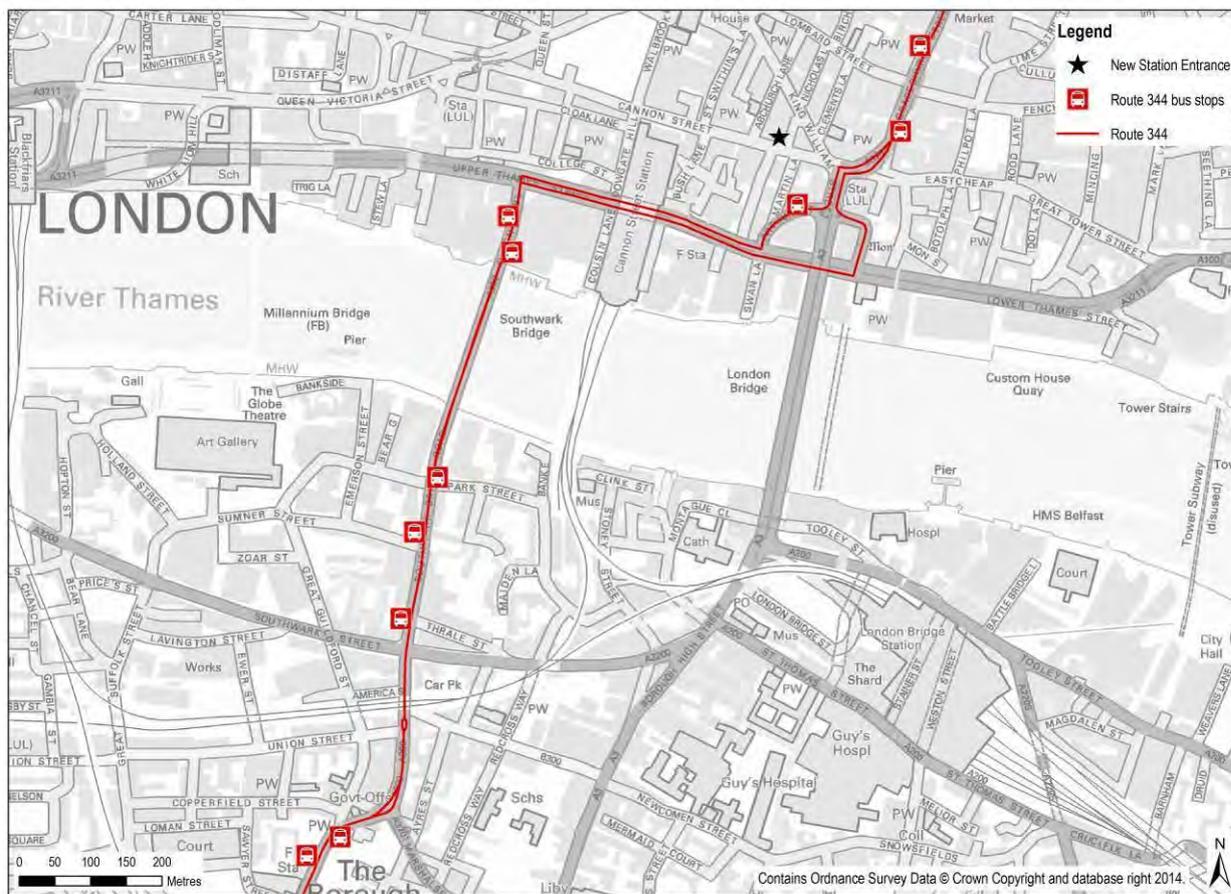
6A.57 Analysis of bus stop demand indicates that the greatest pressure is on A3 King William Street immediately north of London Bridge at bus stops Q and P, with demand exceeding 1,000 passengers at stop Q in the PM peak. It is likely that many of these passengers will walk to and from locations north of the bus stop, across the eastern end of Arthur Street, because they would be more likely to use stops to the south of London Bridge if they were travelling to and from locations south of the River Thames.

6A.58 In contrast those stops closer to the Whole Block Site, on Cannon Street and King William Street (stops MA, MB, F and G) have a much lower peak demand, totalling no more than approximately 500 passengers per hour per

stop on Cannon Street and 400 passengers per hour per stop on King William Street.

- 6A.59 Bus route 344 passes close by the Whole Block Site and along Arthur Street. The route is shown in Figure 15, which approaches from the south via Southwark Bridge, travels eastbound along A3211 Upper Thames Street, northeast on Arthur Street then northbound along A3 King William Street and A1213 Gracechurch Street.
- 6A.60 Travelling southbound buses pass from A1213 Gracechurch Street onto A3 King William Street and access A3211 Upper Thames Street via Monument Street and Fish Hill Street to follow the northbound route in reverse. The route also connects with river services, which stop at a pier on the south bank of the River Thames approximately 150m west of Southwark Bridge.
- 6A.61 Northbound buses stop twice on A300 Southwark Bridge Road between A3200 Southwark Street and Southwark Bridge and once on A300 Queen Street Place, immediately north of Southwark Bridge, before it stops at Arthur Street and then on A1213 Gracechurch Street. Southbound buses stop on A1213 Gracechurch Street, A300 Queen Street Place and once between Southwark Bridge and A3200 Southwark Street south of the River Thames.

Figure 15: Bus Route 344



6A.62 From the BODS data, peak period passenger bus stop demand generated by Route 344 is presented in Table 16; this confirms the demand shown in Figure 14. Data was not available for northbound stops on A1213 Gracechurch Street. Table 16 indicates a higher demand on the route in the AM peak. Northbound the highest demand for the bus stop is on the A300 Queen Street Place in the AM peak but at A300 Southwark Street in the PM peak. Southbound, A300 Southwark Bridge Road is busiest in the AM peak while in the PM peak the stop generating most demand is at A1213 Gracechurch Street.

**Table 16: Peak Period Bus Stop Demand (Total Boarders & Alighters) for Route 344**

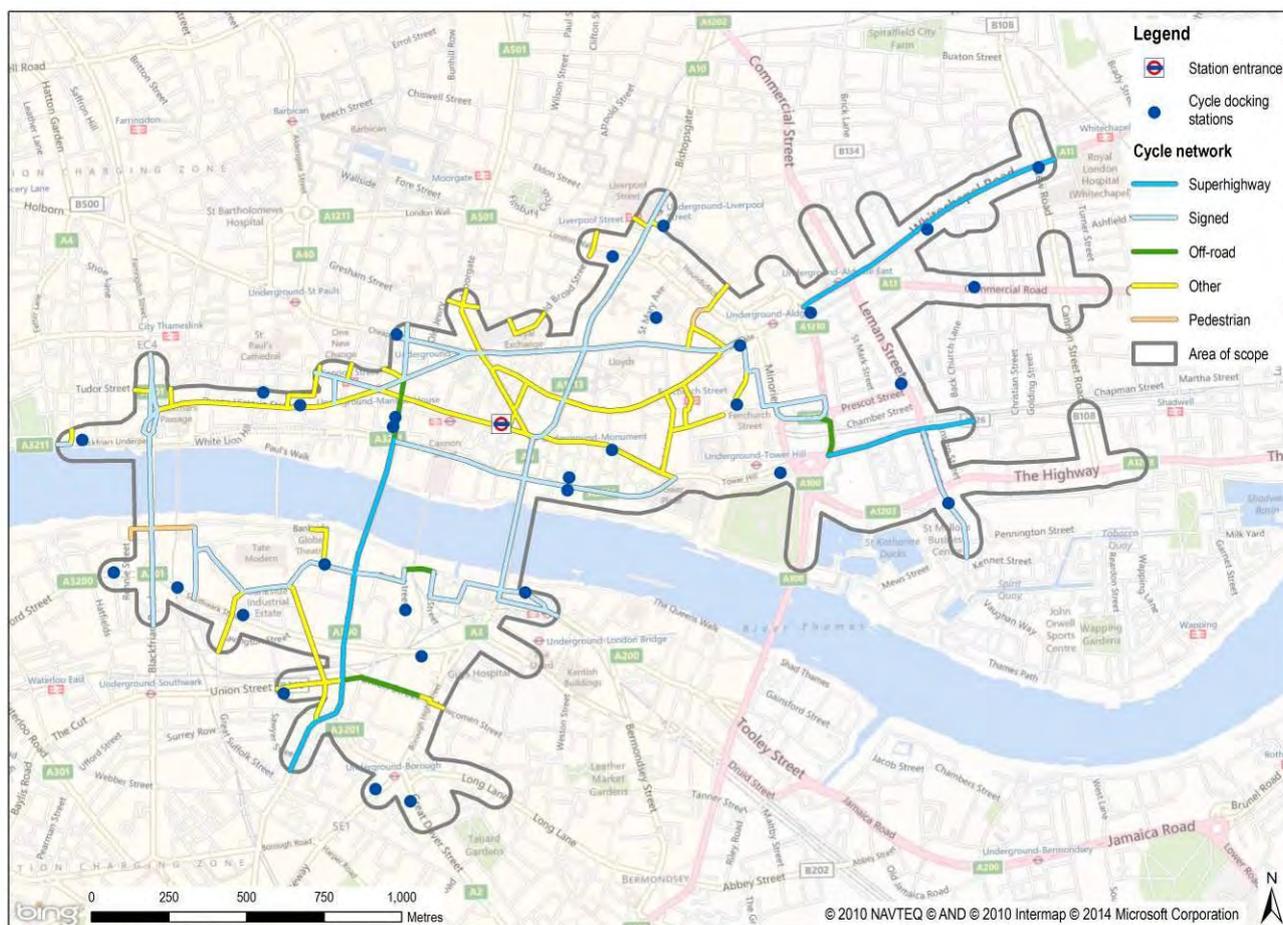
Stop	Direction	Passenger Demand	
		AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
A300 Southwark Bridge Road at Thrale Street	Northbound	45	65
A300 Southwark Bridge Road at Sumner Street	Northbound	70	80
A300 Queen Street Place	Northbound	101	23
Arthur Street	Northbound	62	29
A1213 Gracechurch Street	Southbound	121	123
A300 Queen Street Place	Southbound	11	73
A300 Southwark Bridge Road	Southbound	168	89

### Cycling

- 6A.63 There is a dense network of cycle routes around Bank Station and the BSCU Work Sites; an excerpt from the TfL Central Area cycling map is reproduced as Figure 16. It displays all cycle routes and Barclays Cycle Hire docking stations within the Transport Assessment area of scope.
- 6A.64 The docking stations are discussed in more detail below.
- 6A.65 The Cycling in Central London guide (TfL, 2012/13) identifies that the routes closest to the Whole Block Site are:
- 6A.66 Quieter roads that have been recommended by other cyclists, may connect with other direct route sections. The nearest signed routes on the formal cycle network are aligned north-south on the A3/A10 corridor including across London Bridge to the east and along the A201 across Blackfriars Bridge to the west although King William Street does have cycle lanes in both directions. Signed east-west routes are provided on the A3211 Lower Thames Street to the south of the site and on the Cornhill/Queen Victoria Street/Cannon Street corridor to the north of the Whole Block Site.



Figure 16: Cycle Infrastructure within Area of Scope



Source: *Cycling in Central London* (Transport for London, 2012/13)

- 6A.67 Barclays Cycle Superhighways (CS) are designed to effectively connect central London with outer London for cycle journeys. Routes CS2 and CS3 approach the Whole Block Site from the east along the A11 and A2103 respectively, although neither of these routes enters the City of London.
- 6A.68 Route CS7 does enter the City of London from the south via the A300 using Southwark Bridge. Route CS1 is proposed to connect the City of London with north London via the A10, which will upgrade existing signed routes, to be open by 2015.
- 6A.69 The available cycle routes therefore connect the Whole Block Site with Greater London but also provide links to nearby stations such as Blackfriars, Cannon Street, Liverpool Street, and London Bridge which facilitate access by cycling at both ends of a journey.
- 6A.70 Pedal cycle trips in the neighbourhood of the new Station Entrance are shown below in Figure 17 for the AM Peak (08:00 to 09:00 hours) and Figure 18 for the PM Peak (17:00 to 18:00 hours); cycle trips are identified in black with all other vehicles presented in brown for comparison. The data was

collected through a series of baseline traffic surveys conducted in October 2013.

- 6A.71 In the AM peak cycle trips account for a significant proportion of movements on the road network. This is particularly noticeable on Abchurch Lane and Nicholas Lane and even more so on King William Street westbound and on A3 King William Street northbound where cycle movements exceed other vehicles by over 100 trips. On Cannon Street and eastbound along King William Street this is not the case, although cycle trips are still some two thirds of the total of other vehicles. Although cycles account for a large proportion of vehicles on Abchurch Lane and Nicholas Lane the total numbers are low meaning that these routes are not significant thoroughfares for cycling.
- 6A.72 Westbound on Arthur Street cycle trips account for approximately one third of all traffic while eastbound they are approximately double the number of motorised vehicles. There is a reduction of 28 eastbound cycles on Arthur Street that suggests people are diverting up Martin Lane to access Cannon Street. On A3211 Upper Thames Street cyclists account for between 14 and 26 per cent of motorised vehicles with a maximum one way flow of some 331 cyclists.
- 6A.73 In the PM peak cycling trips account for a smaller proportion of movements compared with the AM peak. It also demonstrates that the predominant flow is eastbound compared with the westbound bias in the AM peak. Cycle movements account for approximately half to two thirds of other vehicle movements with the surveys again indicating that Abchurch Lane and Nicholas Lane are currently not major routes for cyclists. On A3 King William Street cycle flows are also lower at approximately two thirds of the southbound motorised vehicles and one third of the northbound motorised vehicles. However the flows are still significant at a minimum of 343 cyclists per hour.
- 6A.74 On Arthur Street PM peak cycle flows are significantly reduced compared with the AM peak period. On A3211 Upper Thames Street cyclists account for between 11 and 15 per cent of motorised vehicles with a maximum one way flow of some 201 cyclists.
- 6A.75 Many of the junctions around the new Station Entrance include advanced stop lines for cyclists.

Figure 17: AM Peak (08:00 - 09:00 hours) Cycle Flows

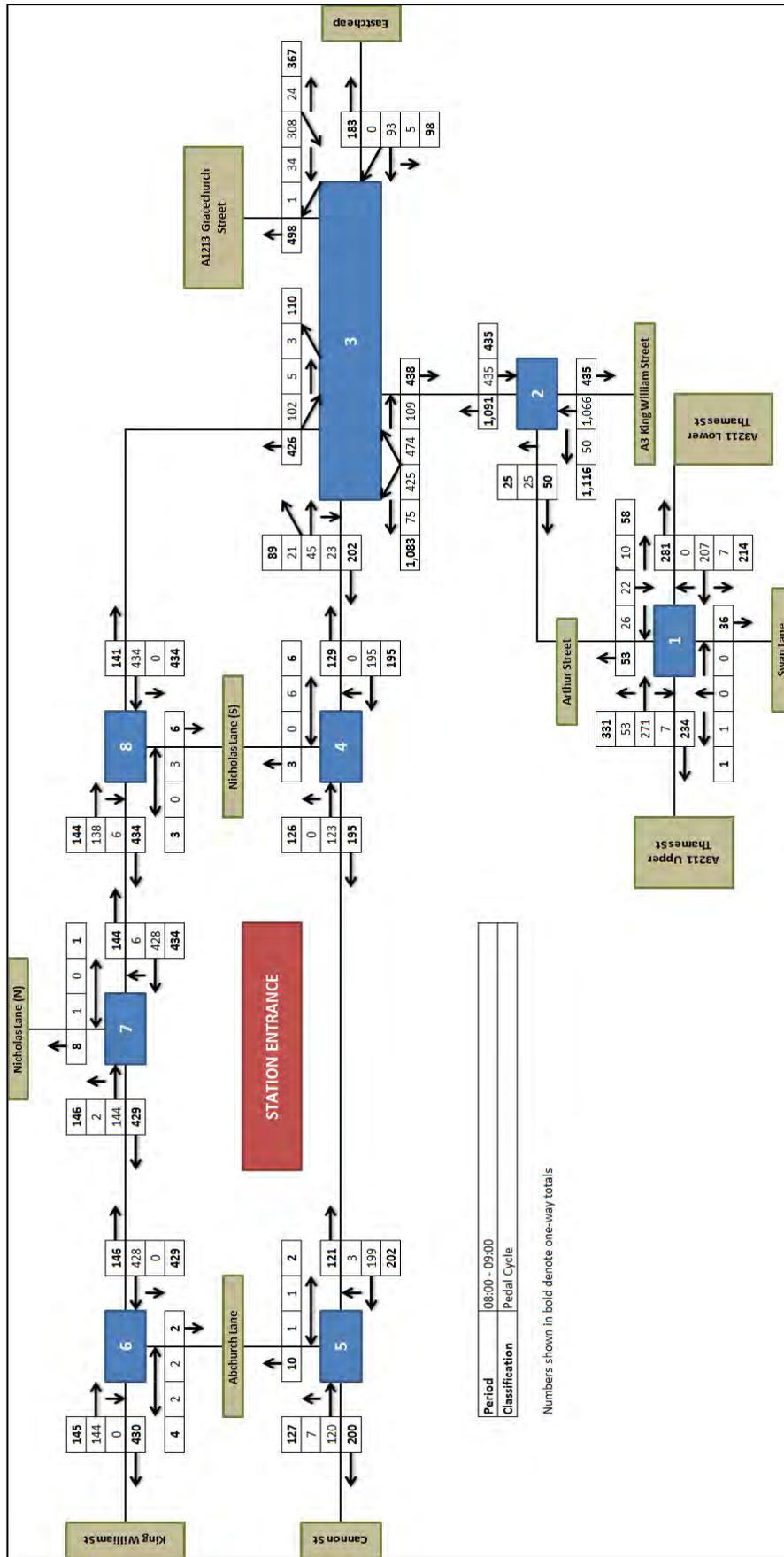
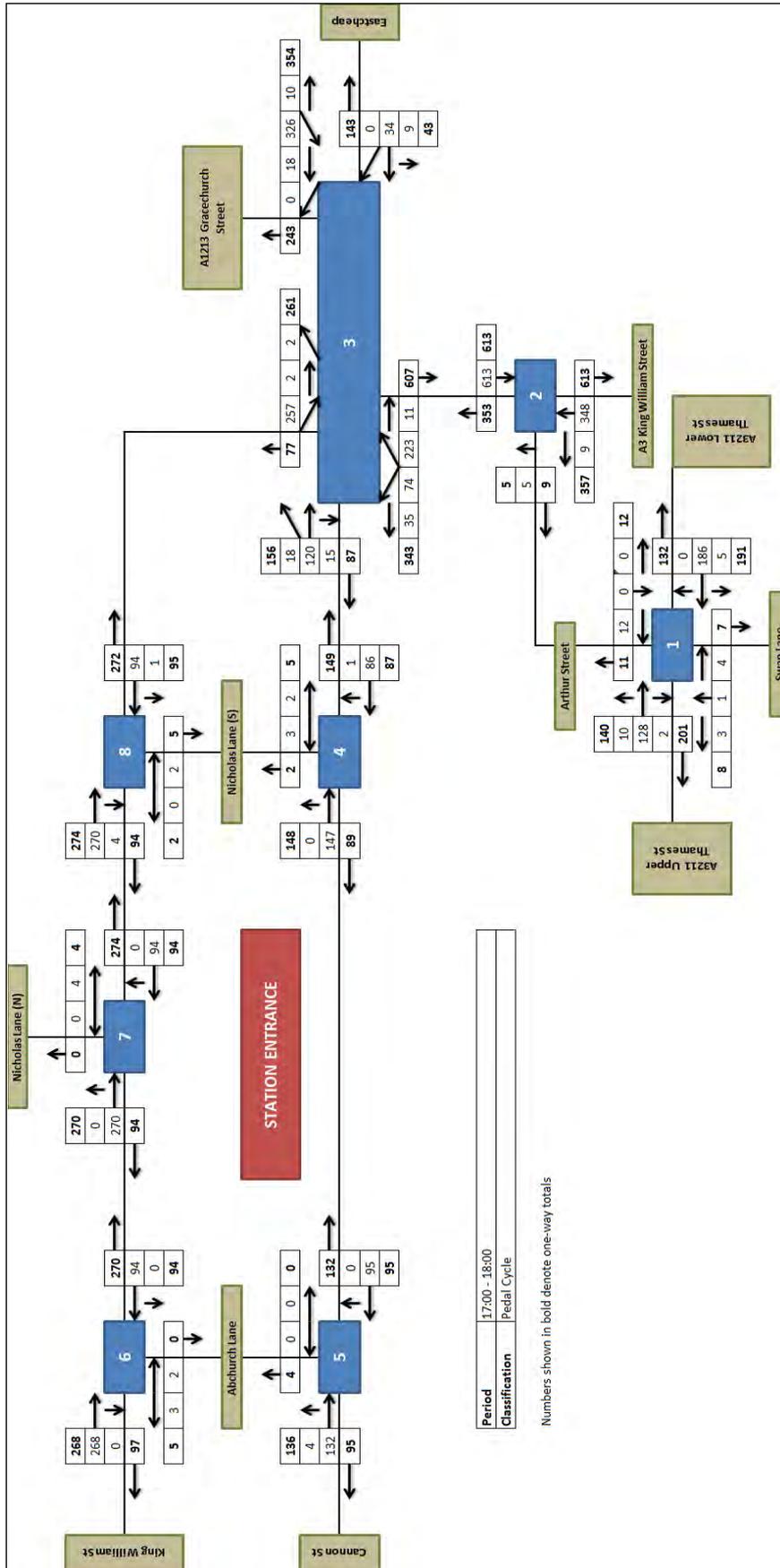


Figure 18: PM Peak (17:00 - 18:00 hours) Cycle Flows



### Barclays Cycle Hire

- 6A.76 Barclays Cycle Hire is a bike hire scheme with cycle docking stations provided in central London approximately every 300-500m.
- 6A.77 Docking stations are located within approximately 300m of the proposed new Station Entrance on Cannon Street and provide opportunities for travel within London, both for commuting and business trips during the working day. The closest docking stations are located at:
- Queen Street south of Cloak Lane;
  - Cheapside west of Queen Street;
  - Great Tower Street west of Idol Lane; and
  - A3211 Lower Thames Street near adjacent to Monument Street.

### Walking

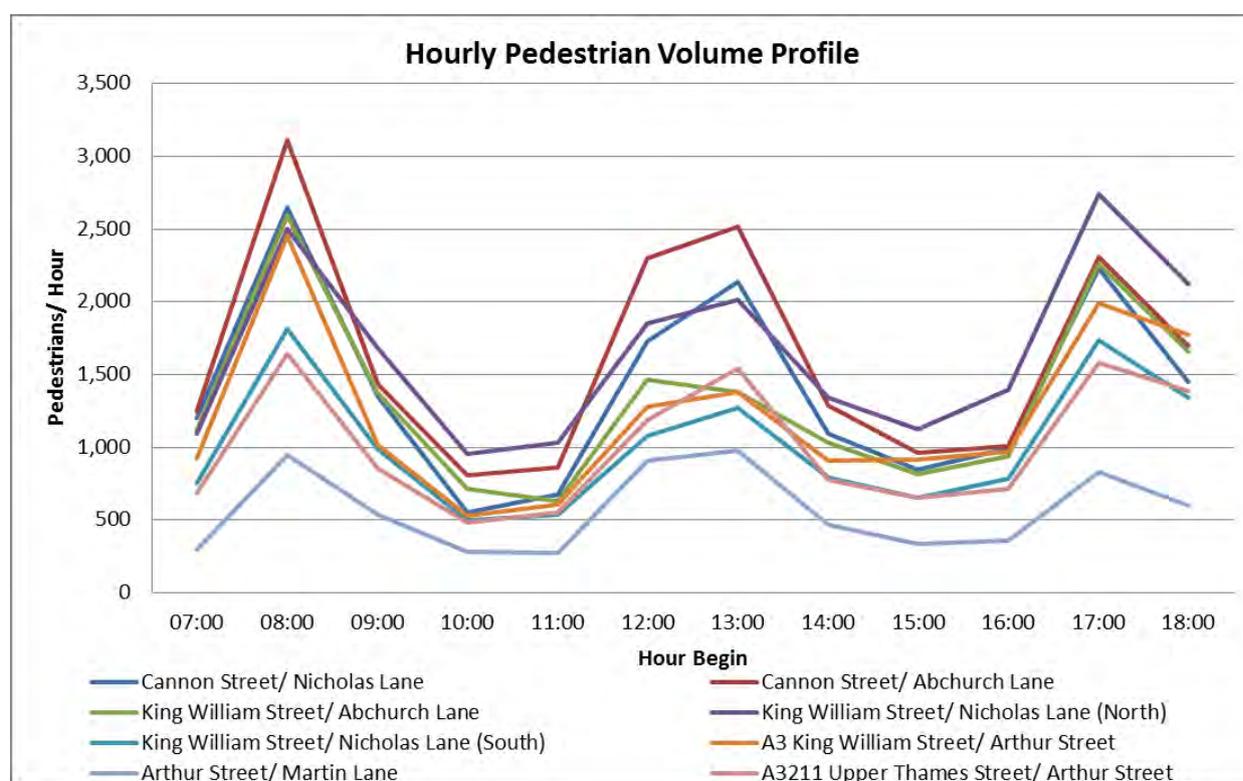
- 6A.78 The new Station Entrance on Cannon Street fronts a relatively wide footway (approximately 5m along the north side of the carriageway tapering to approximately 3.5m at its narrowest point) for movement towards Monument in the east and Cannon Street Station in the west, continuing on to Blackfriars Station via Queen Victoria Street.
- 6A.79 The footway on the southern side of King William Street is approximately 2m along the south side of the carriageway providing for connections between Monument and Bank Stations. The footway on the northern side of King William Street is wider, at approximately 3.5m.
- 6A.80 Abchurch Lane provides relatively narrow footways on either side of the carriageway at a maximum of some 1.5m in width. Abchurch Lane allows access onto Abchurch Yard. Nicholas Lane footways are some 2m at their widest point, although restricted to 1m for much of their length.
- 6A.81 To serve the high footfall in Central London there is excellent provision for pedestrians around the proposed new Station Entrance incorporating:
- **Abchurch Lane/Cannon Street** – informal crossing provided by a central refuge on Cannon Street immediately west of Abchurch Lane;
  - **Monument** – signalised crossings on most approaches including central refuges. In addition a subway is provided by the points of access/egress to Monument Station.
  - **Cannon Street/Dowgate Hill** – signalised crossing on the eastern, southern and western approaches, northern approach is shared use. Also a pedestrian crossing to the east of Cannon Street Station;

- **St Swithin's Lane/King William Street** – informal crossing provided by a central refuge to the west of St Swithin's Lane on King William Street; and
  - **Bank Junction and Poultry** – signalised crossings on all approaches including central refuges; and
  - **Queen Victoria Street/Cannon Street** – signalised crossing on all approaches with central refuges.
- 6A.82 The City of London Corporation intends to implement a wayfinding strategy for this part of the City of London by 2021 to take advantage of routes provided by lanes that can alleviate routes with a heavy footfall. This will complement TfL's Legible London wayfinding system explained in the Legible London Guidance document (TfL, 2010).
- 6A.83 Arthur Street is a short street at approximately 100m long. There are footways on both the north and south side of the road with signalised pedestrian crossings across the carriageway at its junction with both A3211 Upper Thames Street and A3 King William Street. At this latter location this is provided in the form of separate crossings across westbound and eastbound traffic.
- 6A.84 The footway is approximately 1.6m wide at its narrowest point on the northern side of the carriageway and 1.5m wide at its narrowest point on the southern side. There is access to Martin Lane some 40m from the junction with A3211 Upper Thames Street. There are dropped kerbs to cross Martin Lane, which has narrow footways but is pedestrianised for approximately 24m along its middle section and therefore only provides for access and servicing to properties along the Lane. At its narrowest point Martin Lane is approximately 4m wide.
- 6A.85 Arthur Street provides a conduit to connect A3211 Upper Thames Street directly with A3 King William Street and via Martin Lane to Cannon Street. It therefore has an important function to link alternative east-west routes, assisting those walking parallel to the River Thames to access transport interchanges such as Cannon Street Station and Monument Station and bus stops along Cannon Street and around Monument. It also facilitates north-south movement from the River Thames towards more central locations within the City of London such as Bank and towards Liverpool Street and Moorgate Stations.
- 6A.86 Walbrook is a pedestrianised road, with the carriageway raised to the level of the footway although clearly de-marked by virtue of it being laid in tarmac. The footway along the eastern side of Walbrook is approximately 2.2m at its narrowest point. This is the usable width when a vehicle is travelling along Walbrook.

## Pedestrian Volumes

6A.87 Pedestrian surveys were completed at junctions around the new Station Entrance. Eight sites were counted on 24 October 2013 from 07:00 to 19:00 hours. The volume and profile of movements is illustrated in Figure 19, which indicates peak hours as 08:00 to 09:00 hours and 17:00 to 18:00 hours. The exceptions to this pattern are at Cannon Street/Abchurch Lane and Arthur Street/Martin Lane where the period 13:00 to 14:00 hours were marginally higher than the PM peak.

**Figure 19: Profile of Pedestrian Movements at Junctions**



6A.88 The peak hour movements are presented diagrammatically for the AM peak in Figure 20 and the PM peak in Figure 21.

6A.89 At Cannon Street/Nicholas Lane the PM peak demand is 16 per cent less than the AM peak demand. Pedestrian movements around this junction are tidal in nature with the AM peak generally showing a higher demand for pedestrians travelling north along Nicholas Lane and east towards Monument with the reverse in the PM peak.

6A.90 At Cannon Street/Abchurch Lane demand in the PM peak is 26 per cent lower than the AM peak with the same tidal pattern as Site 1.

6A.91 At the junction of King William Street/Abchurch Lane demand in the PM peak is 13 per cent below the AM peak. This junction does not demonstrate the

same north-south tidal pattern on Abchurch Lane but does demonstrate a predominantly westbound movement in the AM peak and eastbound movement in the PM peak.

- 6A.92 This is the reverse of the east-west movement along Cannon Street and is likely to reflect movement from Monument Station to and from destinations around Bank Junction.
- 6A.93 King William Street/Nicholas Lane (North) has a PM peak demand 10 per cent higher than the AM peak demand but it does not demonstrate a particularly tidal character. King William Street/Nicholas Lane (South) has a comparable total flow in the AM and PM peak periods with the same tidal characteristics of the junction of King William Street/Abchurch Lane.
- 6A.94 The junction of A3 King William Street/Arthur Street demonstrates an AM peak junction throughput approximately 24 per cent higher than the PM peak period. In the AM peak approximately 1,053 more pedestrians travelled northbound across Arthur Street than travelled southbound whereas in the PM peak this was reversed with 466 more travelling southbound. In part this may be due to people walking to and from London Bridge Station for work.
- 6A.95 Arthur Street/Martin Lane peak periods are broadly comparable in the AM and PM peak hours and also in the early afternoon. It was observed to have the greatest number of pedestrians travelling along Martin Lane in the AM peak with 404 in total, of which 358 pass along Arthur Street Southbound. In the PM peak this is reversed with 254 travelling from Arthur Street onto Martin Lane from the direction of A3211 Upper Thames Street. This describes a tidal flow that is the opposite of the adjacent north-south alignment at A3 King William Street/Arthur Street.
- 6A.96 In spite of its strategic place in the highway network, flows at the A3211 Upper Thames Street/Arthur Street junction do not suggest it performs a strategic function for pedestrians when compared with other. This may reflect its relative remoteness relative to more popular desire lines in the area.
- 6A.97 The total flow of pedestrians through the junction is broadly comparable in both the AM and PM. Pedestrian movement is strongly tidal; predominantly southbound from Arthur Street and westbound along A3211 in the AM peak and the reverse in the PM peak.



Figure 20: AM Peak (08:00-09:00hours) Baseline Pedestrian Movements Surrounding Whole Block

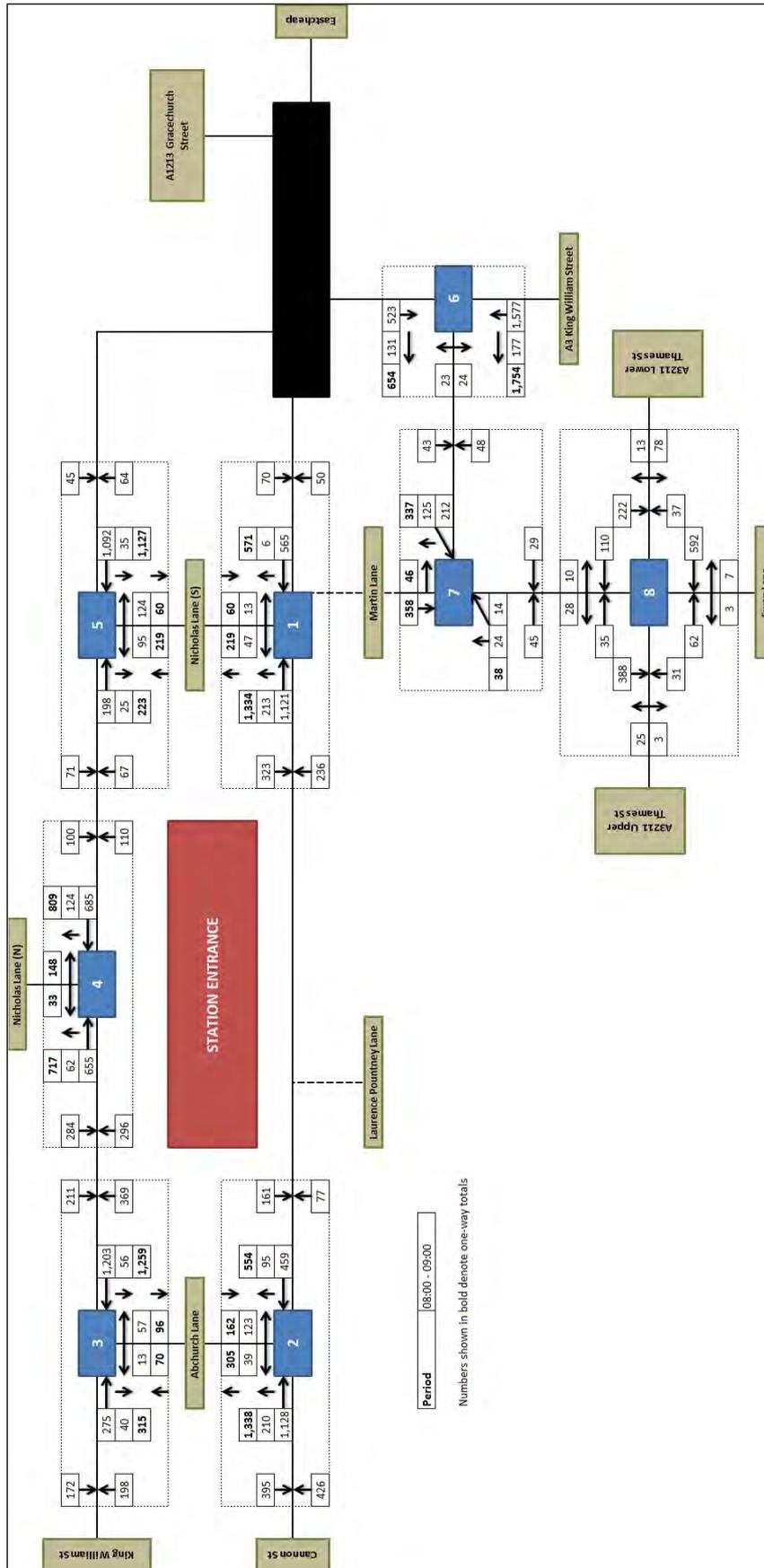
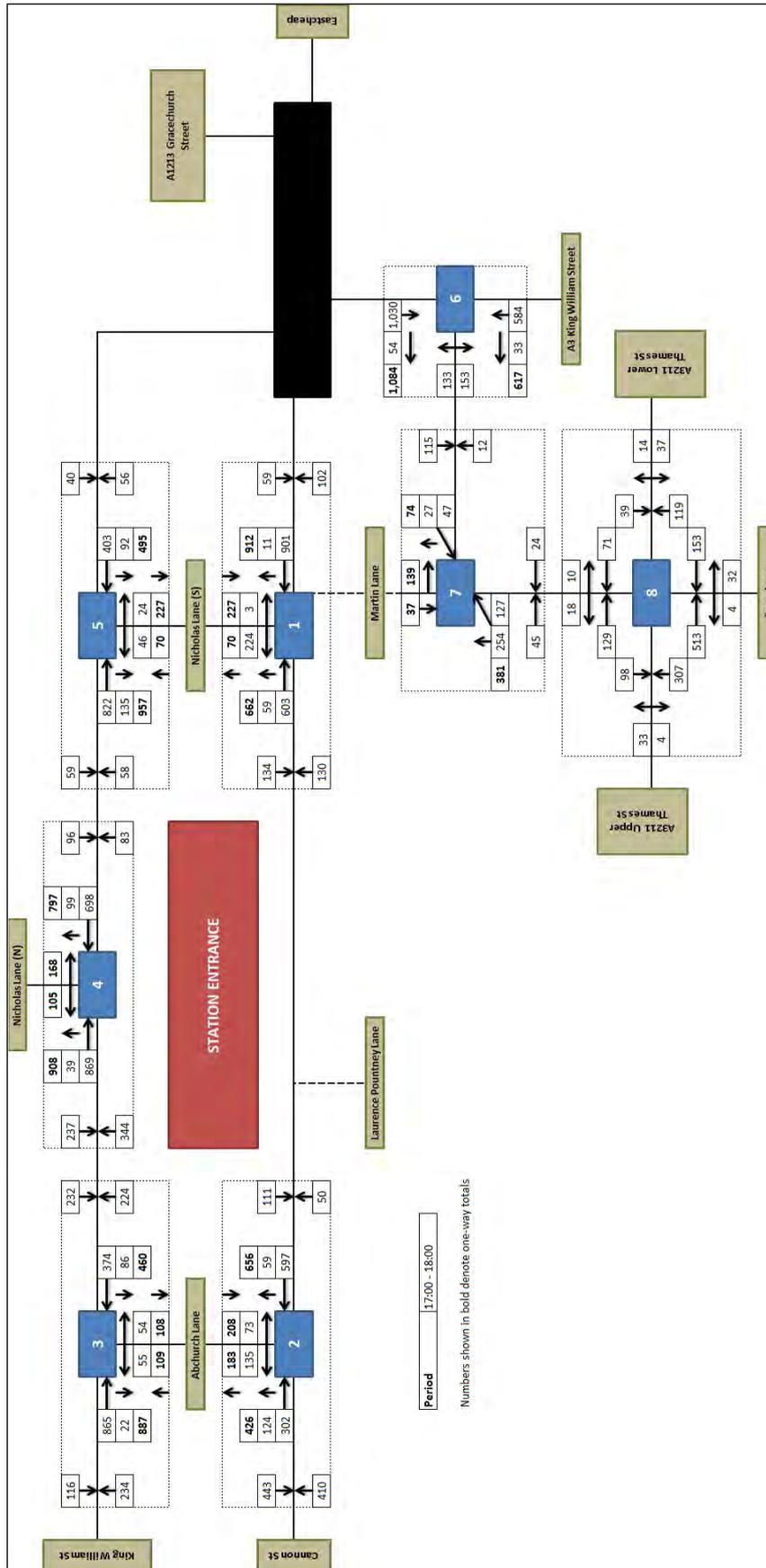


Figure 21: PM Peak (17:00-18:00hours) Baseline Pedestrian Movements Surrounding the Whole Block Site



6A.98 Data provided in Walbrook Square Limited Bloomberg Place, City of London Transport Assessment (JMP, December 2011) indicates that peak pedestrian movements along Walbrook, in both directions, occur between 17:00 – 18:00 hours and total 2,321 pedestrians.

#### **Baseline Pedestrian Comfort Assessment**

6A.99 Using the TfL Pedestrian Comfort Guidance assessment method and spreadsheet described in Pedestrian Comfort Guidance for London Guidance Document (TfL, 2010) the footways were assessed at their narrowest point using the data collected during October 2013 (excepting Walbrook, which uses the data above). The rating system from the guidance document is included as an excerpt in Figure 22. The results for peak hour flows are described below:

- **Cannon Street** (northern footway only) – a rating of B+ was achieved, which provides a comfortable pedestrian environment;
- **King William Street** (southern footway only) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment’
- **Abchurch Lane** (both footways) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment;
- **Nicholas Lane** (both footways) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment;
- **Arthur Street** (northern footway only) – a rating of F at this location means that it does not achieve a formal score and should currently be considered to provide a ‘very uncomfortable’ pedestrian environment; and
- **Walbrook** (eastern footway) - a rating of C+ indicates an increasingly uncomfortable pedestrian environment at this location when the carriageway is blocked by a vehicle that is passing or loading.

6A.100 Both Abchurch Lane and Nicholas Lane were assessed for the use of footways only. During site visits pedestrians were habitually observed using the carriageway, even when the footway was not congested. It is therefore reasonable to assume that this practice will continue in the future, particularly along Abchurch Lane where the City of London Corporation has proposals for street scene improvements. This means that the rating of F will, in practice, not be experienced by pedestrians.

Figure 22: Excerpt from TfL Pedestrian Comfort Guidance



Source: Pedestrian Comfort Guidance for London Guidance Document (TfL, 2010)

---

## Summary

- 6A.101 Historical traffic data, collected over the period from 2000 to 2012 (the last year for which data was available) shows that traffic volumes have remained steady or reduced on roads around the new Station Entrance. Data collected for the BSCU on King William Street, Cannon Street and Arthur Street using ATCs for four weeks indicates that King William Street was the busiest road during peak periods.
- 6A.102 Traffic flows on Arthur Street are considerably higher towards A3211 Upper Thames Street compared with towards A3 King William Street. This is in response to the bus lane restriction at the northern end of Arthur Street at the junction with A3 King William Street. Between 07:00 and 10:00 hours an average of 133 vehicles per hour turn from King William Street northbound into Arthur Street, between 16:00 and 19:00 hours this is an average of 172 vehicles per hour.
- 6A.103 Arthur Street and the roads around the new Station Entrance are subject to waiting and loading restrictions to minimise the impact of deliveries on the local highway network. In addition Arthur Street is designated as a red route. Abchurch Lane is northbound only to all traffic but with cyclists permitted to travel southbound. A Traffic Regulation Order is in place to restrict access for motorised vehicles to Nicholas Lane to those serving premises along the road.
- 6A.104 Local parking facilities in the City of London are mostly clustered to the east of A1213 Gracechurch Street. On street disabled parking is located at numerous locations and in particular between Cannon Street and A3211 Upper Thames Street and Eastcheap and A3211 Upper Thames Street. The closest taxi ranks to the site are located along Queen Victoria Street to the north-west, Cornhill and George Yard to the north-east and Philpot Lane to the west.
- 6A.105 A large number of frequent bus services provide opportunities for interchange throughout the day, with some operating over 24 hours. Bus stops are located around Bank and Monument Junctions including some located on King William Street immediately north of the Whole Block Site and some on Cannon Street approximately 70 metres west of the new Station Entrance.
- 6A.106 There is a comprehensive network of cycle routes surrounding and approaching the new Station Entrance. This includes existing Cycle Super Highways, with proposals currently being developed for expansion of this network in the area. Docking stations for Barclays Cycle Hire are available within approximately 300 metres of the new Station Entrance. As with other parts of Central London there are a significant number of cycling trips. This is

particularly the case in the AM peak on Abchurch Lane and Nicholas Lane and even more so on King William Street westbound and on A3 King William Street northbound where cycle movements exceed other vehicles by over 100 trips.

6A.107 Around the Whole Block Site, Cannon Street affords pedestrians with a good walking environment. King William Street is less comfortable for pedestrians because of the footway width. This situation would be exacerbated on Abchurch Lane and Nicholas Lane, however it is acknowledged that pedestrians currently use the carriageway to overcome this. Arthur Street also has relatively narrow footways.



## **Appendix 6B: Collision Analysis**

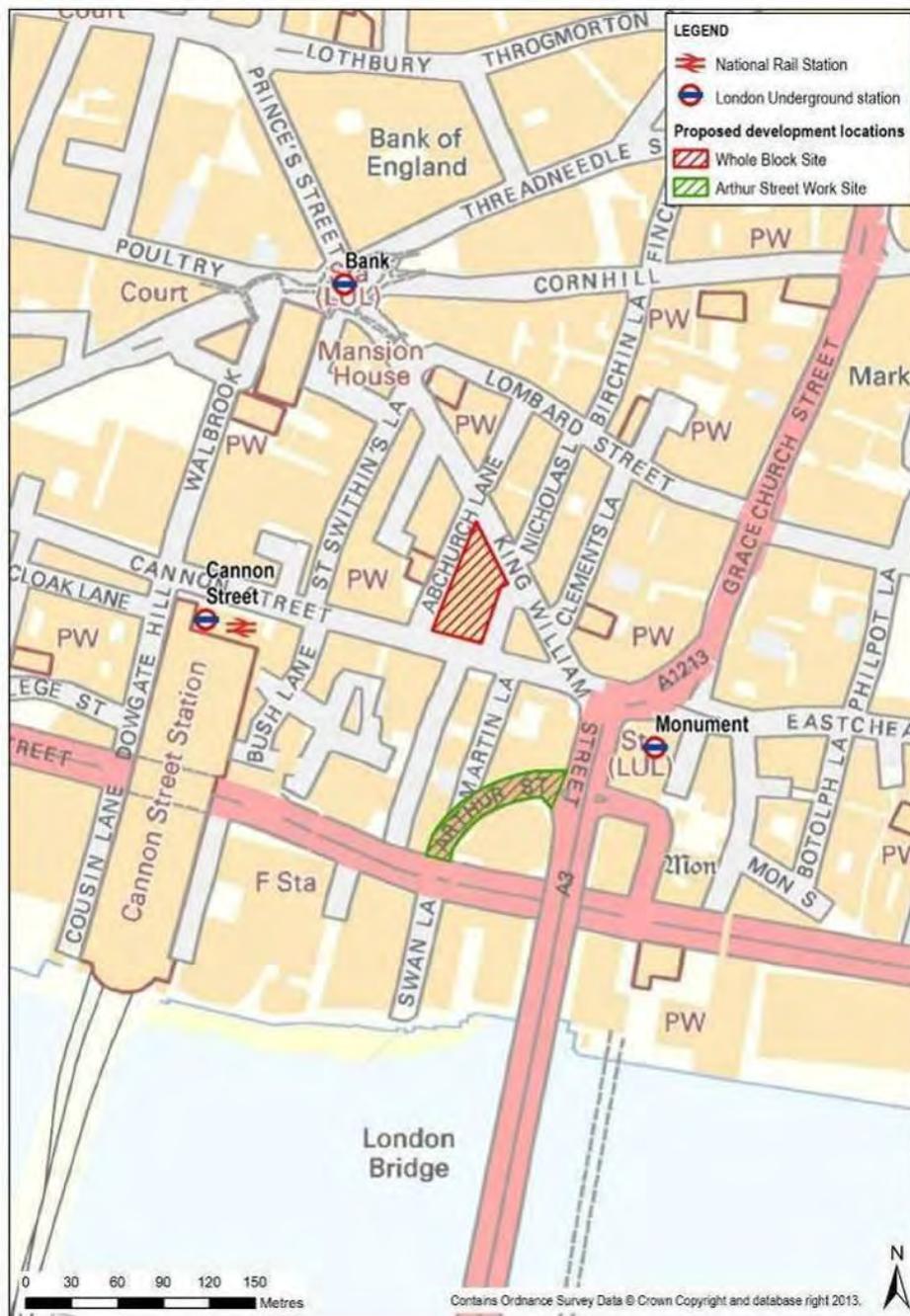


## Collision Analysis

### Introduction

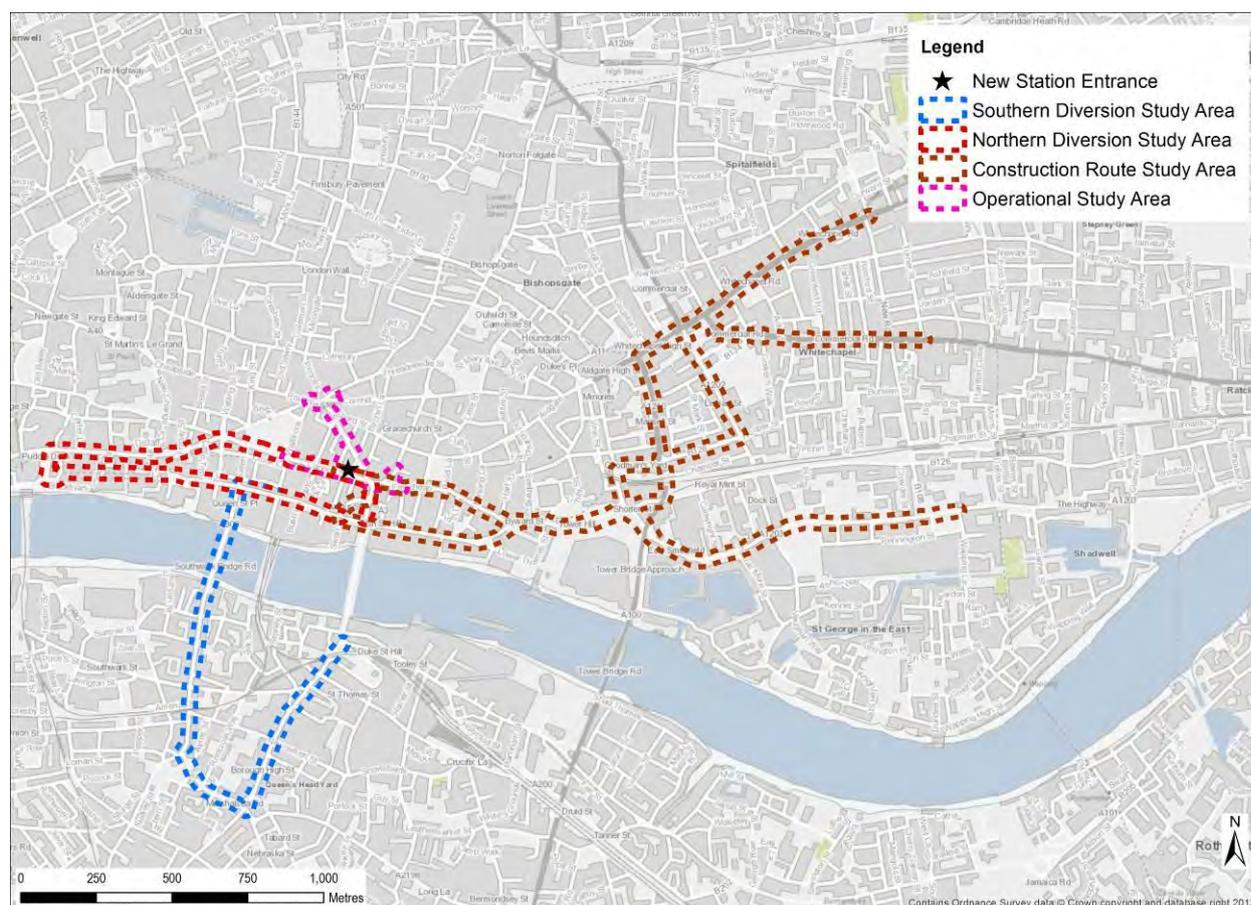
6B.1 This project note provides collision analysis associated with the demolition, construction and operational phases of the Bank Station Capacity Upgrade (BSCU). It is provided alongside the Transport Assessment submitted in support of the Transport and Works Act Order (TWAO) for the scheme. The new Station Entrance will front onto Cannon Street. This location is illustrated in Figure 23.

**Figure 23: Main Work Sites Associated with the BSCU**



- 6B.2 The analysis provided in this note considers three study areas for collision analysis, which are:
- The routes for construction traffic;
  - Routes for traffic diverted as a consequence of the closure of Arthur Street, which accommodates the Arthur Street Work Site. There are two signed diversion routes proposed; and
  - An area around the proposed new Station Entrance to consider collisions once it is open.
- 6B.3 The analysis reviews collisions by severity and also specifically considers collisions involving pedestrians and cyclists. Casualty analysis is also included in the assessment. The assessment study areas are illustrated in Figure 24, which highlights overlaps, for example on A3211 Upper Thames Street east of A300 Queen Street Place and on Cannon Street between King William Street and Abchurch Lane.
- 6B.4 Individual maps illustrating the study areas are provided below. On some of the figures not all collisions can be seen, particularly in the case of Serious collisions, because the grid reference locating them is almost identical in some instances. Checks indicate that they are unique collisions in spite of the apparent duplication.

**Figure 24: Collision Study Areas**



- 6B.5 Collision and associated casualty data was provided by Transport for London (TfL) for the period 1 July 2010 to 30 June 2013 inclusive, the last three years of

available data when the request for this information was made. This results in annual average collisions being reported from July to June inclusive.

### Collision Analysis

- 6B.6 Collisions were assessed for each study area including the areas of overlap. Construction routes were identified in conjunction with the City of London Corporation and seek to minimise left turns, a manoeuvre that has been shown to present a higher risk to cyclists than other manoeuvres. Review of Figure 24 suggests that this may be because of a lower density of collisions on A300 Southwark Bridge and on the A3211 Upper Thames Street to the west of A300 Queen Street Place. On these sections of the highway there are likely to be fewer pedestrians and there are also fewer junctions to introduce vehicular conflict, which will help to minimise potential for collisions.

### Construction Routes Study Area

- 6B.7 There were 157 average annual collisions although the calendar year 2012 was 23 per cent above this. Traffic data indicates traffic flows in this year were comparable to previous years.
- 6B.8 The majority of collisions, 86 per cent, were categorised as Slight, but there were two fatal collisions. There is a clear pattern of collisions generally occurring at or on the approaches to junctions, only 14 per cent did not occur within 20m of a junction.

**Table 17: Construction Route Study Area Collision Severity (1 July 2010 to 30 June 2013)**

Year	Severity			Total	Percentage
	Fatal	Serious	Slight		
2010	0	7	66	<b>73</b>	15.5%
2011	1	17	124	<b>142</b>	30.2%
2012	1	28	164	<b>193</b>	41.1%
2013	0	12	50	<b>62</b>	13.2%
<b>Total</b>	<b>2</b>	<b>64</b>	<b>404</b>	<b>470</b>	100.0%
%	0.4%	13.6%	86.0%	100.0%	

**Figure 25: All Collisions Falling Within the Construction Route Study Area**



- 6B.9 The two fatalities were pedestrians and a significantly higher proportion of collisions involving pedestrians were Serious than non-collisions involving pedestrians (23 per cent compared with 11 per cent).
- 6B.10 Figure 26 indicates that collisions involving pedestrians primarily occurred at or around junctions. Larger clusters along the A11 Whitechapel Road may be because higher speeds occur here, due to the function of the road, compared with the area closer to the construction site.

**Table 18: Construction Route Study Area Pedestrian and Non-Pedestrian Collisions (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians		
	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	3	13	0	4	53
2011	1	4	27	0	13	97
2012	1	12	30	0	16	134
2013	0	5	9	0	7	41
Sub Total	2	24	79	0	40	325
<b>Total</b>	<b>105</b>			<b>365</b>		
%	1.9%	22.9%	75.2%	0.0%	11.0%	89.0%

**Figure 26: Collisions involving pedestrians Falling Within the Construction Route Study Area**



6B.11 Table 19 indicates that approximately 22 per cent of collisions involving pedestrians with over half of these because the pedestrian failed to look properly. 30 per cent of non-collisions involving pedestrians are because the motorist failed to look properly, with poor judgement or antisocial behaviour combining to make up the next largest cause of collisions.

**Table 19: Likely Causes of Collisions Within the Construction Study Area**

<b>Cause</b>	<b>Pedestrian</b>	<b>Non-Pedestrian</b>	<b>All</b>	<b>Ped %</b>	<b>Non-Ped %</b>
Aggressive driving (Driver/Rider - Behaviour)	0	3	<b>3</b>	0%	1%
Animal or object in carriageway (Road Environment Contrib)	0	2	<b>2</b>	0%	1%
Careless/Reckless (Driver/Rider - Behaviour)	1	6	<b>7</b>	1%	2%
Crossed road masked by stationary or parked vehicle (Pedestrian)	10	0	<b>10</b>	10%	0%
Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	1	<b>1</b>	0%	0%
Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	3	7	<b>10</b>	3%	2%
Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	2	<b>2</b>	0%	1%
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	4	1	<b>5</b>	4%	0%
Distraction in vehicle (Driver/Rider - Impairment)	0	2	<b>2</b>	0%	1%
Distraction outside vehicle (Driver/Rider - Impairment)	1	5	<b>6</b>	1%	1%
Failed to judge other person's path/speed (Driver/Rider - Error)	2	18	<b>20</b>	2%	5%
Failed to look properly (Driver/Rider - Error)	7	110	<b>117</b>	7%	30%
Failed to look properly (Pedestrian)	53	3	<b>56</b>	51%	1%
Failed to signal/misleading signal (Driver/Rider - Error)	0	10	<b>10</b>	0%	3%
Following too close (Driver/Rider - Injudicious)	1	31	<b>32</b>	1%	8%
Illegal turn or direction of travel (Driver/Rider - Injudicious)	0	5	<b>5</b>	0%	1%
Impaired by alcohol (Pedestrian)	2	0	<b>2</b>	2%	0%
Impaired by alcohol (Driver/Rider - Impairment)	0	4	<b>4</b>	0%	1%
Junction overshoot (Driver/Rider - Error)	0	2	<b>2</b>	0%	1%
Junction restart (Driver/Rider - Error)	0	6	<b>6</b>	0%	2%
Loss of control (Driver/Rider - Error)	2	16	<b>18</b>	2%	4%
Other (Special Codes)	0	6	<b>6</b>	0%	2%
Passing too close to cyclist/pedestrian (Driver/Rider - Error)	0	8	<b>8</b>	0%	2%
Poor turn or manoeuvre (Driver/Rider - Error)	0	82	<b>82</b>	0%	22%
Slippery road due to weather (Road Environment Contrib)	0	5	<b>5</b>	0%	1%
Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	2	4	<b>6</b>	2%	1%
Stolen vehicle (Special Codes)	0	1	<b>1</b>	0%	0%
Sudden braking (Driver/Rider - Error)	1	10	<b>11</b>	1%	3%
Swerved (Driver/Rider - Error)	1	5	<b>6</b>	1%	1%
Travelling too fast for conditions (Driver/Rider - Injudicious)	1	0	<b>1</b>	1%	0%
Vehicle door opened or closed negligently (Special	0	9	<b>9</b>	0%	2%

Cause	Pedestrian	Non-Pedestrian	All	Ped %	Non-Ped %
Codes)					
Vehicle in course of crime (Special Codes)	0	1	1	0%	0%
Vehicle travelling along pavement (Driver/Rider - Injudicious)	1	0	1	1%	0%
Wrong use of pedestrian crossing (Pedestrian)	12	0	12	12%	0%
No Cause Given	1	0	1	1%	0%
<b>Total</b>	<b>105</b>	<b>365</b>	<b>470</b>	<b>100%</b>	<b>100%</b>

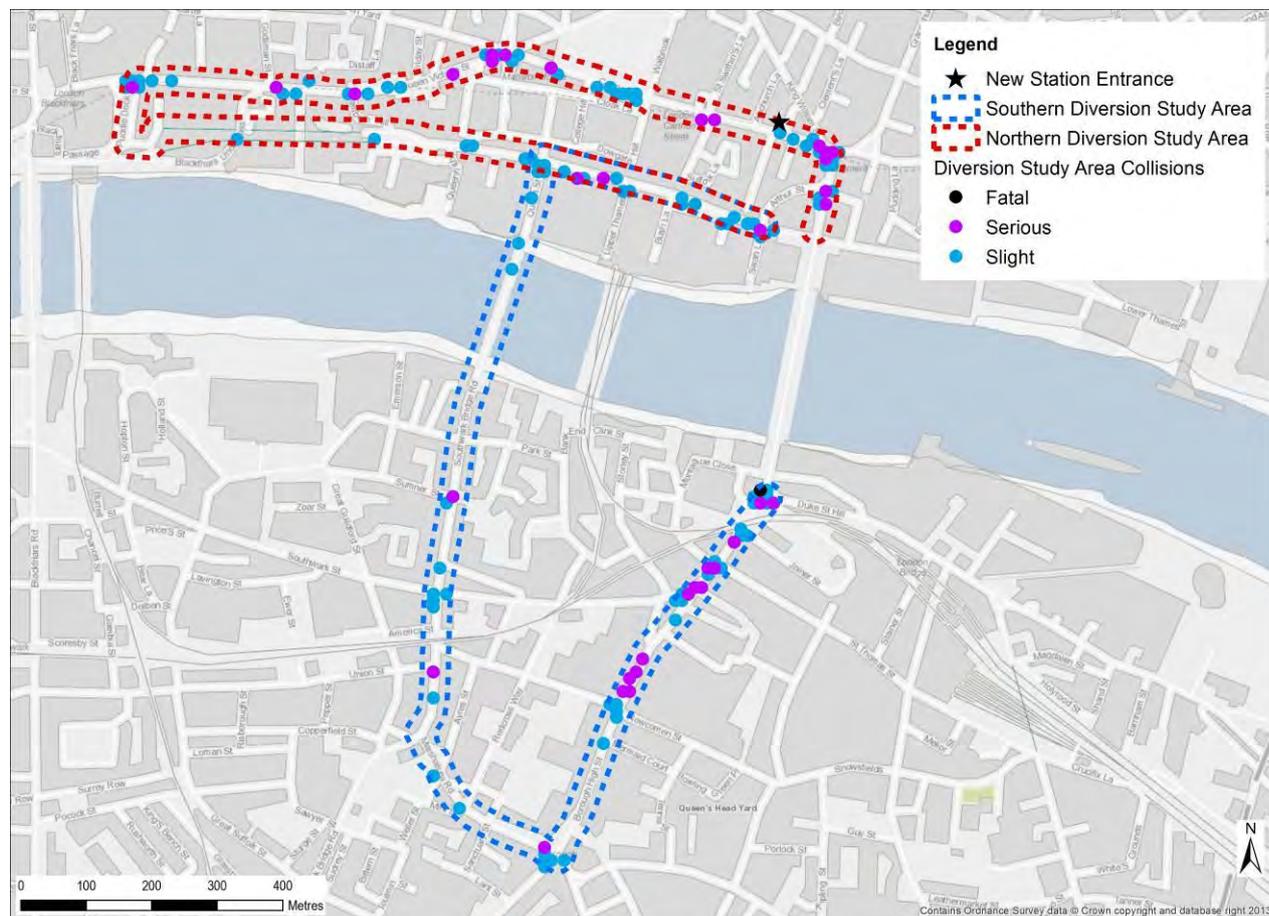
### Southern Diversion Study Area

- 6B.12 There were 41 average annual collisions with calendar year collisions within a small variation of this. Slight collisions account for the vast majority although there are a slightly higher proportion of Serious collisions than the construction route (17 per cent compared with 14 per cent).
- 6B.13 Figure 27 illustrates that the main concentration of collisions is along A3 Borough High Street; only 85 per cent of collisions occurred within 20m of a junction.

**Table 20: Southern Diversion Study Area Collision Severity (1 July 2010 to 30 June 2013)**

Year	Severity			Total	Percentage
	Fatal	Serious	Slight		
2010	0	4	15	19	15.4%
2011	1	6	34	41	33.3%
2012	0	9	39	48	39.0%
2013	0	2	13	15	12.2%
<b>Total</b>	<b>1</b>	<b>21</b>	<b>101</b>	<b>123</b>	<b>100.0%</b>
%	0.8%	17.1%	82.1%	100.0%	

**Figure 27: All Collisions Falling Within the Diversion Study Areas**



6B.14 The severity distribution of pedestrian and non-collisions involving pedestrians is comparable in percentage terms although with no non-pedestrian Fatalities. Collisions involving pedestrians accounted for 27 per cent of all collisions.

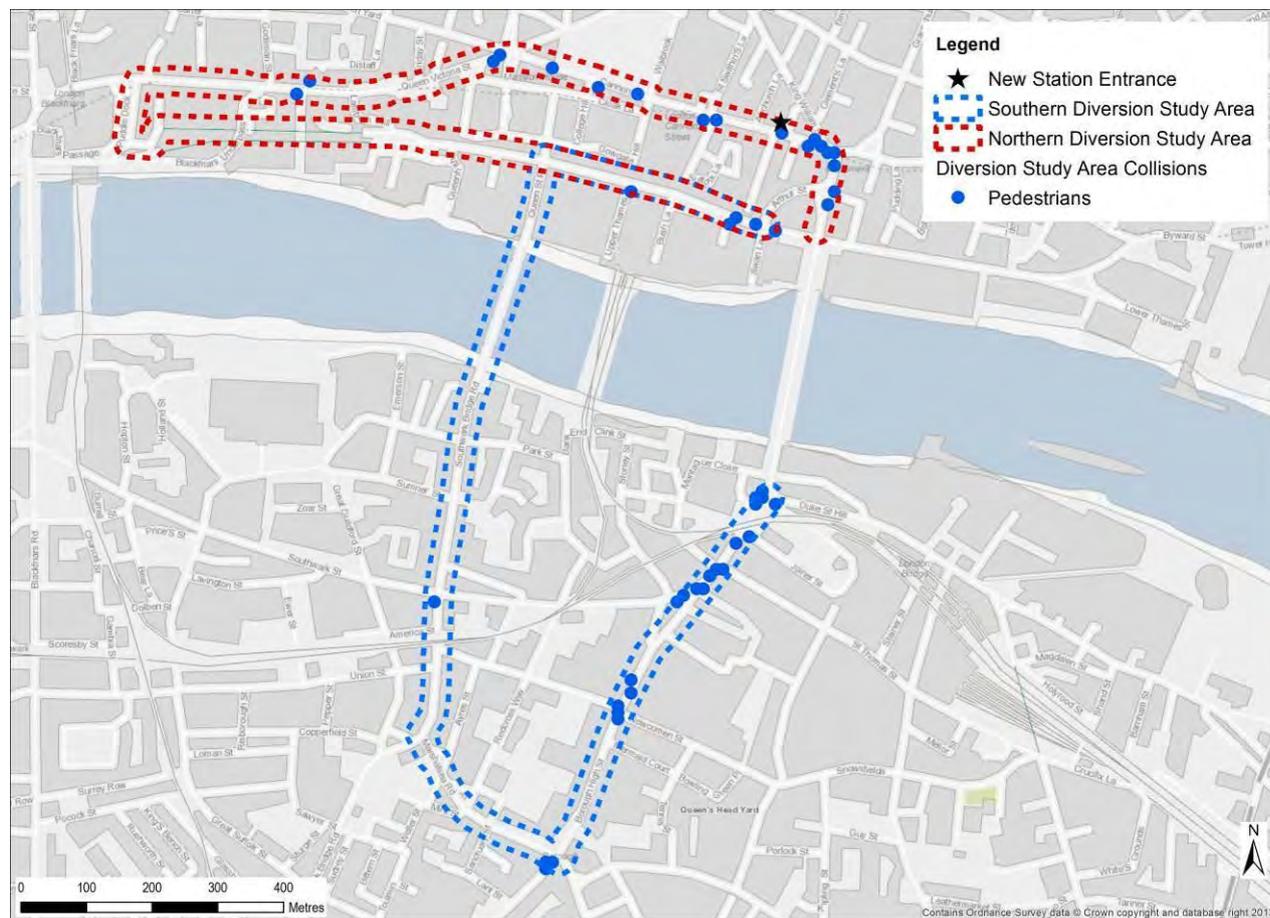
6B.15 Figure 28 indicates that collisions involving pedestrians primarily occurred at or around junctions. There was only one collision involving pedestrians between A3 Borough High Street and A3211 Upper Thames Street, at the junction with A3200 Southwark Street

**Table 21: Southern Diversion Study Area Collisions Involving Pedestrians and Non-Pedestrians (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians		
	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	2	5	0	2	10
2011	1	0	7	0	6	27
2012	0	3	12	0	6	27
2013	0	0	3	0	2	10
Sub Total	1	5	27	0	16	74
<b>Total</b>	<b>33</b>			<b>90</b>		
%	3.0%	15.2%	81.8%	0.0%	17.8%	82.2%



**Figure 28: Collisions involving pedestrians Within the Diversion Study Areas**



- 6B.16 The largest cause of collisions is people failing to look properly (39 per cent pedestrians and 31 per cent non-pedestrians), see Table 22.
- 6B.17 For pedestrians other primary causes are associated with crossing the road involving a range of factors, for example poor use of a pedestrian crossing or crossing the road masked by a stationary or parked vehicle. For non-pedestrians other primary causes are associated with poor judgement and poor or antisocial behaviour.

**Table 22: Likely Causes of Collisions Within the Southern Diversion Study Area**

Cause	Pedestrian	Non-Pedestrian	All	Ped %	Non-Ped %
Aggressive driving (Driver/Rider - Behaviour)	0	1	1	0%	1%
Careless/Reckless (Driver/Rider - Behaviour)	0	4	4	0%	4%
Careless/Reckless (Pedestrian)	2	0	2	6%	0%
Crossed road masked by stationary or parked vehicle (Pedestrian)	4	1	5	12%	1%
Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	1	1	2	3%	1%
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	3	0	3	9%	0%
Distraction in vehicle (Driver/Rider - Impairment)	0	1	1	0%	1%
Driver using mobile phone (Driver/Rider - Impairment)	0	1	1	0%	1%
Exceeding speed limit (Driver/Rider - Injudicious)	0	1	1	0%	1%
Failed to judge other person's path/speed (Driver/Rider - Error)	0	10	10	0%	11%
Failed to judge vehicle's path/speed (Pedestrian)	1	0	1	3%	0%
Failed to look properly (Driver/Rider - Error)	2	28	30	6%	31%
Failed to look properly (Pedestrian)	13	1	14	39%	1%
Failed to signal/misleading signal (Driver/Rider - Error)	0	1	1	0%	1%
Following too close (Driver/Rider - Injudicious)	0	2	2	0%	2%
Impaired by alcohol (Driver/Rider - Impairment)	0	2	2	0%	2%
Junction restart (Driver/Rider - Error)	0	2	2	0%	2%
Loss of control (Driver/Rider - Error)	2	2	4	6%	2%
Other (Special Codes)	0	1	1	0%	1%
Passing too close to cyclist/pedestrian (Driver/Rider - Error)	0	5	5	0%	6%
Poor or defective road surface (Road Environment Contrib)	0	1	1	0%	1%
Poor turn or manoeuvre (Driver/Rider - Error)	1	13	14	3%	14%
Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	1	3	4	3%	3%
Sudden braking (Driver/Rider - Error)	0	7	7	0%	8%
Vehicle door opened or closed negligently (Special Codes)	0	2	2	0%	2%
Wrong use of pedestrian crossing (Pedestrian)	3	0	3	9%	0%
<b>Total</b>	<b>33</b>	<b>90</b>	<b>123</b>	<b>100%</b>	<b>100%</b>

### Northern Diversion Study Area

- 6B.18 Average annual collisions are 41 per year. 2011 varies from this by approximately 20 per cent but the actual variation is small, eight collisions. The severity proportions are comparable to the Southern diversion although with no fatal collisions.
- 6B.19 Figure 27 shows the largest clusters of collisions are west of Cannon Street Station and at the junctions of or approaches to A3 King William Street/ Cannon Street, Cannon Street/ Queen Victoria Street and Queen Victoria Street/ Puddle Dock. Only 15 per cent of collisions did not occur within 20m of a junction.

**Table 23: Northern Diversion Study Area Collision Severity (1 July 2010 to 30 June 2013)**

Year	Severity			Total	Percentage
	Fatal	Serious	Slight		
2010	0	3	16	<b>19</b>	15.3%
2011	0	6	43	<b>49</b>	39.5%
2012	0	9	33	<b>42</b>	33.9%
2013	0	3	11	<b>14</b>	11.3%
<b>Total</b>	<b>0</b>	<b>21</b>	<b>103</b>	<b>124</b>	100.0%
%	0.0%	16.9%	83.1%	100.0%	

- 6B.20 There were no fatal collisions within this study area but the proportion of Serious collisions involving pedestrians along the northern diversion route was higher than for the other study areas considered.
- 6B.21 Figure 28 indicates that all collisions involving pedestrians occurred at or around junctions.

**Table 24: Northern Diversion Study Area Collisions Involving Pedestrians and Non-Pedestrian (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians		
	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	1	6	0	2	10
2011	0	1	9	0	5	34
2012	0	2	3	0	7	30
2013	0	2	1	0	1	10
Sub Total	0	6	19	0	15	84
<b>Total</b>		<b>25</b>			<b>99</b>	
%	0.0%	24.0%	76.0%	0.0%	15.2%	84.8%

- 6B.22 Collisions involving pedestrians account for 20 per cent of all collisions with failing to look properly or crossing in an inappropriate place the primary cause of these incidents, approximately 40 per cent. Drivers failing to look properly accounts for a higher proportion of collisions involving pedestrians than other study areas.
- 6B.23 Non-collisions involving pedestrians were primarily caused by failing to look properly or through misjudging other road users or poor judgement or antisocial behaviour.

**Table 25: Likely Causes of Collisions Within the Northern Diversion Study Area**

Cause	Pedestrian	Non-Pedestrian	All	Ped %	Non-Ped %
No Cause Given	1	0	1	4%	0%
Aggressive driving (Driver/Rider - Behaviour)	0	3	3	0%	3%
Careless/Reckless (Driver/Rider - Behaviour)	1	2	3	4%	2%
Careless/Reckless (Pedestrian)	0	2	2	0%	2%
Crossed road masked by stationary or parked vehicle (Pedestrian)	5	0	5	20%	0%
Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	1	5	6	4%	5%
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	1	0	1	4%	0%
Distraction outside vehicle (Driver/Rider - Impairment)	1	1	2	4%	1%
Failed to judge other person's path/speed (Driver/Rider - Error)	1	12	13	4%	12%
Failed to judge vehicle's path/speed (Pedestrian)	1	0	1	4%	0%
Failed to look properly (Driver/Rider - Error)	3	32	35	12%	32%
Failed to look properly (Pedestrian)	5	2	7	20%	2%
Failed to signal/misleading signal (Driver/Rider - Error)	0	3	3	0%	3%
Fatigue (Driver/Rider - Impairment)	0	1	1	0%	1%
Following too close (Driver/Rider - Injudicious)	1	3	4	4%	3%
Impaired by alcohol (Pedestrian)	1	0	1	4%	0%
Impaired by alcohol (Driver/Rider - Impairment)	0	1	1	0%	1%
Loss of control (Driver/Rider - Error)	1	3	4	4%	3%
Other (Special Codes)	0	2	2	0%	2%
Passing too close to cyclist/pedestrian (Driver/Rider - Error)	1	2	3	4%	2%
Poor turn or manoeuvre (Driver/Rider - Error)	0	10	10	0%	10%
Road layout e.g. bend hill or narrow (Road Environment Contrib)	0	1	1	0%	1%
Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	1	3	4	4%	3%
Sudden braking (Driver/Rider - Error)	0	5	5	0%	5%
Swerved (Driver/Rider - Error)	0	1	1	0%	1%
Vehicle door opened or closed negligently (Special Codes)	0	5	5	0%	5%
<b>Total</b>	<b>25</b>	<b>99</b>	<b>124</b>	<b>100%</b>	<b>100%</b>

### Operational

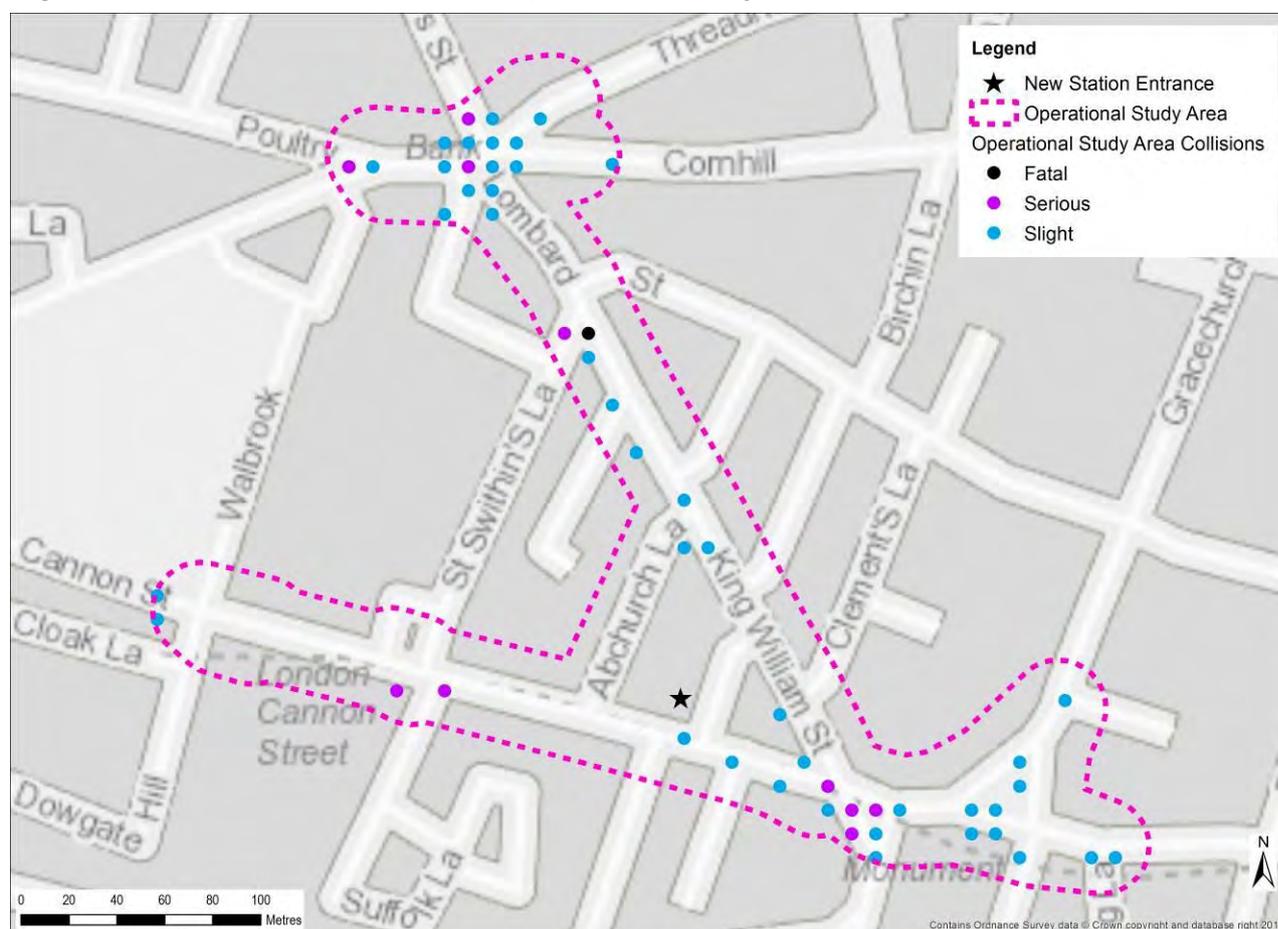
- 6B.24 There were 29 average annual accidents within this study area with each whole calendar year showing little variation from this. Severity proportions are comparable to the Construction Route study area, with a slightly lower proportion of Serious collisions compared with the diversion routes.
- 6B.25 Figure 29 illustrates that the principal clusters of collisions are at or around the junctions of A3 King William Street/ A1213 Gracechurch Street and the Bank Junction, where the existing station entrances are located and which have notably high levels of pedestrian conflict with traffic.

6B.26 93 per cent of collisions occurred within 20m of a junction.

**Table 26: New Station Entrance Study Area Collision Severity (1 July 2010 to 30 June 2013)**

Year	Severity			Total	Percentage
	Fatal	Serious	Slight		
2010	0	1	9	10	11.5%
2011	0	3	27	30	34.5%
2012	1	5	22	28	32.2%
2013	0	3	16	19	21.8%
<b>Total</b>	<b>1</b>	<b>12</b>	<b>74</b>	<b>87</b>	<b>100.0%</b>
%	1.1%	13.8%	85.1%	100.0%	

**Figure 29: All Collisions Within the Operational Study Area**



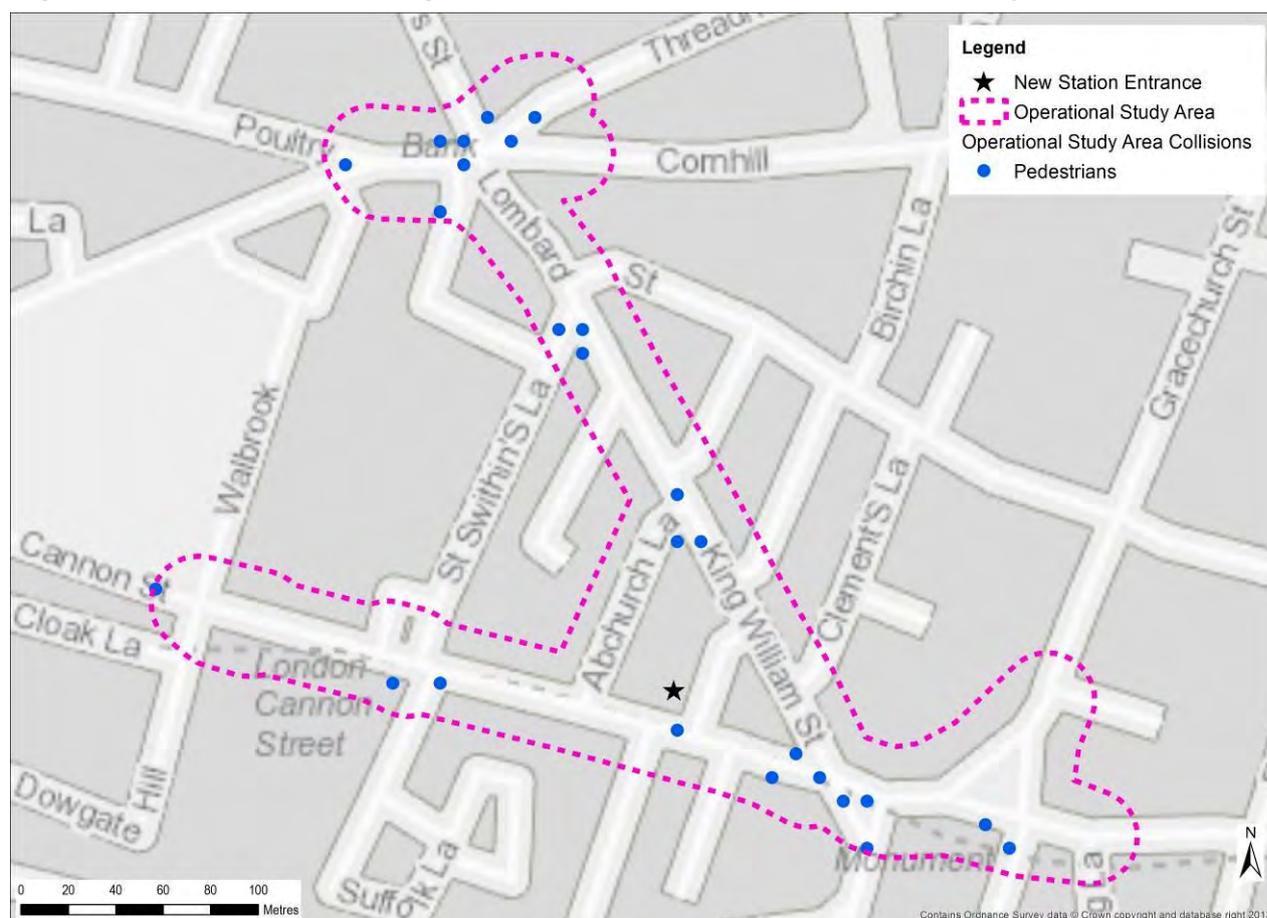
6B.27 There were a high proportion of Serious collisions involving pedestrians compared with the other study areas and the area around the new Station Entrance experienced the highest proportion of Fatalities, although this is by a small margin. It should be noted, however that the proportion of fatalities is caused by the relatively low number of total collisions compared with the other study areas and that immediately around the new Station Entrance all collisions are slight. Figure 30 demonstrates that all collisions involving pedestrians occurred at or around junctions

6B.28 Non-pedestrian Serious collisions are lower than any other study area, which may be due to the more congested network meaning that collisions are generally lower speed and consequently less severe in nature.

**Table 27: New Station Entrance Study Area Collisions involving Pedestrians and Non-Pedestrian (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians		
	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	0	6	0	1	3
2011	0	2	9	0	1	18
2012	1	3	2	0	2	20
2013	0	1	4	0	2	12
Sub Total	1	6	21	0	6	53
<b>Total</b>	<b>28</b>			<b>59</b>		
%	3.6%	21.4%	75.0%	0.0%	10.2%	89.8%

**Figure 30: Collisions Involving Pedestrians Within the Operational Study Area**



6B.29 Collisions involving pedestrians caused primarily by pedestrians or drivers not looking properly. Other significant causes were because of unsafe behaviour by a pedestrian. Non-collisions involving pedestrians were primarily caused by drivers

failing to look properly or through misjudging other road users and poor judgement or antisocial behaviour

**Table 28: Likely Causes of Collisions Within the New Station Entrance Study**

Cause	Pedestrian n	Non- Pedestrian n	All	Ped %	Non-Ped %
No Cause Given	1	0	1	4%	0%
Careless/Reckless (Pedestrian)	1	0	2	4%	0%
Crossed road masked by stationary or parked vehicle (Pedestrian)	8	0	3	29%	0%
Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	4	4	0%	7%
Disobeyed pedestrian crossing (Driver/Rider - Injudicious)	0	1	5	0%	2%
Distraction outside vehicle (Driver/Rider - Impairment)	1	1	6	4%	2%
Failed to judge other person's path/speed (Driver/Rider - Error)	0	6	7	0%	10%
Failed to look properly (Driver/Rider - Error)	4	21	8	14%	36%
Failed to look properly (Pedestrian)	9	1	9	32%	2%
Failed to signal/misleading signal (Driver/Rider - Error)	0	2	10	0%	3%
Following too close (Driver/Rider - Injudicious)	1	0	11	4%	0%
Impaired by alcohol (Pedestrian)	1	0	12	4%	0%
Impaired by alcohol (Driver/Rider - Impairment)	0	1	13	0%	2%
Loss of control (Driver/Rider - Error)	0	2	14	0%	3%
Other (Special Codes)	0	3	15	0%	5%
Passing too close to cyclist/pedestrian (Driver/Rider - Error)	0	2	16	0%	3%
Poor turn or manoeuvre (Driver/Rider - Error)	0	7	17	0%	12%
Slippery road due to weather (Road Environment Contrib)	0	1	18	0%	2%
Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	19	0%	3%
Swerved (Driver/Rider - Error)	0	1	20	0%	2%
Travelling too fast for conditions (Driver/Rider - Injudicious)	1	0	21	4%	0%
Vehicle door opened or closed negligently (Special Codes)	0	4	22	0%	7%
Wrong use of pedestrian crossing (Pedestrian)	1	0	23	4%	0%
<b>Total</b>	<b>28</b>	<b>59</b>	<b>276</b>	<b>100%</b>	<b>100%</b>

## Casualty Analysis

- 6B.30 The severity and mode of all casualties was assessed for each study area described above, including the areas of overlap. Vulnerable Users includes pedestrians, cyclists and motor cyclists. This section discusses casualties; one or more casualties may arise from the same collision.
- 6B.31 Construction Traffic
- 6B.32 Vulnerable users account for approximately 77 per cent of all casualties and 88 per cent of Serious casualties and therefore disproportionately suffer the more severe collisions. Both Fatalities were pedestrians.
- 6B.33 In most cases the Serious casualties in cars and taxis were caused by vehicle shunts or because drivers turned across the path of other vehicles. Bus and coach casualties were largely as a result of passengers being unseated or falling down because of sudden braking or the vehicle moving off.

**Table 29: Casualty Mode and Severity Within the Construction Study Area**

Mode	Severity			Total	Percentage
	Fatal	Serious	Slight		
Pedestrian	2	23	85	<b>110</b>	20.9%
Pedal Cycle	0	19	101	<b>120</b>	22.8%
Powered 2 Wheeler	0	15	115	<b>130</b>	24.7%
Car	0	6	108	<b>114</b>	21.7%
Taxi	0	1	13	<b>14</b>	2.7%
Bus Or Coach	0	1	27	<b>28</b>	5.3%
Goods Vehicle	0	0	10	<b>10</b>	1.9%
<b>Total</b>	<b>2</b>	<b>65</b>	<b>459</b>	<b>526</b>	100.0%
%	0.4%	12.4%	87.3%	100.0%	

## Southern Diversion

- 6B.34 Vulnerable users account for 80 per cent of all casualties. The Fatal casualty to occur was a pedestrian. In total vulnerable users make up 90 per cent of Fatal and Serious casualties.
- 6B.35 The Serious casualties in cars and taxis were as a result of rear end shunts with bus and coach casualties predominantly arising because of sudden braking to avoid other drivers causing passengers to lose their footing.



**Table 30: Casualty Mode and Severity Within the Southern Diversion Study Area**

Mode	Severity			Total	Percentage
	Fatal	Serious	Slight		
Pedestrian	1	5	27	33	24.1%
Pedal Cycle	0	10	38	48	35.0%
Powered 2 Wheeler	0	4	25	29	21.2%
Car	0	1	11	12	8.8%
Taxi	0	1	4	5	3.6%
Bus Or Coach	0	0	6	6	4.4%
Goods Vehicle	0	0	4	4	2.9%
<b>Total</b>	<b>1</b>	<b>21</b>	<b>115</b>	<b>137</b>	<b>100.0%</b>
%	0.7%	15.3%	83.9%	100.0%	

### Northern Diversion

- 6B.36 Vulnerable users account for 80 per cent of casualties. Although there were no Fatalities 95 per cent of Serious casualties were vulnerable users, which is somewhat disproportionate to the number of vulnerable users compared with all casualties.
- 6B.37 Car and taxi casualties frequently occurred as the result of rear end shunts In just over half of all bus and coach casualties the cause was a passenger falling down as a result of drivers avoiding other traffic.
- 6B.38 There was no clear pattern to goods vehicle casualties.

**Table 31: Casualty Mode and Severity Within the Northern Diversion Study Area**

Mode	Severity			Total	Percentage
	Fatal	Serious	Slight		
Pedestrian	0	5	21	26	18.2%
Pedal Cycle	0	14	42	56	39.2%
Powered 2 Wheeler	0	1	32	33	23.1%
Car	0	0	9	9	6.3%
Taxi	0	1	9	10	7.0%
Bus Or Coach	0	0	6	6	4.2%
Goods Vehicle	0	0	3	3	2.1%
<b>Total</b>	<b>0</b>	<b>21</b>	<b>122</b>	<b>143</b>	<b>100.0%</b>
%	0.0%	14.7%	85.3%	100.0%	

### Operational

- 6B.39 Vulnerable users accounted for 90 per cent of all casualties with 100 per cent of Fatal and Serious casualties being vulnerable users. The Fatality was a pedestrian.
- 6B.40 There was no clear pattern to collisions causing casualties in cars. Bus and coach casualties generally occurred because of sudden movement of the vehicle.

**Table 32: Casualty Mode and Severity Within the New Station Entrance Study Area**

Mode	Severity			Total	Percentage
	Fatal	Serious	Slight		
Pedestrian	1	4	24	29	29.9%
Pedal Cycle	0	6	37	43	44.3%
Powered 2 Wheeler	0	2	14	16	16.5%
Car	0	0	3	3	3.1%
Taxi	0	0	0	0	0.0%
Bus Or Coach	0	0	6	6	6.2%
Goods Vehicle	0	0	0	0	0.0%
<b>Total</b>	<b>1</b>	<b>12</b>	<b>84</b>	<b>97</b>	<b>100.0%</b>
%	1.0%	12.4%	86.6%	100.0%	

**Common Study Area Collision Analysis**

6B.41 This section considers the collisions that are common to the four study areas described and analysed above.

**Diversions**

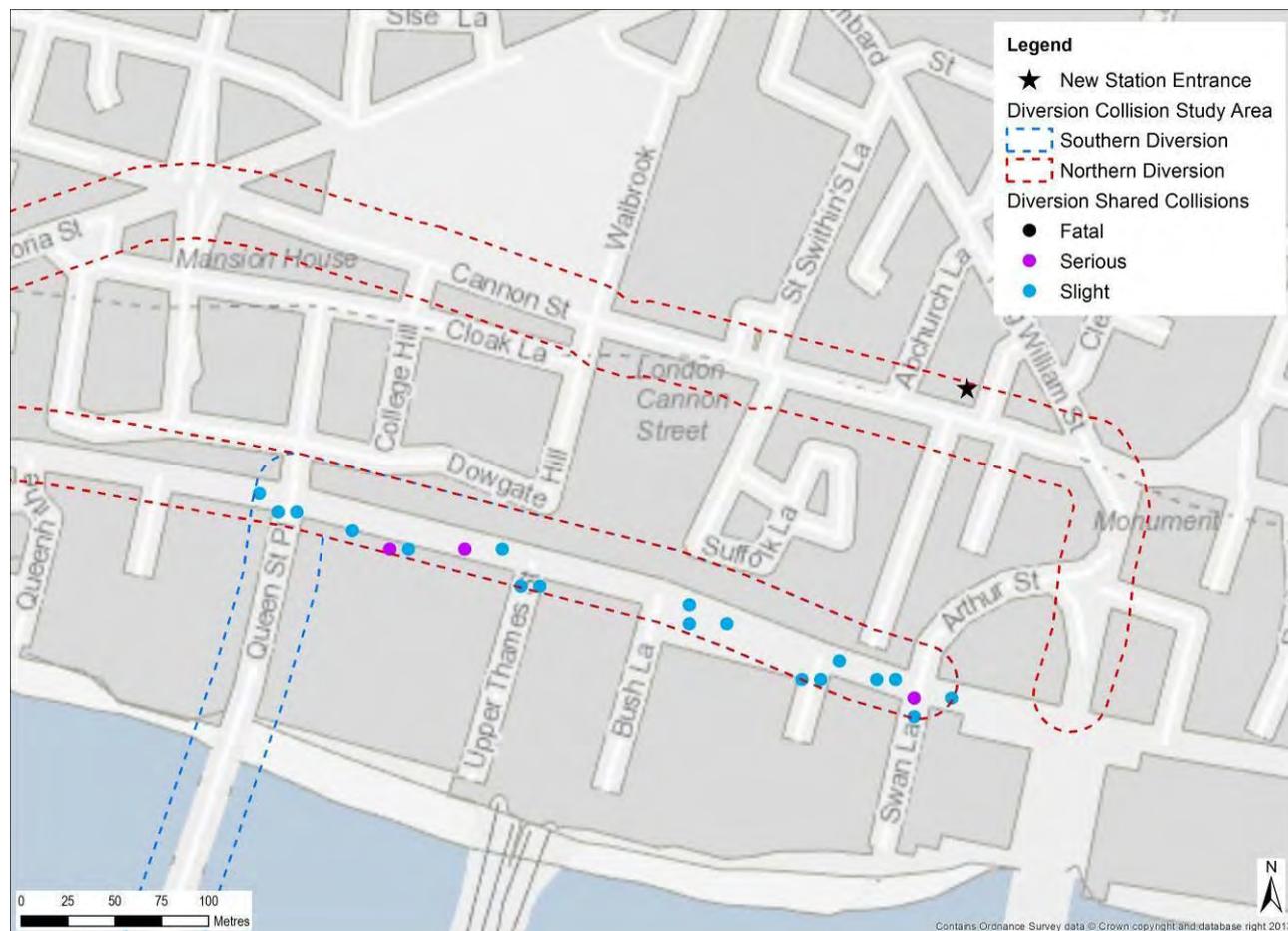
6B.42 90 per cent of all collisions are Slight. All Serious collisions were non-pedestrian, two involved cyclists as a result of poor road positioning while vehicles were changing lane.

6B.43 Descriptions generally indicate that these collisions involved vehicles overtaking or changing lane with poor judgement or behaviour by drivers, riders or pedestrians. Many of these collisions involve bicycles and motorcycles.

**Table 33: Collisions Included in both Diversion Routes (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians			All Collisions		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	0	2	0	0	3	0	0	5
2011	0	0	2	0	1	11	0	1	13
2012	0	0	1	0	2	7	0	2	8
2013	0	0	0	0	0	3	0	0	3
Sub Total	0	0	5	0	3	24	0	3	29
<b>Total</b>	<b>5</b>			<b>27</b>			<b>32</b>		
%	0.0%	0.0%	100.0%	0.0%	11.1%	88.9%	0.0%	9.4%	90.6%

**Figure 31: Collisions Included in both Diversion Routes**



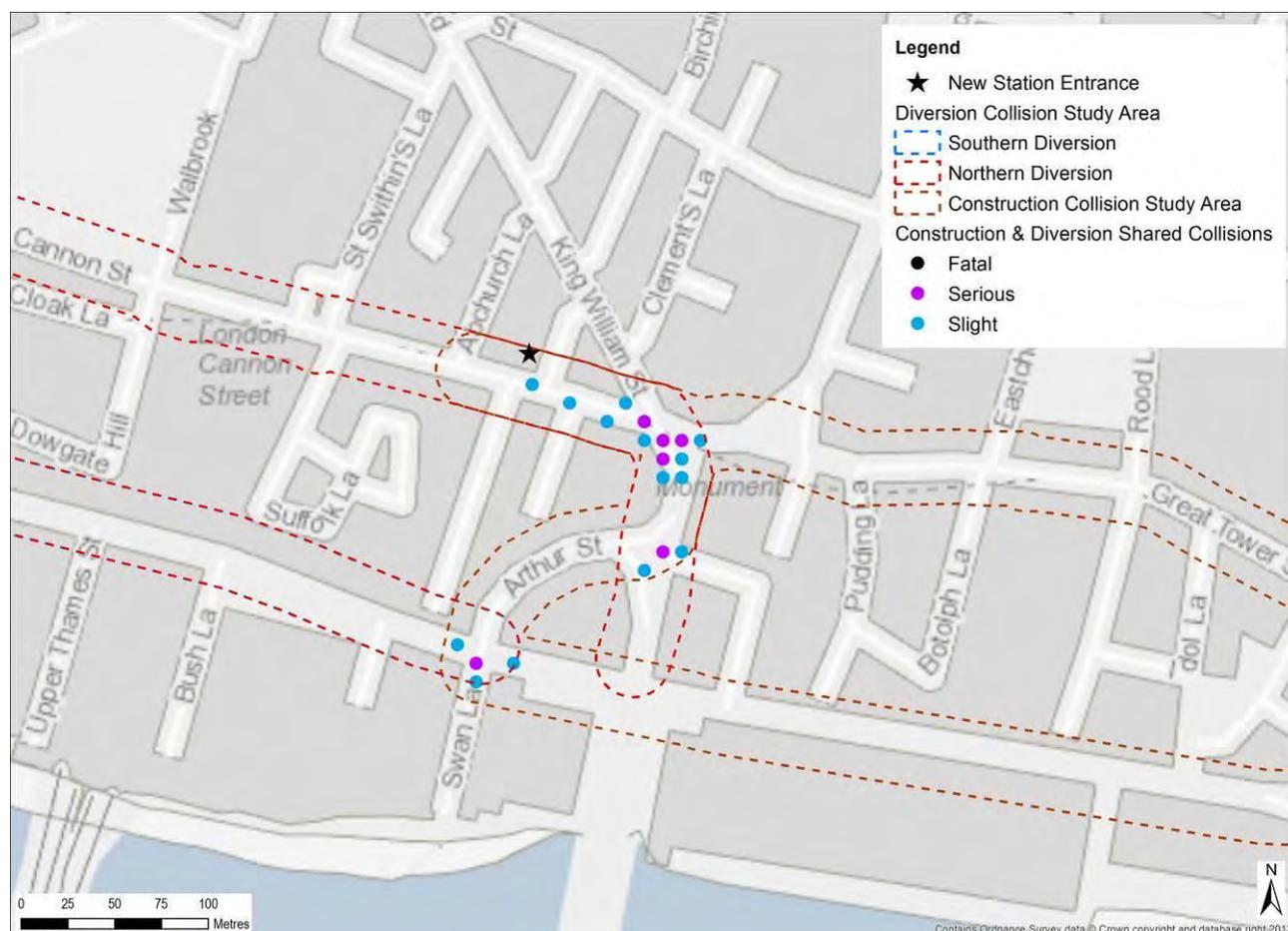
**Diversions with Construction Routes**

- 6B.44 Collisions involving pedestrians had a higher Serious proportion than non-collisions involving pedestrians. Overall Serious collisions account for approximately 19 per cent of all collisions. All Serious collisions involved either a cyclist and pedestrian or both.
- 6B.45 Three of the Serious collisions occurred because of pedestrians crossing into the path of oncoming vehicles.

**Table 34: Collisions Included in Diversion and Construction Routes (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians			All Collisions		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	0	3	0	0	2	0	0	5
2011	0	0	3	0	2	8	0	2	11
2012	0	2	1	0	2	9	0	4	10
2013	0	1	0	0	0	4	0	1	4
<i>Sub Total</i>	0	3	7	0	4	23	0	7	30
<b>Total</b>	<b>10</b>			<b>27</b>			<b>37</b>		
%	0.0%	30.0%	70.0%	0.0%	14.8%	85.2%	0.0%	18.9%	81.1%

**Figure 32: Collisions Included in Diversion and Construction Routes**



**Diversion Routes with the New Station Entrance**

6B.46 There were a significantly higher proportion of pedestrian Serious collisions compared with non-collisions involving pedestrians. With the exception of one collision, Serious collisions involved poor behaviour by cyclists or pedestrians.

**Table 35: Collisions Included in Diversion Routes and the New Station Entrance Scope (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians			All Collisions		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	0	3	0	1	0	0	1	3
2011	0	1	4	0	1	7	0	2	11
2012	0	2	0	0	1	8	0	3	8
2013	0	1	0	0	0	3	0	1	3
<i>Sub Total</i>	<i>0</i>	<i>4</i>	<i>7</i>	<i>0</i>	<i>3</i>	<i>18</i>	<i>0</i>	<i>7</i>	<i>25</i>
<b>Total</b>	<b>11</b>			<b>21</b>			<b>32</b>		
%	0.0%	36.4%	63.6%	0.0%	14.3%	85.7%	0.0%	21.9%	78.1%

**Figure 33: Collisions Included in Diversion Routes and the New Station Entrance Scope**



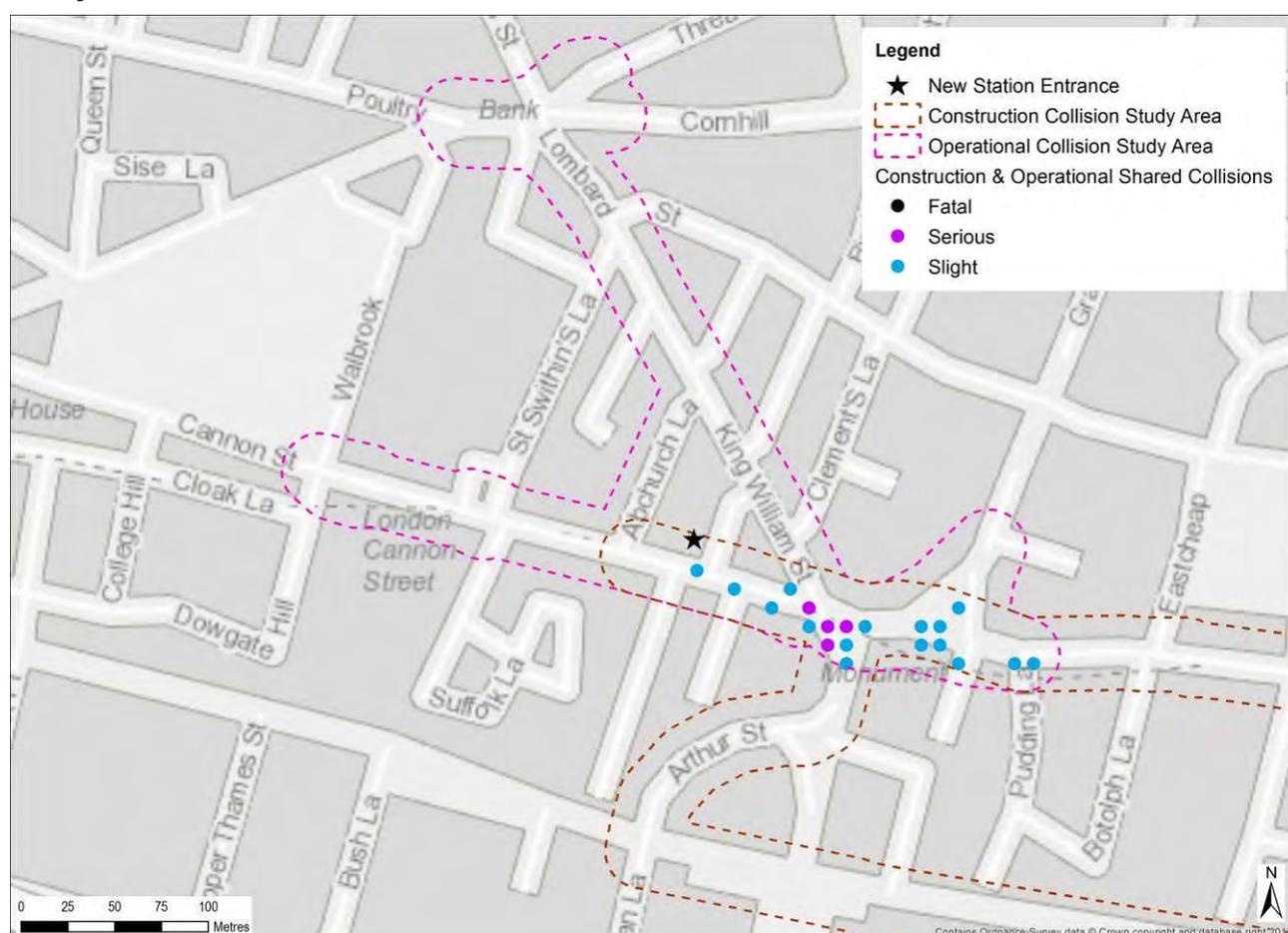
**Construction Routes and New Station Entrance Study Areas**

6B.47 Serious collisions were disproportionately related to pedestrian incidents. The descriptions indicate that all Serious collisions involved pedestrians or cyclists. Although these vulnerable users were not always the cause of the collision this appears to be the case in most collisions.

**Table 36: Collisions Included in the Construction Route and New Station Entrance Study Areas (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians			All Collisions		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	0	3	0	0	0	0	0	3
2011	0	0	2	0	1	8	0	1	10
2012	0	2	1	0	1	10	0	3	11
2013	0	1	0	0	0	5	0	1	5
Sub Total	0	3	6	0	2	23	0	5	29
<b>Total</b>	<b>9</b>			<b>25</b>			<b>34</b>		
%	0.0%	33.3%	66.7%	0.0%	8.0%	92.0%	0.0%	14.7%	85.3%

**Figure 34: Collisions Included in the Construction Route and New Station Entrance Study Areas**



**New Station Entrance with all others**

6B.48 The percentage of Serious collisions involving pedestrians significantly exceeds non-pedestrian Serious collisions, which means that pedestrians are disproportionately more likely to be involved in a Serious collision because there are approximately half the numbers of collisions involving pedestrians compared with those that do not involve pedestrians.

6B.49 The collision descriptions indicate that all Serious collisions involved pedestrians or cyclists; they suggest that pedestrians and cyclists are generally the cause of the collision, although not always.

**Table 37: Collisions Included in the New Station Entrance Study Area and on Other Routes (1 July 2010 to 30 June 2013)**

Year	Pedestrians			Non-Pedestrians			All Collisions		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
2010	0	0	4	0	1	0	0	1	4
2011	0	1	4	0	1	9	0	2	13
2012	0	2	1	0	1	10	0	3	11
2013	0	1	0	0	0	6	0	1	6
Sub Total	0	4	9	0	3	25	0	7	34
<b>Total</b>	<b>13</b>			<b>28</b>			<b>41</b>		
%	0.0%	30.8%	69.2%	0.0%	10.7%	89.3%	0.0%	17.1%	82.9%

**Figure 35: Collisions Included in the New Station Entrance Study Area and on Other Routes**



---

## Summary

- 6B.50 The collisions and casualties were assessed separately over three years July 2010 to June 2013 inclusive for the construction traffic routes, diversion routes and the area around the new Station Entrance.
- 6B.51 Collisions involving pedestrians account for 23 per cent of all collisions but 100 per cent of all Fatal collisions and 34 per cent of Serious collisions. Pedestrians are therefore disproportionately involved in more severe collisions. This is reflected in the categorisation of pedestrians as vulnerable users.
- 6B.52 The significant majority of all collisions were of Slight severity (85 per cent). This may be because of the congested nature of the road network within the study area of the project resulting in many collisions occurring at relatively low speed. Both the construction route and the area around the new Station Entrance share this higher percentage and account for the majority of collisions (the construction route incorporating a total of 470 collisions). The diversions have a slightly lower instance of Slight collisions at approximately 80 per cent.
- 6B.53 In terms of the likely causes of collisions where pedestrians are involved in a collision it is frequently as a result of failing to look properly or poor crossing behaviour. When pedestrians are not involved the principal cause is drivers and riders failing to look properly. The next largest cause of vehicle only collisions is as a result of drivers or riders undertaking poor manoeuvres. A review of collision descriptions indicated that this is frequently when changing lane.
- 6B.54 Pedestrians and cyclists account for approximately 50 per cent of all casualties including all Fatalities and 69 per cent of all Serious casualties. The percentage of Slight casualties is comparable to the percentage of Slight collisions. A review of descriptions indicates that bus or coach casualties generally occur as a result of sudden movement of the vehicle causing a passenger to fall.
- 6B.55 A comparison of casualties across all the study areas indicates some variation. In particular the percentage of pedestrian and cyclist casualties totals approximately 74 per cent around the new Station Entrance compared with 44 per cent along the construction route, which may be as a result of the poor crossing and driver/ rider behaviour. Also of note is the higher percentage of car casualties along the construction route (22 per cent) compared with six to nine per cent on the diversion routes and three per cent around the new Station Entrance. This may be as a result of higher vehicle speeds on less congested roads.
- 6B.56 Across the study area considered for collisions there is a clear pattern of clustering around junctions, indicating that these are the main problem areas with respect to collisions. More generally left turning HGVs have been identified as a concern by TfL and cause of collisions in Greater London, and in particular with cyclists at high risk of serious or fatal injury. To mitigate for this, and amongst other measures included in the Construction Logistics Plan, proposed construction vehicle routes minimise the need for left turns.



THIS PAGE IS INTENTIONALLY BLANK

## **Appendix 6C: 3-year Personal Injury Accident (PIA) Records 1 July 2010-30 June 2013**

Source: Transport for London, only selected fields shown

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110CP00171	09/08/2010	955	532870	180820	PED. CROSSED THE ROAD AND WAS HIT BY V.1 WHO HAD JUST ENTERED THE ROAD.	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00253	27/09/2010	1710	532840	180860	PED 1 AND 2 CROSSED FROM BEHIND STAT CARS INTO PATH OF SOLO (V1)	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	1 Fine
0110CP00256	20/09/2010	1635	532750	180730	PED CROSSED THROUGH STAT TRAFFIC AND INTO PATH OF SOLO FILTERING ON OFFSIDE OF TRAFFIC	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00020	12/01/2011	745	532780	180720	CASUALTY CROSSED AS SOLO WAS FILTERING PAST TRAFFIC.	3 Slight	0 No Jun In 20m	1 Daylight	2 Road-Wet	1 Pedestrian Accident	2 Raining
0111CP00036	04/01/2011	1900	532860	180830	V.2 CHANGED LANE TO LEFT & CYCLIST WAS ON N/S.	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00084	17/03/2011	945	532870	180830	V2 CHANGED LANES INTO THE SIDE OF V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00129	09/05/2011	1253	532870	180840	SOO UNDERTOOK STAT V2 AND V3, V2 MOVED OFF AND COLLIDED WITH SOLO TURNING RIGHT ACROSS IT'S PATH, V3 THEN HIT REAR OF V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00150	21/06/2011	1215	532860	180840	PED STEPPED OUT INTO THE PATH OF V1, V1 BRAKED AND PASSENGER FELL	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00264	02/09/2011	2050	532850	180840	V1 TURNED RIGHT ACROSS PATH OF ONCOMING CYCLISTS	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00283	13/10/2011	2211	532850	180850	V1 TURNED RIGHT INTO OFFSIDE OF PASSING V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00291	06/10/2011	1900	532760	180720	V2 (VAN) TURNED LEFT ACROSS PATH OF CYCLISTS ON NERASIDE OF V2	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	8 Other
0111CP00309	26/10/2011	930	532790	180870	V1 PASSED A PED WHO WAS WALKING ON PAVEMENT AND CLIPPED PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00340	26/11/2011	1935	532760	180710	STAT V2 OPENED IT'S DOOR INTO PATH OF SOLO (V1) OVERTAKING STAT TRAFFIC	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00363	29/11/2011	740	532880	180840	V2 (VAN) DID A U0TURN AND COLLIDED WITH V1 (SOLO)	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	9 Unknown
0111CP00384	08/12/2011	850	532830	180850	PED CROSSED FROM V1'S OFFSIDE INTO V1'S PATH	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00006	23/01/2012	1047	532870	180830	V1 (SOLO) MOVED TO TURN RIGHT, V2 (BUS) ALSO MOVED OF TO TURN RIGHT CAUSING COLLISION	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00066	08/03/2012	605	532870	180840	V1 FAILED TO JUDGE ATS AND TURNED RIGHT AND COLLIDED WITH V2 (CYCLIST)	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00081	21/03/2012	1906	532870	180840	V1 AND V2 (CYCLIST) MOVED OF TO TURN RIGHT BOTH MISJUDGED AND COLLIDED	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00122	24/06/2012	46	532860	180830	UNKNOWN HOW V1 (BUS) COLLIDED WITH V2 (HIRE CYCLE)	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112CP00172	24/06/2012	2050	532870	180830	PED STEPPED OUT INTO PATH OF V1 (SOLO) WHO SWERVED AND LOST CONTROL	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00198	05/07/2012	2214	532850	180850	PED STEPPED OUT INTO PATH OF V1	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00240	26/07/2012	1830	532870	180830	V2 OVERTOOK MOVING V1 (CYCLE) AND TURNED LEFT CAUSING COLLISION	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00252	11/08/2012	720	532870	180840	PED STEPPED OUT INTO PATH OF PASSING V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00299	18/09/2012	811	532850	180850	V2 (CYCLE) MISJUDGED THE LIGHT AND WENT THROUGH JUNCTION COLLIDING WITH V1 (SOLO)	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00301	12/09/2012	1855	532870	180840	V1 (CYCLE) WAS TURNING RIGHT WHEN V2 (CYCLE) OVERTOOK AND COLLIDED	2 Serious	9 Other Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00327	01/10/2012	900	532810	180860	V2 PULLED OUT AND TURNED RIGHT AND COLLIDED WITH V1 (CYCLE)	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113CP00013	11/01/2013	1155	532850	180850	V1 AND V2 TURNING LEFT AT SAME TIME, BACK OF V2 CLIPPS V1 WHO IS ON INSIDE LANE	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00056	14/01/2013	1215	532860	180840	V1 CROSSED JUNCTION AND COLLIDED WITH CROSSING PED	2 Serious	6 Crossroads	1 Daylight	2 Road-Wet	1 Pedestrian Accident	8 Other
0113CP00098	31/05/2013	1455	532870	180840	V1 TURNED RIGHT ACROSS PATH OF V2	3 Slight	9 Other Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00177	13/08/2010	835	532420	180820	V.1 & V.2 WERE TRAVELLING SIDE BY SIDE IN THE SAME DIRECTION, BOTH V.S WERE TURNING LEFT AND V.2 HIT V.1.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00205	14/07/2010	1625	532690	180890	A PED. RAN OUT IN-FRONT OF V.2 (MOTORCYCLE) & BOTH COLLIDED, V.2 THEN SKIDDED INTO V.1. (STATIONARY BUS).	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00234	01/09/2010	948	532690	180890	UNKNOWN WHY CYCLISTS LOST CONTROL	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00247	15/08/2010	335	532860	180820	V2 ATTEMPTED TO OVERTAKE V1 (CAS1), BUT COLLIDED WITH V1.	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0110CP00249	15/08/2010	1150	532860	180820	V2 PULLED UP TOO CLOSE TO V1 (SOLO-CAS1), CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110CP00282	19/11/2010	2007	532920	180830	PED CROSSED IN PATH OF V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00325	12/10/2010	929	532710	180730	PED STEPPED OUT IN FRONT OF V2 CAUSING THEM TO BRAKE SHARPLY AND COLLIDE WITH V1 AND KNOCKING PED INTO V3.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00351	04/12/2010	1913	532700	180730	V1 PARTIALLY BLOCKING CYCLE LANE, V2 WENT TO OVERTAKE WHEN DRIVER OF V1 OPENED THERE DOOR CAUSING COLLISION.	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0110TA00400	11/11/2010	1827	532640	180760	CYCLIST UNDERTOOK V1 TURNING LEFT AND WAS HIT	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111CP00008	07/01/2011	916	532550	180780	V. TURNED RIGHT ACROSS PATH OF ONCOMING SOLO.	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111CP00012	07/01/2011	525	532700	180730	V. REVERSED INTO MAIN CARRIAGEWAY IN PATH OF SOLO.	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111CP00033	26/01/2011	2117	532540	180800	V.2 HIT REAR OF V.1 AFTER V.1 BRAKED SHARPLY.	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111CP00076	07/03/2011	758	532550	180780	V1 TURNED RIGHT ACROSS PATH OF UNDERTAKING ONCOMING V2 (CYCLIST)	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00083	22/03/2011	1140	532930	180850	V1 MOVED OFF AND COLLIDED WITH V2 (CYCLIST), V2 RODE OFF PAVEMENT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00094	24/03/2011	1649	532460	180810	V1 MOVED OFF AND CHANGED LANES INTO THE PATH OF FILTERING V2 (CYCLIST)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00108	12/04/2011	920	532570	180930	PED' CROSSED BETWEEN STAT' VEHICLES AND WAS HIT BY PASSING SOLO	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00137	11/05/2011	1802	532490	180800	UNKNOWN WHY V1 COLLIDED WITH PARKED V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00139	16/05/2011	1615	532690	180890	PED RAN OUT INTO THE PATH OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00271	21/09/2011	1801	532670	180890	PED STEPPED OUT INTO PATH OF CYCLISTS WHO WAS UNDERTAKING TRAFFIC	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00288	09/10/2011	545	532970	180820	C1 PASSANGER POSSIBLY DRUNK FELL DOWN THE STAIRS OF MOVING V1 (BUS) - [POSSIBLY TO DRUNK (C001)]	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111CP00304	17/10/2011	1850	532410	180830	V1 CHANGED LANE TO RIGHT INTO PATH OF V2 (CYCLISTS) CAUSING COLLISION	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00310	21/10/2011	1630	532570	180920	V2 PULLED OVER TO THE KERB AND COLLIDED WITH CYCLISTS	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00329	16/11/2011	905	532480	180800	V1 TURNED RIGHT ACROSS ONCOMING CYCLISTS, VIEW RESTRICTED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00345	24/11/2011	801	532560	180780	V1 WENT THROUGH ATS AND COLLIDED WITH CROSSING PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00368	29/12/2011	55	532850	180770	V1 FILTERING THROUGH TRAFFIC LOST CONTROL	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00369	28/12/2011	1451	532640	180770	V1 DRIVING TO CLOSE TO V2 AND COLLIDED WITH V2'S REAR	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00386	21/12/2011	815	532660	180760	V1 (SOLO) WAS TRYING TO UNDERTAKE STAT V2 WHEN ANOTHER SOLO GOT INTO IT'S PATH CAUSING V1 TO BRAKE AND COLLIDE WITH V2	3 Slight	0 No Jun In 20m	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	8 Other
0112CP00018	05/01/2012	1810	532860	180780	UNKNOWN PED RAN OUT INTO PATH OF V1(CYCLIST) CAUSING COLLISION	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00070	19/03/2012	1255	532740	180730	V2 (LORRY) OVERTAKING V1 (CYCLIST) AND COLLIDED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00096	19/04/2012	710	532550	180780	V1 TURNED RIGHT ACROSS STAT TRAFFIC AND COLLIDED WITH V2 (CYCLE)	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	8 Other

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00107	02/04/2012	925	532720	180740	PED CROSSED FROM OFFSIDE STAT TRAFFIC INTO PATH OF V1(SOLO)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00155	09/05/2012	815	532640	180770	V1 SLOWED AND STOPPED, V2 MISJUDGED AND COLLIDED WITH V1'S REAR	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112CP00169	06/06/2012	2000	532480	180800	V2 (SOLO) WAS WAITING TO TURN RIGHT AND WAS HIT ON NEAR SIDE BY PASSING V1 (SOLO)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00171	16/06/2012	945	532480	180800	V1 OVERTOOK V2 (CYCLE) AND TURNED LEFT ACROSS IT'S PATH CAUSING COLLISION	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00178	20/06/2012	2000	532520	180800	UNKNOWN HOW ACCIDENT HAPPENED BUT V2 COLLIDED WITH V1 (CYCLE)	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00209	09/07/2012	1854	532480	180800	V1 TURNS LEFT ACROSS PATH OF V2 (CYCLE)	3 Slight	8 Priv Drive	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00228	26/07/2012	1743	532930	180820	PED CROSSED IN FRONT OF V1 (CYCLE) AND TRIPPED OVER THR FRONT WHEEL CAUSING INJURY	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00265	01/09/2012	2205	532430	180820	V2 (SOLO) SLOWED AND STOPPED DUE TO ATS LIGHTS, V1 COLLIDED WITH V2'S REAR	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00272	03/09/2012	1525	532480	180800	V2 COMES TO STOP AND IS HIT IN REAR BY V1	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00274	06/09/2012	1943	532910	180840	V1 MOVED OF AND COLLIDED WITH V2 (CYCLE) WHO WAS CROSSING ON A ATS CROSSING	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00316	03/10/2012	1645	532870	180780	V1 TURNED LEFT AND PED STEPPED OUT INTO NEARISDE OF V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00343	30/08/2012	1805	532860	180820	V2 OPENED IT'S DOOR INTO PATH OF V1 (CYCLE) WHO WAS ON NEARISDE	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00398	01/12/2012	1113	532960	180820	V1 MOVED AWAY AND C1 PASSANGER FELL DOWN THE STAIRS - [RUNING SOWN STARIRS (C001)]	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00040	02/03/2013	1230	532910	180830	V2 HIT REAR OF STAT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00044	20/03/2013	1841	532570	180920	V1 PASSNAGER OPENED IT'S DOOR INTO PATH OFV2	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00052	27/03/2013	1516	532560	180780	V1 COLLIDED WITH REAR OF V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00077	23/04/2013	1735	532970	180820	V1 HAD TO BRAKE SUDDENLY CAUSING V2 TO COLLIDE WITH V1'S REAR	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00079	19/04/2013	1837	532860	180820	V1 IN WRONG LANE TURNS LEFT ACROSS PATH OF V2 (SOLO)	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113CP00085	09/04/2013	1815	532420	180820	V2 TURNED LEFT ACROSS PATH OF V1 WHO WAS ON INSIDE LANE	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00093	11/05/2013	2000	532860	180780	AN ALTERCATION BETWEEN V1 AND V2, V2 PULLED IN FRONT OF V1 AND BROKE SUDDENLY CASUING COLLISION	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113CP00099	24/05/2013	1930	532920	180840	V2 OVERTOOK V1 TO CLOSELY CAUSING COLLISION	3 Slight	7 Multi Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113CP00155	03/06/2013	824	532480	180800	V2 TURNED RIGHT ACROSS TRAFFIC AND COLLIDED WITH V1 UNDERTAKING TRAFFIC	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00168	18/08/2010	820	532530	180940	V.2 TRIED TO CUT IN FRONT OF V.1 AND KNOCKED V.1 OVER.	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00170	04/08/2010	815	532710	181100	V.1 SLOWED DOWN WHILST APPROACHING RED LIGHT,V.2 TRIED TO OVERTAKE V.1 & CUT IN LINE OF TRAFFIC AND HIT V.1.	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00174	19/08/2010	1739	532990	180680	V.1 CHANGED LANES & QUICKLY WENT BACK TO ORIGINAL LANE AND HIT V.2 WHO WAS TRAVELLING ON THAT LANE.	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110CP00189	29/07/2010	630	532430	180810	V.1 (CYCLIST) WAS TRAVELLING IN CYCLE LANE, V.2 WAS ON THE OUTSIDE, TURNED LEFT & COLLIDED WITH V.1.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00194	24/07/2010	1805	533680	180760	PED. WALKED OUT IN-FRONT OF V.1 AND V.1 HIT SUITCASE THAT PED WAS CARRYING, CAUSING RIDER TO COME OFF V.1. - [DANGEROUS ACTION BY PED CROSSING ROAD. (V001)]	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00197	16/07/2010	855	532750	181030	A PED CROSSED THE ROAD, THROUGH STATIONARY TRAFFIC WAS HIT BY V.1 WHO WAS UNDERTAKING STATIC V.S.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00208	13/07/2010	1730	532190	180940	V.2 (CYCLIST) UNDERTOOK V.1, & THE REAR WHEEL OF V.2 HIT V.1 AND RIDER OF V.2 FELL TO THE GROUND.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00225	17/09/2010	1840	532830	180880	V1 TURNED RIGHT BETWEEN STAT VEH'S. V2 WAS OVERTAKING THE STAT VEH'S AND HIT V1'S O/S	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00227	16/09/2010	910	532750	181030	V1'S PASSANGER OPENED DOOR INTO PATH OF CYCLISTS	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00228	15/09/2010	1042	533160	180790	SOLO V1 CUT THROUGH TRAFFIC AND COLLIDED WITH CYCLISTS OVERTAKING TRAFFIC	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110CP00229	18/09/2010	1125	533760	181220	CYCLISTS LOST CONTROL AS V1 WAS OVERTAKING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00237	22/09/2010	845	533275	180657	V1 TURNED RIGHT ACROSS TRAFFIC INTO PATH OF CYCLISTS FILTERING TRAFFIC ON NEARSIDE	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00254	25/09/2010	235	533140	180650	F.T.S V2 OVERTOOK PEDAL CYCLIST V1 TO CLOSE CAUSING THE PEDAL CYCLIST TO LOSE CONTROL	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00257	22/09/2010	855	533210	180760	V1 WAS REVERSING AND COLLIDED WITH PED TRYING TO GUIDE V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00262	28/09/2010	2311	533760	180680	V1 TURNS RIGHT ACROSS PATH OF PASSING V2	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00268	26/11/2010	2338	532710	181130	FOR UNKNOWN REASON PED FELL INTO PATH OF V1	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00273	24/11/2010	1850	533110	180660	PED ON X-ING CROSSES IN SLOW MOVING TRAFFIC AND IS HIT BY SOLO IN CYCLE LANE	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00279	20/11/2010	219	532860	180760	PED CROSSED ROAD AND IS HIT BY V1 RECEIVING SERIOUS INJURIES	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00286	18/11/2010	1000	532430	180810	AS CYCLIST MOVED OFF V2 COLLIDED WITH V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110CP00292	11/11/2010	1808	532450	180960	PED STEPPED INTO PATH OF CYCLIST CAUSING RIDER TO LOSE CONTROL	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0110CP00317	19/10/2010	1235	532440	180970	PED STEPPED OUT INTO PATH OF PASSING V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110CP00321	15/10/2010	1330	533780	181150	V1 & V2 WERE BOTH WAITING AT RED ATS, V.2 ROLLED INTO V.1.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00326	17/10/2010	1817	533340	180700	V1 LOST CONTROL HITTING A LAMPOST	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00332	01/10/2010	1410	533430	180710	V1 WAS SLOWING DUE TO RED ATS WHEN V2 COLLIDED WITH THERE REAR.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00334	05/10/2010	855	532540	180930	DRIVER OF V1 OPENED THERE DOOR INTO THE PATH OF V2 CAUSING COLLISION.	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00339	02/11/2010	1610	533430	180710	SOLO FILTERING BETWEEN STAT TRAFFIC LOSES CONTROL AND HITS N/S OF V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00340	05/11/2010	1915	532420	180810	SOLO ON N/S OF V1 AT A.T.S. V1 STARTS TO TURN LEFT CAUSING SOLO TO SWERVE AND CRASH	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110CP00350	10/12/2010	2353	532440	180970	V1 LOST CONTROL DUE TO UNKNOWN PED CROSSING INFRONT OF THEM, CAUSING RIDER TO FALL OFF.	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110CP00360	20/12/2010	921	533000	180680	V3 COLLIDED WITH REAR OF STATIONARY V2, V2 WAS PUSHED INTO STATIONARY V1.	3 Slight	0 No Jun In 20m	1 Daylight	4 Road-Frost/Ice	2 Non-Pedestrian Accident	1 Fine
0110CP00361	10/12/2010	805	531810	180940	V1 KEPT ROLLING AT ATS COLLIDING WITH V2 WHO WAS AHEAD OF THEM.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20450	04/07/2010	1410	534310	181310	CYCLISTS ON INSIDE OF TR5AFFIC COLLIDED WITH STAT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20476	07/07/2010	730	534120	181520	V2 IN TRAFFIC CUT ACROSS V1 TO TURN LEFT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20480	10/07/2010	1432	534350	181650	V2 HIT THE BACK OF V3 PUDHING V3 INTO V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20504	23/07/2010	1915	534270	181310	V1 HAS HIT V2, V1 HAS TURNED INFRONT OF V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20506	23/07/2010	1430	534270	181620	V1 HIT PED AS PED WALKED INTO THE ROAD	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110HT20515	26/07/2010	830	533860	180920	V2 OVERTOOK V1. TRAILER OF V2 CLIPPED V1, CAUSING RIDER TO FALL	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110HT20519	05/07/2010	2330	534260	181320	V1 AND V2 COLLIDED AT JUNCTION	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20533	30/07/2010	1150	533980	181390	V1 MOVED AND HIT V2, V1 DID NOT SEE V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20571	12/08/2010	1747	533840	180920	V1 LOST CONTROL, MOUNTED PAVEMENT AND HIT PED	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110HT20574	18/08/2010	915	534310	181630	V2 MOVED OFF, AND WAS HIT ON THE REAR BY V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20582	15/08/2010	1245	534010	181430	V2 SWERVED AND HIT V1 FOR UNKNOWN REASON. V2 FTS	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20589	19/08/2010	1808	533870	181340	V2 TURNED RIGHT AND HIT THE OFFSIDE OF V1. V1 WAS ON WRONG LANE TO GO STRAIGHT AHEAD	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20595	24/08/2010	1930	533900	181360	V2 TRIED TO OVERTAKE STATIONARY V1 AND COLLIDED	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20601	18/08/2010	1530	533480	180690	V2 HIT THE REAR OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20609	27/08/2010	1736	533990	180590	V2 HIT THE REAR OF V1, V2 DID NOT SEE V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110HT20615	30/08/2010	935	534120	181520	V2 MOVED LANES AND HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20616	31/08/2010	1515	534490	181720	V1 TURNED RIGHT V2 DID NOT LOOK AT A.T.S, V2 HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20624	23/08/2010	1848	534230	181590	V2 TURNED RIGHT AND HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20661	24/09/2010	1610	533480	180690	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20689	30/09/2010	845	533910	180580	V1 RODE INTO THE REAR OF V2	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20718	04/10/2010	806	534320	180700	V1 TURNED RIGHT AND HIT V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20721	04/09/2010	18	534570	180710	V1 DROVE INTO THE REAR OF STATIONARY V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20727	06/10/2010	2136	534120	181520	V2 HIT THE REAR OFN STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20745	17/10/2010	2030	534250	181600	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110HT20751	10/10/2010	400	533440	180700	V2 HIT THE OFFSIDE OF V1 AT JUNCTION	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20757	20/10/2010	640	534030	181450	V2 WENT THROUGH RED AST AND THEN REVERSED INTO V1	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20765	14/10/2010	2012	534210	181580	V1 HIT PED, WHO WAS CROSSING RD	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	1 Pedestrian Accident	1 Fine
0110HT20774	16/10/2010	1900	534270	181310	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	1 Daylight	4 Road-Frost/Ice	2 Non-Pedestrian Accident	1 Fine
0110HT20782	25/10/2010	2030	534040	181460	V1 BRAKED RD HARD AND FELL TO GROUND	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20790	25/10/2010	630	534020	181440	V2 OPENED DOOR AND HIT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20792	02/11/2010	415	533870	181340	V2 OVERTOOK AND COLLIDED WITH V1	2 Serious	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0110HT20806	04/11/2010	20	534500	181720	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20828	14/11/2010	1420	534130	181520	V2 CHANGED LANE AND HIT V1. V2 FTS	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	5 Raining/High Winds

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110HT20829	05/11/2010	1807	533760	181230	PED CROSSED RD AND GOT HIT BY V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110HT20835	06/11/2010	200	534130	181520	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0110HT20843	27/11/2010	2314	533870	181340	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20849	15/11/2010	1215	533860	181340	DUE TO HEAVY TRAFFIC V1 BRAKED HARD, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20857	01/12/2010	845	533840	180890	V1 TURNED RIGHT AND HIT A SIGN POST. DRIVER UNDERSTEERED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20866	13/09/2010	1600	533770	181200	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20870	18/11/2010	1120	534040	181450	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20871	01/12/2010	1600	534250	181310	V1 HIT PED WHO WAS CROSSING RD	3 Slight	3 T/Stag Jun	1 Daylight	3 Road-Snow	1 Pedestrian Accident	3 Snowing
0110HT20876	04/12/2010	1700	534690	180720	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110HT20880	04/12/2010	1320	534120	181520	V1 TURNED LEFT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0110HT20893	10/12/2010	1950	533970	181200	DUE TO V2 GIVING A WRONG SIGNAL, V1 BRAKED, CAUSING RIDER TO FALL	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20899	08/12/2010	1545	534180	180680	V1 SKIDDED AND COLLIDED WITH THE REAR OF V2	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20905	10/12/2010	1925	534050	181460	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110HT20918	13/12/2010	908	533450	180700	V1 OPENED DOOR AND HIT PASSING V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110HT20925	16/12/2010	1700	534090	180620	V1 HIT PED ON PED CROSSING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110HT20935	01/12/2010	1010	534030	181450	V1 TURNED LEFT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	3 Road-Snow	2 Non-Pedestrian Accident	3 Snowing
0110MM70528	01/07/2010	641	532580	180060	V1 A PEDAL CYCLIST BROKE AND THEN LOST CONTROL	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110MM70623	26/07/2010	844	532680	180190	V1 CHANGED LANE CAUSING THE PEDAL CYCLIST V2 TO BRAKE. V2 THEN HIT THE KERB AND THE RIDER WENT OVER THE HANDLEBARS	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110MM70833	28/09/2010	1010	532730	180260	V1 HIT THE O/S OF PEDAL CYCLIST V2 WHILE OVERTAKING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110MM70877	10/10/2010	2150	532690	180200	V2 TURNING RIGHT FROM LANE 2 COLLIDES WITH PEDAL CYCLE V1 IN LANE 3. V2 FTS.	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0110MM70912	26/10/2010	1632	532670	180170	THE DRIVER OF PARKED V2 OPENED THE DOOR INTO PEDAL CYCLIST V1'S PATH	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0110MM70921	27/10/2010	1138	532430	179740	V1 MOVED OFF AND HIT THE PED CROSSING THE ROAD	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	1 Pedestrian Accident	1 Fine
0110MM70945	31/10/2010	1715	532770	180300	V2 TURNED RIGHT AND CROSSED V1'S PATH	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	4 Fine/High Winds
0110MM70962	15/11/2010	2110	532560	180010	THE CHILD PED RAN INTO THE ROAD AND WAS HIT BY V1	2 Serious	0 No Jun In 20m	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110MM71038	24/11/2010	735	532780	180300	THE PED RAN OUT FROM BEHIND A STAT BUS AND INTO V1'S PATH	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110MM71046	26/11/2010	1020	532700	180200	THE PED CROSSED THE ROAD AND INTO V1'S PATH	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110MM71053	01/12/2010	1615	532540	179990	THE PED STEPPED OUT BETWEEN STAT TRAFFIC AND INTO V1'S PATH	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0110TA00168	15/07/2010	2120	533970	181400	V1 MOUNTED FOOTPATH AND HIT PED	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110TA00259	11/09/2010	710	534110	181510	PED STEPPED OUT INTO THE PATH OF V1 CAUSING COLLISION.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110TA00322	03/10/2010	42	533830	180780	V1 PERFORMED A U-TURN AND COLLIDED WITH CROSSING PED	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0110TA00332	05/11/2010	103	533870	181350	DETAILS NOT KNOWN. V1 COLLIDED WITH CYCLIST	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00001	07/01/2011	831	532740	181040	PED. CROSSED AS LIGHTS CHANGED, RIDER HIT PED THEN LOST CONTROL AND HIT V.2.	2 Serious	6 Crossroads	1 Daylight	2 Road-Wet	1 Pedestrian Accident	2 Raining
0111CP00010	13/01/2011	844	532050	180930	SOLO WENT THROUGH PED CROSSING AS LIGHTS CHANGED AND COLLIDED WITH PED.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00046	07/02/2011	915	532720	181110	V1 OVERTOOK 3 CARS AND TRIED TO SQUEEZE BACK IN FRONT OF V2 (ROAD SWEEPER) BUT LOST CONTROL	3 Slight	0 No Jun In 20m	1 Daylight	4 Road-Frost/Ice	2 Non-Pedestrian Accident	1 Fine
0111CP00052	07/02/2011	1622	532690	181120	PED HAS DISOBEYED ATS AND ATTEMPTED TO CROSS INTO PATH OF ONCOMING SOLO V1 CAUSING COLLISION.	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00055	15/02/2011	851	531800	180950	V1 RODE OVER ROAD SIGN ON CARRIAGEWAY AND LOST CONTROL	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111CP00058	14/02/2011	830	532550	180930	V2 PERFORMED U TURN ACROSS PATH OF OVERTAKING V1 (CYCLIST)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00061	19/02/2011	657	531790	180940	V2 BRAKED AND WAS HIT IN REAR BY V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111CP00062	14/02/2011	1845	531800	180940	V2 (CYCLIST) DISOBEYED ATS AND COLLIDED WITH TURNING RIGHT V1	2 Serious	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	8 Other
0111CP00064	21/02/2011	856	532900	180700	V2 PULLED OUT TOO CLOSE TO V1, V1 BRAKED AND RIDER FELL OFF	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00078	10/03/2011	838	533150	180640	V1 PASSENGER OPENED DOOR INTO THE PATH OF V2 (CYCLIST)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00082	14/03/2011	828	532690	181110	V2 SWERVED AND CHANGED LANES INTO THE SIDE OF V1 (CYCLIST)	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00092	23/03/2011	1342	533660	180740	PED RAN OUT INTO THE PATH OF V1 (CYCLIST)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00097	29/03/2011	1140	531800	180940	V2 (CYCLIST) RODE ON NEARSIDE OF V1 AS V1 TURNED LEFT	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00099	28/03/2011	903	532210	180940	V1 PERFORMED U TURN ACROSS PATH OF OVERTAKING V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00103	31/03/2011	1705	532710	181090	V1 TURNED RIGHT AND COLLIDED WITH REAR OF V2 (CYCLIST)	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00104	10/04/2011	525	533670	180890	V1 FAILED TO NEGOTIATE RIGHT HAND BEND AND LEFT CARRIAGEWAY	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00107	08/04/2011	925	533450	180700	V1 TURNED RIGH ACROSS PATH OF PASSING SOLO	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00111	03/04/2011	2350	533300	180710	DRIVER OF V2 OPENED DOOR AS CYCLIST WAS PASSING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00114	18/04/2011	1800	532320	180850	CYCLIST MOVED TO O/S OF CYCLE LANE AND COLLIDED WITH N/S OF V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00116	21/04/2011	937	533800	180980	DRIVER V1 FAILED TO SEE STATIONARY TRAFFIC AND BRAKED SHARPLY CAUSING PASSENGER TO FALL	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00132	11/05/2011	800	532890	180690	V1 TURNED RIGHT ACROSS PATH OF CYCLISTS WHO WAS ON OFFSIDE OF V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00135	05/05/2011	1900	532130	180930	V1 STARTED TO TURN LEFT WHEN HIT IN REAR BY CYCLISTS DRIVING TO CLOSE	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00141	18/05/2011	1655	532700	181100	V1 (CYCLIST) DISOBEYED ATS AND PULLED OUT INTO THE PATH OF V2	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00147	12/05/2011	900	532510	180940	V1 PASSED TOO CLOSE TO PED ON PAVEMENT AND WING MIRROR COLLIDED WITH PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00149	19/05/2011	1805	532800	180950	PED STEPPED OUT INTO THE PATH OF FILTERING V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00154	07/06/2011	1759	532720	181110	FOR UNKNOWN REASON V1 AND V2 COLLIDED MID JUNCTION	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00156	03/06/2011	1538	533670	180820	SOLO PASSED ON N/S OF V1 AND COLLIDED WITH MIRROR AND LOST CONTROL	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00159	09/06/2011	800	533690	180780	V2 CHANGED LANES AND COLLIDED WITH CYCLIST	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00160	07/06/2011	1720	531860	180950	AFTER PREVIOUS ALTERCATION V2 HIT V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00162	21/06/2011	1625	532730	181130	SOLO PASSED STATIONARY VEHICLE AS PED' WAS CROSSING CAUSING COLLISION	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00179	08/07/2011	1814	533680	180760	PED' STEPPED ONTO CROSSING AS V1 MOVED OFF	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00194	15/07/2011	710	532690	181090	V1 REVERSED AND HIT PED'	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00200	20/07/2011	852	533810	180960	V2 TURNED LEFT CAUSING COLLISION WITH SOLO ON N/S	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00201	15/07/2011	805	533260	180640	CYCLIST COLLIDED WITH TURNING V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00216	03/08/2011	1608	532720	181120	V1 SLOW MOVING CAUSED C2 PASSANGER TO SLIP AND FALL DOWN THE STAIRS - [LOST FOOTING (C001)]	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00220	07/08/2011	4	532700	181110	V1 MOVED OF AND TURNED RIGHT ACROSS PATH OF ONCOMING V2 (SOLO)	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00233	20/08/2011	145	532850	180760	V2 HIT REAR OF SLOWER MOVING V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00234	19/08/2011	1320	533740	181240	PED STEPPED FROM TRAFFIC ISLAND INTO PATH OF V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00237	23/08/2011	1658	533460	180700	PED'S STEPPED ONTO CROSSING INTO PATH OF V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	2 Raining
0111CP00243	28/08/2011	1900	533020	180820	CYCLISTS (V2) STARTED TO OVERTAKE CYCLISTS (V3) AS V1 WAS PASSING V2, V2 LOST CONTROL AND HIT V3	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00250	01/08/2011	1740	533250	180640	V1 WAS TURNING RIGHT ACROSS PATH OF ONCOMING CYCLISTS	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00259	12/08/2011	745	531960	180860	V1 (SOLO) SWERVED INTO PATH OF V2 CAUSING V2 (SOLO) TO COLLIDE AND LOSE CONTROL	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	9 Unknown
0111CP00274	23/09/2011	1750	532440	180970	V1 DID A U-TURN AS V2 (SLOL) WAS OVERTAKING	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00301	11/10/2011	1750	533670	180740	V1 AND V2 MOVED OFF AND COLLIDED WITH EACHOTHER	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00308	31/10/2011	836	532170	180860	V2 CHANGES LANE TO LEFT AND COLLIDED WITH V1 (SOLO)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00312	02/11/2011	1950	532400	180830	V1 PASSANGER OPENED THE DOOR INTO PATH OF CYCLISTS UNDR TAKING	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111CP00315	20/10/2011	1910	532770	180990	PED STEPPED OUT FROM BEHIND A STAT BUS INTO PATH OF CYCLISTS	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00317	20/10/2011	1633	532390	180700	V1 DISTRACTED COLLIDED WITH REAR OF STAT V2 AND PUSHED V2 INTO STAT V3	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00320	19/10/2011	1700	533080	180660	V2 COLLIDED WITH REAR OF STAT V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00322	01/11/2011	1905	532140	180930	CYCLSITS 1 OVERTAKES CYCLSITS 2 AND MISJUDGES CAUSING COLLISION	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00330	18/11/2011	1505	532790	180950	PED CROSSED FROM INBETWEEN STAT TRAFFIC INTO PATH OF V1 (SOLO) OVERTAKING STAT TRAFFIC	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111CP00337	16/11/2011	945	532790	180710	V1 TURNED LEFT ACROSS PATH OF CYCLSITS (V2)	3 Slight	8 Priv Drive	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00338	29/11/2011	1026	533250	180650	V1 TURNED RIGHT AFTER BRING SIGNALLED COLLIDED WITH ONCOMING CYCLSITS, V3 ALSO TURNED RIGHT COLLIDING WITH CYCLSITS	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00339	29/11/2011	815	531830	180950	CYCLSITS FOOT SLIPPED CASUING LOSS OF BALANCE AND FELL	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	4 Fine/High Winds
0111CP00341	15/11/2011	1745	533800	181010	V1 WAS TURNING LEFT AS V2 (SOLO) WAS UNDERTAKING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00342	24/11/2011	1918	532700	181110	V1 AND CYLISTS COLLIDED MID JUNCTION	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	8 Other
0111CP00346	24/11/2011	920	532070	180950	V1 CLIPPED PED STANDING BY A PARKED VAN	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111CP00354	12/11/2011	1545	532310	180850	C1 PASSANGER LOST HER BALANCE AND FELL - [NOT HOLDING ON (C001)]	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00360	02/12/2011	1604	533780	180700	UNKNOWN PERSON GOT OF V1(BUS) AND COLLIDED WITH PASSING V2 (CYCLSITS)	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111CP00362	11/12/2011	2009	533770	180670	V1 TUNRED RIGHT ACROSS PATH OF ONCOMING V2	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111CP00372	06/12/2011	35	533530	180700	V1 (SOLO) SKIDDED AND LOST CONTROL DUE TO MANHOLE COVER	2 Serious	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111CP00379	03/12/2011	445	531790	180940	V2 TURNS RIGH ACROSS PATH OF ONCOMING V1 CAUSING COLLISION	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111HT20020	20/01/2011	830	533960	181400	PED STEPPED INTO RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	1 Fine
0111HT20034	08/02/2011	1543	534030	181440	V1 BRAKED AND LOST CONTROL, CAUSING RIDER TO FALL	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20043	11/02/2011	2345	534420	181690	V2 HIT THE REAR OF V1 AT JUNCTION	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20049	10/01/2011	1930	534030	181450	PED CROSSED ON PED CROSSING AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	1 Pedestrian Accident	2 Raining

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20062	24/01/2011	910	534100	181340	V1 DID A U TURN AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20068	11/02/2011	1130	533960	181210	V2 CHANGED LANE AND HIT V1	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111HT20090	04/03/2011	2145	534330	181650	V1 DID A U TURN AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20140	08/03/2011	1900	533800	181120	V1 HIT PED ON PED CROSSING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20153	27/03/2011	238	533780	180660	V2 FAILED TO STAY IN ITS LANE AND HIT V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20159	04/04/2011	2045	534500	181720	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20180	04/04/2011	820	534020	181440	V1 HIT THE REAR OF STATIONARY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20182	16/04/2011	2120	534040	181460	PED RAN INTO RD AND GOT HIT BY V1	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20190	13/04/2011	1500	534490	181720	V2 HIT THE REAR OF WAITING V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20202	19/04/2011	1005	533870	181340	DRIVER OF PARKED V2 GOT OUT OF VEHICLE AND FELL TO GROUND. V1 THEN HIT DRIVER OF V2 - [DRIVER GOT OUT OF VEHICLE AND FELL OVER (C001)]	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20210	21/04/2011	1950	533780	181280	V2 WHO WAS INTOXICATED, DID NOT GIVEWAY AND HIT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20218	24/04/2011	1800	534040	181450	V2 TURNED LEFT AND HIT V1. V2 FTS	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20228	20/04/2011	1500	534340	180700	V2 TURNED LEFT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20229	21/04/2011	1620	534070	181000	PED RAN INTO SIDE OF STATIONARY V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20238	10/05/2011	1842	534490	181310	V2 TURNED RIGHT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20239	04/05/2011	752	534370	181310	V2 TURNED LEFT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20249	12/05/2011	1345	534120	181520	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20252	10/05/2011	1422	534079	181008	V2 OVERTOOK AND CLIPPED V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20253	06/05/2011	1412	534120	181510	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20264	03/05/2011	858	533770	180650	V1 CHANGED LANE AND COLLIDED WITH V2	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20273	12/05/2011	1542	534410	181310	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20289	12/05/2011	805	534240	181320	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20310	25/05/2011	1540	534040	181450	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20353	03/06/2011	1820	534120	181510	V2 CROSSED RD, FORCING V1 TO SWERVE AND HIT KERB	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20367	05/06/2011	1748	534350	181310	V2 HIT THE REAR OF SLOWING V1	3 Slight	3 T/Stag Jun	1 Daylight	5 Road-Flood	2 Non-Pedestrian Accident	2 Raining
0111HT20376	13/06/2011	1700	533780	180660	PASSENGER ALIGHTED V1 AND GOT HIT BY OVERTAKING V2 - [PASSENGER WAS HIT WHEN ALIGHTING BUS (C001)]	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20387	15/06/2011	920	534000	181340	V2 MADE A BAD TURN AND MANAGED TO COLLIDE WITH V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20388	21/06/2011	1345	533830	181310	PASSENGER OF V2 OPENED DOOR AND HIT PASSING V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20391	15/06/2011	945	534500	181720	V2 TURNED LEFT AND HIT V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20405	26/05/2011	1105	533820	180770	V1 WAS HIT FROM BEHIND BY V2. V2 FTS	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20412	09/07/2011	100	534410	181310	V1 TURNED LEFT AND HIT OVERTAKING V2	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111HT20418	05/07/2011	2050	534040	181460	V2 HIT THE REAR OF STATIONARY V1 AND FTS	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111HT20441	05/07/2011	1550	533830	181310	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20448	12/07/2011	1822	533770	180700	DOR UNKNOWN REASON V1 SWERVED AND HIT V2 HEAD ON	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20450	18/07/2011	1140	534190	180650	PED CROSSED RD AND GOT HIT BY V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20480	20/07/2011	800	534250	181320	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20486	21/07/2011	1430	533880	181340	V1 BRAKED HARD, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20488	16/07/2011	258	534040	181450	V1 HIT PED, WHO WAS CROSSING RD	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	1 Pedestrian Accident	2 Raining
0111HT20494	26/07/2011	852	534100	180620	V1 AND V2 OVERTOOK PARKED VEHICLES AND COLLIDED HEAD ON	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20500	03/08/2011	2325	533940	181380	V2 CHANGED LANE AND CLIPPED V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20502	28/07/2011	705	534130	181320	V1 HIT THE REAR OF V2 WHEN MOVING OFF	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20507	27/07/2011	1810	534500	181720	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20521	22/07/2011	1450	533980	181370	FOR UNKNOWN REASON V1 SWERVED AND HIT ONCOMING V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20532	14/08/2011	1145	534230	181610	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20561	01/09/2011	940	534320	181630	PED CROSSED RD AND GOT HIT BY V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20565	24/08/2011	1205	534150	181320	V1 DID A UTURN AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111HT20572	26/07/2011	225	534190	180670	V1 FAILED TO GIVEWAY AND GOT HIT BY V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20581	26/08/2011	1926	534720	180730	V2 SWERVED AND HIT V1. REASON UNKNOWN	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20586	28/08/2011	132	533770	180660	PED WALKED INTO RD AND GOT HIT BY V1. PED WAS INTOXICATED	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20596	12/09/2011	1500	534340	181650	V2 OVERTOOK AND CLIPPED V1. V2 FTS	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20602	12/09/2011	2040	534050	181450	V2 REVERSED AND HIT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20614	10/07/2011	1358	534410	181310	V2 TURNED RIGHT AND GOT HIT BY V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20616	02/09/2011	2310	534050	181330	V2 DID A U TURN AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20618	20/09/2011	1106	534110	181330	V2 TURNED LEFT AND GOT HIT BY OVERTAKING V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20671	06/10/2011	1511	534000	180590	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	4 Fine/High Winds
0111HT20679	22/09/2011	834	533750	181250	V1 BRAKED HARD, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111HT20684	12/09/2011	1516	534520	181730	DISRUPTIVE PASSENGER USED A CAMERA TO FLASH DRIVER OF V1. DRIVER HIT BRAKES AS COULD NOT SEE, CAUSING PASSENGER TO FALL - [DISRUPTIVE PASSENGER ON BUS (U000)]	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20688	08/10/2011	415	533820	180770	V2 REVERSED INTO FRONT OF V1. AFTER ALTERCATION V2 FLED	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20697	13/10/2011	1	533780	180660	V3 SWERVED INFRONT OF V1, WHO IN TRYING TO AVOID A COLLISION, SWERVED INTO V2	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111HT20709	12/10/2011	1910	534040	181460	V1 HIT THE REAR OF V2. V2 LOST CONTROL AND HIT PED	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20737	13/10/2011	1325	534120	181520	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	2 Raining
0111HT20778	01/11/2011	719	534350	181650	V1 TURNED LEFT AND HIT V2	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20783	27/10/2011	1720	534500	181720	V2 TURNED LEFT AND HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20785	06/11/2011	1955	534410	181310	PED CROSSED RD AND GOT HIT BY V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20798	18/11/2011	1927	534120	181520	V1 TURNED RIGHT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20802	11/11/2011	1417	533770	181290	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111HT20820	19/11/2011	1451	534230	181590	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20827	23/11/2011	1543	534210	181320	V2 WAS RIDING SOLO AND AGGRESSIVLY, LOST CONTROL AND FELL	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20837	25/11/2011	1635	534050	181460	V2 HIT THE REAR OF SLOWING V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111HT20844	02/12/2011	1700	534350	181650	PARKED V1 OPENED DOOR AND HIT PASSING V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20849	06/12/2011	2150	533920	181290	V2 MOVED OFF AND HIT THE REAR OF V1. V2 FTS. V1 WAS A HIRE CYCLE (NO ID)	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111HT20858	02/12/2011	1120	533970	181390	FOR UNKNOWN REASON, V1 HIT A TRAFFIC ISLAND	3 Slight	5 Slip Road	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20869	12/12/2011	1812	534640	180710	V2 LEFT PRIVATE DRIVE AND GOT HIT BY V1	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20871	11/12/2011	38	534500	181720	V1 STOPPED, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20879	12/12/2011	1245	534540	181310	V2 TURNED LEFT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20881	15/12/2011	2310	534030	181450	DUE TO NOT WEARING SEATBELT AND BEING INTOXICATED, PASSENGER GOT INJURED AS V1 TURNED LEFT - [PASSENGER DID NOT WEAR SEATBELT (C001)]	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111HT20894	14/12/2011	2325	534030	181450	V2 HIT THE REAR OF SLOWING V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111HT20898	20/12/2011	322	534000	180590	V1 HIT V2 HEAD ON AND THEN HIT A TREE. V1 WAS ON WRONG SIDE OF RD	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111HT20912	20/12/2011	1215	534340	180700	V1 TURNED LEFT AND GOT HIT BY OVERTAKING V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111MM70047	16/02/2011	1000	532680	180200	V2 TURNING RIGHT ACROSS STATIONARY TRAFFIC AT ATS COLLIDES WITH M/C V1 UNDERTAKING TRAFFIC.	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70111	26/02/2011	1645	532290	180310	V2 IN SLOW MOVING TRAFFIC IS HIT IN REAR BY V1.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70140	14/03/2011	830	532690	180200	PED HAS ATTEMPTED TO CROSS THE ROAD INTO PATH OF V1 CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111MM70152	17/03/2011	1628	532630	180120	A PED RAN OUT INTO V1'S PATH CAUSING V1 TO SHARPLY BRAKE	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70206	02/04/2011	1308	532260	180160	V1 TURNED RIGHT AND HIT THE O/S OF ONCOMING V2	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70220	02/04/2011	1209	532460	179750	V2 WENT INTO THE BACK OF STAT V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70329	28/05/2011	2320	532640	180160	THE PED STEPPED OUT INTO F.T.S V1'S PATH	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111MM70468	24/06/2011	1330	532680	180190	THE PED RAN OUT ONTO THE PED PHASE AND GOT HIT BY V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111MM70547	30/06/2011	820	532260	180150	V2 HAS ATTEMPTED A U-TURN ACROSS PATH OF V1 CAUSING COLLISION.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111MM70576	05/08/2011	1900	532690	180200	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (BLACK TAXI-CAS1), CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70628	01/07/2011	1207	532260	180040	PEDAL CYCLIST V1'S WHEEL WENT INTO A LARGE DIP IN THE ROAD. THIS CAUSED THE RIDER TO GO OVER THE HANDLEBARS	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70685	09/09/2011	1145	532280	180160	V1 BROKE SHARPLY CAUSING A PASS ONBOARD INJURIES	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70757	15/09/2011	840	532780	180300	F.T.S PEDAL CYCLIST V1 HIT THE PED CROSSING THE ROAD	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111MM70807	18/10/2011	840	532780	180300	V1 MOVED OFF AND HIT THE BACK OF PEDAL CYCLIST V2	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111MM70811	19/10/2011	1640	532280	180300	V2 ( HIRE CYCLE 43843) TURNED RIGHT BUT FAILED TO SEE PEDAL CYCLIST V1 OVERTAKING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70947	24/11/2011	2010	532730	180260	PEDAL CYCLIST V2 HIT STAT V1'S O/S WING MIRROR WHILE OVERTAKING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM70970	15/12/2011	930	532440	179750	V2 TURNED LEFT AND GOT HIT BY V1. V1 WAS A HIRE CYCLE (19972)	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111MM70983	14/12/2011	830	532670	180170	F.T.S V2 WENT INTO THE BACK OF PEDAL CYCLIST V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM71000	21/12/2011	710	532680	180190	THE PED CROSSED THE ROAD AND INTO V1'S PATH	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111MM71003	16/12/2011	657	532630	180120	V1 WENT INTO THE BACK OF V2	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111MM71005	25/12/2011	2250	532690	180200	V1 TURNED RIGHT BUT FAILED TO SEE ONCOMING MOTORCYCLIST V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA00097	18/01/2011	1345	534720	180730	V1 DID A U TURN AND HIT OVERTAKING V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA00163	20/01/2011	2040	534430	181310	V1 DID A U TURN AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA00338	22/02/2011	1756	534230	181590	V2 TURNED RIGHT ACROSS PATH OF ONCOMING CYCLISTS	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA00445	08/03/2011	1725	534410	180700	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111TA00586	16/03/2011	1535	534500	181720	V1 HIT PED ON PED CROSSING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111TA00594	13/03/2011	1215	534030	181460	V1 REVERSED AND HIT V2 AT JUNCTION	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111TA00622	21/03/2011	1230	534130	181510	V1 TURNING LEFT COLLIDES WITH PEDAL CYCLE V2 IN NEARSIDE CYCLE LANE.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA00769	31/03/2011	750	534610	180710	SOLO BRAKED HARD TO AVOID A COLLISION AND FELL OFF	2 Serious	0 No Jun In 20m	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111TA00940	24/04/2011	1515	534360	181310	PEDAL CYCLE V2 MOVING OUT TO OVERTAKE STATIONARY BUS IS HIT BY V1 APPROACHING FROM BEHIND.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA01092	13/05/2011	1943	533980	181400	PED RAN OUT INTO THE PATH OF V1 FROM THE NEARSIDE AND WAS HIT	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111TA01093	14/05/2011	1835	534020	181440	V1 PASSED TOO CLOSE TO V2 CAUSING RIDER TO LOOSE CONTROL.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA01178	08/06/2011	1800	534350	181320	V1 TURNING RIGHT ACROSS STATIONARY TRAFFIC COLLIDES WITH M/C V2 FILTERING ON NEARSIDE OF TRAFFIC.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TA01312	08/07/2011	1214	534230	181590	SOLO V2 OVERTOOK V1 TURNING RIGHT. V1 SWERVED AND HIT KERB, V2 CLIPPED O/S OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111TA01604	11/10/2011	720	533800	180640	PED CROSSED INTO PATH OF FILTERING SOLO V1 AND WAS HIT	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111TA01739	03/11/2011	1457	534470	181310	PED STEPPED OUT INTO PATH OF PASSING V1	2 Serious	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	1 Fine
0111TA01743	03/11/2011	1604	534350	181660	CYCLISTS BRAKED SUDDENLY DUE TO A PED STEPPING INTO ROAD AND LOST CONTROL	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	8 Other
0111TA01869	13/12/2011	840	534190	180670	V1 STOPPED AT LIGHTS, PASSANGER OPENED IT'S DOOR INTO PATH OF CYCLISTS FILTERING THROUGH TRAFFIC	2 Serious	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0111TA01903	21/12/2011	1915	533870	181340	V2 (CYCLISTS) TURNED RIGHT ACROSS PATH OF ONCOMING V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TB00261	26/02/2011	235	532760	180300	V1 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V2 ON THE N/S	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0111TB00795	20/04/2011	1548	532260	180160	V2 (CYCLIST-CAS1) RODE STRAIGHT AHEAD INTO PATH OF V1 (LORRY) THAT WAS TURNING LEFT ACROSS V2'S PATH, CAUSING COLLISION.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TB00967	17/05/2011	715	532550	180010	CYCLIST BRAKED HARD TO AVOID COLLISION AND WENT OVER THE HANDLEBARS	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0111TB01496	19/10/2011	719	532650	180160	V1 (CYCLIST) CHANGED LANES INTO THE PATH OF V2, RIDER V1 AND RIDER V2 FELL OFF	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0111TD00068	19/03/2011	2200	534310	181630	PED WALKED OUT BETWEEN VEHICLES INTO THE PATH OF SOLO V1 FROM THE NEAR SIDE AND WAS HIT	1 Fatal	0 No Jun In 20m	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0111TD00105	02/06/2011	835	532760	180320	PED CROSSED INTO PATH OF SOLO V1 FROM THE NEAR SIDE AND WAS HIT	1 Fatal	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00001	03/01/2012	629	533390	180710	V1 (SOLO) SLIPPED ON MAN HOLE COVER AND LOST CONTROL	2 Serious	0 No Jun In 20m	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112CP00004	25/01/2012	1640	532340	180990	PASSANGER C1 LOST FOOTING FALLING DOWN THE STAIRS - [LOST FOOTING (C001)]	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00019	01/01/2012	55	532410	180770	V1 COLLIDED WITH REAR OF STAT V2 PUSHING V2 INTO V3 AND V3 INTO V4	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112CP00020	14/01/2012	1915	532700	181110	V1 (CYCLIST) MOVED OG AT JUNCTION AND WAS HIT BY V2 WHO POSSIBLY FAILED ATS	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00022	04/01/2012	920	533090	180810	V2 DID A U-TURN AS V1 (TAXI) WAS PASSING	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00024	25/01/2012	630	532350	180990	V1 DRIVES TOO CLOSE TO CYCLIST AND COLLIDEDS	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00030	26/02/2012	1646	533440	180710	V1 TUNRS LEFT ACROSS V2 (CYCLIST)	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00034	01/02/2012	1150	533690	180900	UNKNOWN WHY V2 COLLIDED WITH STAT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	9 Unknown
0112CP00038	14/02/2012	2216	532380	180980	V2 (TAXI) COLLIDED WITH REAR OF STAT V1	3 Slight	7 Multi Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00040	12/02/2012	550	531790	180950	V1 HAD TO BRAKE SUDDENLY CAUSING INJURIES TO C1 AND C2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00046	23/02/2012	1529	533290	180720	V2 WAS TURNING LEFT AND STOPPED SUDENLY CAUSING V1 WHO WAS OVERTAKING TO COLLIDE	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00047	10/02/2012	2005	533380	180710	V2 DOES A U-TURN AND COLLIDES WIITH V1 (SOLO) OVERTAKING TRAFFIC	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00055	01/02/2012	1905	532760	181010	V1 TUNRS LEFT ACROSS PATH OF CYCLIST (V2)	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00061	12/03/2012	1515	533430	180710	V2 OPENED IT'S DOOR INTO PATH OF V1(SOLO) WHO LOST CONTROL AND COLLIDED WITH UNKNOWN VEHICLE	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00065	19/03/2012	440	532890	180700	V1 (SOLO) SLOWED FOR LIGHT WHEN IT SLIPPED AND LOST CONTROL	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00071	18/03/2012	1803	531790	180940	V2 TURNED RIGHT AS V1 (SOLO) WAS OVERTAKING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00074	26/03/2012	1830	533030	180820	V1 WAS TURNING RIGHT AND V2(SOLO) WAS OVERTAKING CAUSING COLLISION	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00082	30/03/2012	1330	533420	180710	V1 (CYCLIST) AND V2 (LORRY) MOVED OFF, V2 COLLIDED WITH V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00083	23/03/2012	1551	532160	180930	V1 FOLLOWING SAT NAV WENT TO TURN LEFT BUT U-TURNED AND COLLIDED WITH V2(SOLO) WHO WAS OVERTAKING	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00086	24/03/2012	435	533900	181350	V2 MOVED OF TO ESCAPE POLICE VEHICLE AND COLLIDED WITH REAR OF STAT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00088	27/04/2012	1350	532700	181110	PED STEPPED OUT INTO PATH OF PASSING V1 (CYCLE)	3 Slight	7 Multi Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	8 Other
0112CP00094	26/04/2012	57	532890	180700	V1 WAS SLOWING DOWN AND WAS HIT IN REAR BY V2	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112CP00109	02/04/2012	1735	533260	180643	V2 COLLIDED WITH REAR OF STAT V1(SOLO)	3 Slight	9 Other Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00112	29/04/2012	330	532360	180990	V1 CROSSED JUNCTION AND COLLIDED WITH PED CROSSING FROM V1'S OFFSIDE	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00119	08/04/2012	30	532990	180820	V2 PASSES STAT V1 ON IT'S OFFSIDE AND CLIPS V1	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00121	03/04/2012	1717	532700	181110	V2 TURNED RIGHT ACROSS PATH OF V1 (CYCLE)	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00130	24/05/2012	2138	532370	180990	V1 TURNS LEFT AS V2 (CYCLE) COMES UP ON THE INSIDE OF V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00138	17/05/2012	1851	532390	180990	V1 BRAKED AND SWERVED TO AVOID A CYCLIST CAUSING INJURY TO C1 PASSANGER - [GOT THROWN FORWARD (C001)]	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00152	02/05/2012	840	532858	180760	V1 BRAKED DUE TO ANOTHER CAR AND V2 (CYCLE) COLLIDED WITH V1	3 Slight	5 Slip Road	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00165	27/06/2012	1600	533550	180710	V2 (SOLO) PASSED V1 (CYCLE) TO CLOSELY CAUSING COLLISION	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00177	22/06/2012	842	533810	180960	V1 TURNS LEFT ACROSS PATH OF V2 (SOLO), V2 LOSES CONTROL AND COLLIDES WITH V3 V(HIRE CYCLE) AND PED 1 AND 2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00182	15/06/2012	1520	532350	180990	V2 TRIED TO OVERTAKE V1 (CYCLE) AND COLLIDED	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00184	14/06/2012	845	532020	180940	V1 ( HIRE CYCLE) ON INSIDE OF V2(COACH), V2 COLLIDES AND KNOCKS DOWN V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00204	10/07/2012	826	532370	180990	V1 (SOLO) WAS TRYING TO OVERTAKE AS V2 TRYING TO TURN RIGHT	2 Serious	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00205	07/07/2012	1041	533810	180920	UNKNOWN WHY V1 (SOLO) LOST CONTROL	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00211	06/07/2012	905	532750	180710	V1 PASSANGER OPEND DOOR TO BE SICK KNOCKING V2 (SOLO) OF ITS BIKE	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112CP00222	17/07/2012	900	533440	180700	V2 PULLED OUT AND TURNED RIGHT ACROSS PATH OF V1, VIEW OBSTUCTED BY STAT TRAFFIC	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00231	26/07/2012	1655	532900	180680	PED STEPPED OUT FROM INBETWEEN STAT TRAFFIC INTO PATH OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00234	24/07/2012	1300	532870	180690	V1 DID A U-TURN ACROSS PATH OF V2 (BUS) WHICH WAS ON V1'S OFFSIDE	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00235	19/07/2012	605	532410	180770	V1 (BUS) WAS HALF IN DESIGNATED STOP AND LET C1 PASSANGER OFF WHO WAS THEN HIT BY PASSING V2 (CYCLE) - [STEPPED INTO V2'S PATH (C001)]	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00238	17/07/2012	1425	532760	181111	V2 (SOLO) FILTERING ON INSIDE OF TRAFFIC AND COLLIDED WITH V1 OPENEING DOOR	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00242	01/08/2012	1615	533040	180660	PED CROSSED THROUGH STAT TRAFFIC ONTO PATH OF PASSING V1 (BUS)	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00258	21/08/2012	835	532949	180886	V2 (SOLO) PASSED TO CLOSELY TO V1 (CYCLE) CAUSING COLLISION	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00259	24/08/2012	2230	532830	180690	V1 STOPPED IN TRAFFIC AND V2 SLOWED, V3 HIT V2'S REAR PUSHING V2 INTO V1'S REAR	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112CP00261	28/08/2012	1030	533260	180640	V2 ON OFFSIDE OF V1(CYCLE) TURNED LEFT AND COLLIDED WITH V1	3 Slight	5 Slip Road	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00266	24/08/2012	2124	532710	181110	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2 (SOLO)	3 Slight	7 Multi Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112CP00268	10/08/2012	1245	533210	180760	V1 WAS FLASHED TO PULL OUT AND TURN LEFT, V2(CYCLE) ON OFFSIDE OF TRAFFIC HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00275	07/09/2012	1334	532030	180930	V1 DRIVER OPENED IT'S DOOR INTO PATH OF PASSING V2 (CYCLE)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00284	06/09/2012	730	532700	181110	PED CROSSED INTO PATH OD V1 (CYCLE)	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00293	20/09/2012	750	532710	181120	V1 (CYCLE) PASSED THROUGH STAT TRAFFIC AND V2 (DUST CART) MOVED OFF CLIPPING V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00297	19/09/2012	1615	532660	181110	ROAD NARROWS DUE TO ROADWORKS, V2 (HIRE CYCLE) MISJUDGED AND CLIPPED REAR OF V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00304	03/10/2012	115	533300	180710	PED ON MOBILE CROSSED INTO PATH OF V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	1 Pedestrian Accident	5 Raining/High Winds
0112CP00309	07/10/2012	1304	532290	180960	V1 SLOWS TO TURN LEFT AND IS HIT IN REAR BY V2 (CYCLE)	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00321	17/10/2012	2300	531790	180950	V1 TURNED LEFT ACROSS PATH OF ONCOMING V2	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112CP00328	10/10/2012	1710	532890	180700	V1 TURNED LEFT ACROSS PATH OF V2 (SOLO) WHO WAS ON NEAR SIDE OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00332	04/07/2012	740	532700	181110	PED ON CROSSING HAS COLLIDED WITH PASSING V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00337	06/08/2012	1640	533640	180730	PED GOT OFF A BUS CROSSED FROM IT'S FRONT AND COLLIDED WITH V1 (CYCLE) WHO WAS IN OLYMPIC LANE	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00340	15/08/2012	715	533810	180960	V2 TURNED LEFT ACROSS PATH OF V1 (CYCLE) WHO IS ON THE NEAR SIDE OF V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112CP00344	03/11/2012	428	531790	180950	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00348	05/11/2012	935	532650	181110	PED CROSSED INTO PATH OF V 1	2 Serious	7 Multi Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00372	08/11/2012	1140	532700	181110	V1 (CYCLE) TURNING RIGHT WAS HIT IN REAR BY V2 (VAN)	2 Serious	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	9 Unknown
0112CP00379	05/10/2012	1830	532892	180690	PED STEPS OUT INTO PATH OF V1 WHO IS ON INSIDE OF TRAFFIC	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00381	22/10/2012	736	533770	180680	V1 STRUCK PED CROSSING ON A CROSSING	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112CP00384	19/12/2012	1903	532560	180930	UNKNOWN PED STEPPED OUT INTO PATH OF V1 WHO LOST CONTROL	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112CP00392	05/12/2012	930	533370	180710	V1 DID A U-TURN AND WAS HIT BY V2 (SOLO)	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112CP00399	07/12/2012	1913	533810	180950	V1 OVERTOOK V2 (CYCLE) WHEN MOVING NACK INTO LANE V1 CLIPPED V2	3 Slight	3 T/Stag Jun	2 Dark	4 Road-Frost/Ice	2 Non-Pedestrian Accident	1 Fine
0112CP00404	21/12/2012	1745	532750	181040	PED NUDGED BY ANOTHER PED CAUSING PED C1 TO STUMBLE INTO PATH OF PASSING V1	1 Fatal	0 No Jun In 20m	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20002	05/01/2012	1540	533770	181280	V2 TURNED LEFT AND DID NOT SEE V1, V2 THEN HIT V1.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20008	04/01/2012	1730	534410	181310	V2 TURNED LEFT AND DID NOT SEE V1. V1 HIT V2.	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20013	04/01/2012	1815	534410	181680	V1 SW-BD DID U-TURN TO DRIVE EAST; V2 ALREADY MOVING SW COLLIDED WITH V1 TURNING.	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20028	17/01/2012	1642	534170	181560	V2 WHO WAS DISTRACTED THEN HIT V1.	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20031	17/01/2012	1009	534230	181590	V2 TURNED RIGHT INFRONT OF V1, V2 HIT V1.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20037	07/02/2012	755	534490	181720	V1 TURNED RIGHT AND HIT THE O/S OF ONCOMING MOTORCYCLIST V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20039	31/01/2012	810	534410	181310	V2 MOVED OFF INTO PATH OF V1 (CYCLIST-CAS1), CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20046	29/01/2012	600	533890	181350	V2 WAS NOT LOOKING CORRECTLY AND PULLED OUT INFRONT OF V1.	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20047	27/01/2012	1831	533970	181400	V2 MOVED OFF TOO FAST AND HIT V1.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20048	03/02/2012	2256	534360	181660	PED RAN INTO THE ROAD WITHOUT LOOKING AT A.T.S AND V1 HIT PED	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20051	26/01/2012	1045	534320	181640	V1 TURNED LEFT AS V2 (SOLO-CAS1) ON N/S, CAUSING COLLISION.	3 Slight	8 Priv Drive	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20062	31/01/2012	712	534490	181720	V1 TURNED RIGHT AND DID NOT SEE V2, V1 HIT V2.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20068	14/01/2012	1157	534030	181450	V2 U-TURNED AND HIT V2.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20075	07/02/2012	1745	533770	180670	F.T.S V2 CHANGED LANE AND HIT THE O/S OF V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20077	07/02/2012	1245	534490	181720	PED DIDNT LOOK AT THE A.T.S AND WALKED INTO THE ROAD INFRONT OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20096	25/01/2012	647	534080	181000	V1 DID NOT GIVE WAY AND HIT V2.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20098	23/02/2012	850	534660	180720	V2 U-TURNED BUT FAILED TO SEE V1 OVERTAKING ON THE O/S	3 Slight	0 No Jun In 20m	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112HT20100	06/03/2012	508	534030	181450	V1 TURNED RIGHT AT A.T.S AND HIT V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20109	28/02/2012	645	534180	180670	V2 DID NOT LOOK PROPLEY AT THE A.T.S AND HIT THE FRONT OF V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20113	21/02/2012	1115	534030	181450	PED WAS NOT PAYING ATTENTION TO A.T.S AND V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20146	21/02/2012	820	533870	180610	V2 PULLED OUT INFRONT OF V1, V2 DID NOT LOOK PROPLEY WHEN HIT	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20149	13/03/2012	547	534250	181320	V2 PULLED OUT AND TURNED RIGHT COLLIDING WITH CYCLIST	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20159	16/03/2012	1250	534080	180990	V1 SPEEDING ON WRONG SIDE OF ROAD COLLIDING WITH CROSSING PED	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20163	25/03/2012	800	533970	181200	V1 FAILED ATS AND COLLIDED WITH V2 MID JUNCTION	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20168	14/03/2012	2000	533880	181370	V2 DID A U-TURN CAUSING V2 (SOLO) TO BRAKE AND COLLIDE	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20169	12/03/2012	1523	534110	181320	V1 TUNRED RIGHT AND WAS HIT BY V2 (SOLO) MOVING OF	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20172	30/03/2012	1747	534200	181570	V1 U TURNED AND HIT PED CROSSING AT THE CROSSING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20174	23/03/2012	2330	534190	180670	V1 WASNT LOOKING PROPLEY AT THE A.T.S AND CROSSED INFRONT OF V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20175	17/02/2012	2100	534410	181310	V2 PULLED OUT INFRONT OF V1, V2 HIT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20184	03/04/2012	2106	534690	180720	V2 HIT THE REAR OF V1, THIS MADE V3 HIT THE REAR OF V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20192	25/03/2012	1800	534210	181580	V1 TURNED AND DIDNT SEE V2, V1 HIT V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20202	08/03/2012	1335	533800	181300	PED WALKED INTO THE ROAD AND DIDNT SEE V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20211	19/03/2012	1045	533770	180670	V2 WASNT LOOKING AND TURNED LEFT INFRONT OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20226	07/04/2012	519	534540	181310	PED RAN INTO THE ROAD, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20230	11/04/2012	1920	534500	181310	V1 SWERVED AND HIT V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20236	13/04/2012	1535	534370	181670	PED RAN INTO THE ROAD INFRONT OF V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20261	19/04/2012	2220	534420	181690	V2 WASNT LOOKING PROPLEY AND HIT THE REAR OF V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20262	21/04/2012	1708	534410	181310	V2 TURNED RIGHT INFRONT OF V1, V1 HIT V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20267	29/04/2012	320	534110	181320	V2 WASNT PAYING ATTENTION AND HIT THE REAR OF V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20270	29/04/2012	554	534350	181650	V2 WAS U TURNING AND DID NOT SEE V1, V1 HIT V2	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20272	20/04/2012	15	534500	181310	V2 PULLED OUT INFRONT OF V1, V2 HIT V1, V1 THEN HIT V3	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20280	30/04/2012	721	534030	181440	PED RAN INFRONT OF V1, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20296	08/05/2012	45	534470	181700	V1 WEST-BD MOVED OFF FROM ATS; CAS1 PED ON BOARD JUMPED OFF DANGERSOUSLY AND WAS INJURED LANDING IN ROAD	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	1 Pedestrian Accident	2 Raining
0112HT20318	12/05/2012	120	534230	181590	V2 PULLED INFRONT OF V1, V2 WASNT LOOKING PROPLEY WHEN HIT	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20335	21/05/2012	1345	534320	181310	PED RAN INTO THE ROAD INFRONT OF V1, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20338	31/05/2012	1720	533790	180650	V2 U TURNED AND DID NOT SEE V1, V1 HIT V2	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20340	30/05/2012	1924	534030	181440	V2 PULLED INFRONT OF V2, V1 HIT V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20346	09/06/2012	110	534190	181320	V2 OVERTOOK V1 AND HIT V1	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20350	27/05/2012	58	534500	181310	V3 PULLED OUT INFRONT OF V1, V3 HIT V1 THEN V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20366	27/05/2012	420	533940	181380	V1 TURNED AND HIT V2, V1 WASNT LOOKING PROPLEY WHEN HIT	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20388	05/06/2012	1940	533980	180590	V2 PERFORMED A U TURN AND DIDNT SEE V1, V1 HIT V2	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20389	25/05/2012	1808	534500	181720	V1 TURNED AND DIDNT SEE V2, V1 HIT V2	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20392	14/06/2012	2035	534370	181310	V1 OPENED DOOR AND V2 HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20393	12/06/2012	2010	534040	181450	V2 CUT ACROSS PATH OF V1 (CYCLE) THEN STOPPED DUE TO TRAFFIC, THIS CAUSED V1 TO HIT V2'S REAR	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20394	14/06/2012	2007	533770	180670	V1 MISJUDGED V2 (CYCLE) WHO MOVED OF SLOWLY AND COLLIDED	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20399	21/06/2012	645	534200	180680	V1 (SOLO) LOST CONTROL DUE TO WET WEATHER	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20403	15/06/2012	1830	533480	180690	PED WALKED INTO THE ROAD AND DIDNT SEE V1, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20407	15/06/2012	115	534110	181330	PED WALKED INFRONT OF V1, V1 HIT PED	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20412	18/06/2012	1637	534580	180710	PED RAN INTO THE ROAD INFRONT OF V1, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20418	25/06/2012	2300	534240	181600	V1 (CYCLE) SKIDDED ON OIL AND LOST CONTROL	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20423	28/06/2012	300	534500	181310	PED WALKED INTO THE ROAD, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20429	14/05/2012	740	534500	181310	V1 HIT THE REAR OF V2, V1 WASNT LOOKING PROPLEY WHEN HIT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20438	26/06/2012	1240	533840	180920	V2 HIT THE REAR OF V1, V2 WASNT LOOKING PROPLEY WHEN HIT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20444	03/06/2012	55	533770	180670	V2 TURNED RIGHT AND DIDNT SEE V1, V2 HIT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20456	04/07/2012	1800	534420	181320	DRV V2 WHO WAS DISTRACTED DROVE INTO REAR OF V1 WHO WAS STATIONARY IN TRAFFIC	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20476	09/07/2012	2200	534320	181640	V2 TURNED RIGHT AND HIT PEDAL CYCLIST V1	3 Slight	8 Priv Drive	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20479	10/07/2012	1730	534060	180980	V2 WENT INTO THE BACK OF STAT V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20491	17/07/2012	1159	534480	181710	V2 WENT INTO THE BACK OF V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20498	21/07/2012	1445	534500	181720	F.T.S V2 HIT V1 WHILE OVERTAKING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20506	25/06/2012	745	533820	181310	PED WALKED INTO THE ROAD, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20513	20/07/2012	2045	534420	181310	V3 WENT INTO THE BACK OF V2. V2 THEN HIT STAT V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20517	04/07/2012	610	533630	180720	V1 WENT INTO THE BACK OF V2	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20520	18/07/2012	1800	534340	181650	MOTORCYCLIST V2 WENT INTO THE BACK OF V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20524	10/08/2012	5	534180	181320	V1 U TURNED AND V2 HIT V1	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20531	15/07/2012	930	533860	181340	F.T.S V2 WENT INTO THE BACK OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20546	01/08/2012	1950	534120	181520	V2 TURNED RIGHT ONTO MAIN ROAD, COLLIDED WITH SW-BD V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20563	24/08/2012	1700	534370	181650	V1 WEST-BD MAJOR RD TURNED LEFT INTO CAR DEALERSHIP; V2 SHUNTED HIM	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20569	20/08/2012	1625	533880	181360	V2 SHUNTED V1 AS V3 CROSSED IN FRONT OF V1 FORCING HER TO BRAKE HARD	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20577	17/08/2012	1610	534690	180730	V2,V3,V1 ALL EAST-BD MAJOR ROAD; V1 SHUNTED V2 INTO V3 AT JNCTION	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20592	10/07/2012	1045	534240	181600	V1 BROKE SUDDENLY DUE TO F.T.S V2 INFRONT BRAKING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20596	06/09/2012	2310	534450	181300	V1 WEST-BD MAJOR ROAD LOST CONTROL, COLLIDED STREET FURNITURE, AND V2 AND V3 PARKED ON N/S	2 Serious	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20607	11/09/2012	915	534180	180670	V1 EAST-BD COLLIDED WITH V2 WEST-BD WHO TURNED RIGHT, INTO PATH OF V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20611	04/08/2012	1200	534500	181720	V2 HIT THE REAR OF V1, V2 WASNT LOOKING PROPLEY WHEN HIT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20629	12/08/2012	1805	534490	181710	V1,V2 BEGAN RIGHT TURN TO MAJOR ROAD AND V2 SHUNTED V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20633	11/08/2012	3	534320	181310	V1 WEST-BD MAJOR RD SLOWED TO TURN LEFT AND V2 SHUNTED HIM	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20649	25/09/2012	1610	534730	180740	V1,V2 EAST-BD; V2 CHANGED LANES INTO N/S LANE AND COLLIDED WITH V1 FILTERING	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20657	21/09/2012	1800	534510	181730	F.T.S V2 HIT PEDAL CYCLIST V1 WHILE OVERTAKING	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20673	20/09/2012	940	534190	180670	V2 TURNED RIGHT AND HIT THE O/S OF ONCOMING MOTORCYCLIST V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20678	03/10/2012	850	534030	181450	PEDAL CYCLIST V2 TURNED RIGHT BUT FAILED TO SEE V1 IN THE O/S LANE	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20679	24/09/2012	2229	534500	181720	V2 WEST-BD BRAKED, AVOIDED PED CAS1 [BOY PUSHING CYCLE ACROSS RD] V2 COLLIDED WITH PED ISLAND	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20691	02/10/2012	854	534320	181310	V2 FAILED TO GIVEWAY AND CROSSED THE PATH OF MOTORCYCLIST V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20693	13/10/2012	1322	534640	180720	F.T.S V2 FAILED TO GIVEWAY AND TURNED RIGHT. THIS CAUSED APPROACHING MOTORCYCLIST V1 TO LOSE CONTROL	3 Slight	8 Priv Drive	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20709	20/09/2012	722	534090	180610	V1 TURNED RIGHT WITH SIGHTLINE OBSCURED BY PARKED VEHS; V2 FROM HIS RIGHT COLLIDED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20714	27/09/2012	1830	533870	181340	V1,V2 AT CHANGING ATS; V2 LOST BALANCE AND COLLIDED WITH V2	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20731	09/10/2012	1025	534130	180640	MOTORCYCLIST V2 TRYED TO OVERTAKE V1 AS V1 TURNED RIGHT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20736	07/10/2012	1733	534350	181310	V2 TURNED RIGHT AND CROSSED THE PATH OF MOTORCYCLIST V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20739	08/09/2012	1845	534440	181690	V1,V2 EAST-BD;V1 TURNED RIGHT TO PARK SOUTH SIDE, V2 COLLIDED WITH HIM AND SLID TO IMPACT PARKED V3 AND V4	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20755	29/09/2012	1630	534500	181730	V1 NE-BD IN LN2 [CENTRE] TURNED LEFT ACROSS FRONT OF V2 ALSO NE-BD BUT IN LN1[N/S]	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20767	05/09/2012	1526	534500	181710	V1 WEST-BD MAJOR RD IN BUS LANE INTENDED AHEAD; V2 SW-BD TURNED LEFT LEAVING MAJOR RD COLLIDED WITH HIM	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20774	04/10/2012	2010	534010	181430	TWO PASS ONBOARD V1 GOT INJURED DUE TO V1 BRAKING SUDDENLY	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20776	23/10/2012	2150	534450	181700	THE DRIVER OF PARKED V1 OPENED THE DOOR INTO PEDAL CYCLIST V2'S PATH	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112HT20788	17/10/2012	1950	534230	181600	V1 NORTH-EAST BOUND STRUCK BY V2 SOUTH-WEST BOUND TURNING RIGHT [NORTH]	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20798	17/10/2012	715	533890	181360	F.T.S V2 WENT THROUGH A RED A.T.S AND HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20813	23/10/2012	1925	533750	180690	A PASS IN F.T.S V2 OPENED THE DOOR INTO THE PATH OF PEDAL CYCLIST V1	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20819	23/10/2012	1955	534430	181310	THE DRIVER OF F.T.S V2 OPENED THE DOOR INTO PEDAL CYCLIST V1'S PATH	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20839	09/11/2012	1635	534020	181450	V1,V2 EAST-BD; V1 UNDERTOOK V2 AT SPEED AND COLLIDED WITH HIM	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20842	03/11/2012	1039	534200	181580	PED STEPPED OUT INTO THE PATH OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20850	02/11/2012	1540	533900	181340	V2 COLLIDED WITH REAR OF STAT V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20856	31/10/2012	1605	533870	181360	V3 HIT VEHICLES 1 AND 2 AT JUNCTION	3 Slight	7 Multi Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	9 Unknown
0112HT20857	15/11/2012	542	534500	181720	V2 SOUTH-WEST BD INDICATED AND POSITIONED HIMSELF FOR RIGHT TURN; V1 SHUNTED HIM	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112HT20858	11/11/2012	2139	533770	181280	V1 PULLED OUT INTO THE PATH OF V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20868	11/11/2012	1933	533770	180670	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	8 Other
0112HT20871	07/11/2012	1730	533880	181340	V1 DRIVING WEST ON MAIN ROAD; V2 TURNED LEFT, ACROSS V1 PATH	3 Slight	7 Multi Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112HT20881	14/11/2012	1730	534220	181590	V1, V2 BOTH SW-BD ON MAJOR ROAD; V1 TURNED LEFT ACROSS PATH OF V1 ON HIS N/S, COLLIDED WITH HIM.	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20884	19/11/2012	1859	534230	181590	V1 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V2 ON THE N/S	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20899	27/11/2012	553	534080	180610	V1 - BARCLAYS HIRE CYCLE - NUMBER NOT RECORDED. V1 WEST-BD ON MAJOR ROAD WAS STRUCK BY V2 JOINING FROM HIS LEFT	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20900	26/11/2012	2120	534380	181660	BARCLAYS HIRE CYCLE 15308. V2 TURNED LEFT INTO FILLING STATION COLLIDING WITH V1 TO HIS N/S	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20906	22/11/2012	1342	533750	181250	V1 DRIVER DISTRACTED BY CAS1 ON BOARD, WHILE DRIVING; CAS1 FELL AS BUS MOVED	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20928	07/12/2012	15	533960	181220	F.T.S V2 WENT INTO THE BACK OF STAT V1	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT20940	17/12/2012	650	534030	181450	V1 HIT PED ON PED CROSSING	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112HT20947	05/11/2012	1010	533961	181399	ON MOVE-OFF EAST FROM ATS,V3 CHANGED LANE TO LEFT COLLIDING WITH V2 PASSING HIM; V1 [CYCLE] FELL OFF	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20950	11/12/2012	1710	534210	181580	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	1 Pedestrian Accident	1 Fine
0112HT20952	19/12/2012	1236	534360	181310	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112HT20956	23/12/2012	1705	533790	180660	V2 HIT THE REAR OF STATIONARY V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20961	08/12/2012	1820	534230	181590	V2 TURNED LEFT AND HIT V1. V2 FTS	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112HT20978	31/12/2012	1928	533740	180710	A PASS IN STAT V1 OPENED THE DOOR INTO V2'S PATH	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112HT29027	20/12/2012	30	533810	180640	V1 U-TURNED CAUSING V2 TO SHARPLY BRAKE	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112MM70032	06/01/2012	2045	532260	180150	PED (CAS1) RAN INTO PATH OF V1, CAUSING COLLISION.	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70071	03/02/2012	1100	532660	180170	V1 HIT PED ON PED CROSSING AND FTS. ATS WAS GREEN FOR PED	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70124	27/02/2012	1840	532270	180200	V1 HAS TURNED RIGHT ACROSS PATH OF CYCLIST V2 CAUSING COLLISION.	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112MM70191	20/03/2012	1621	532430	179740	V1 CHANGED LANE AND HIT V2. V2 LEFT RD AND HIT PED. V1 FTS	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70208	20/03/2012	1620	532690	180200	V2 PULLED AWAY FROM SPACE AS V1 (SOLO) WAS PASSING CAUSING COLLISION	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112MM70243	12/02/2012	1022	532770	180310	V1 HAS TURNED RIGHT AND BRAKED SHARPLY TO AVOID ANOTHER VEHICLE, WHEN ONE PASSENGER HAS FALLEN CAUSING INJURY.	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112MM70253	27/02/2012	1115	532300	179830	V2 HAS TURNED RIGHT AND HAS COLLIDED WITH SOLO V1 CAUSING COLLISION AND RIDER TO FALL.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70268	06/03/2012	855	532750	180310	PED HAS DISOBEYED PED CROSSING AND CROSSED THE ROAD INTO PATH OF SOLO V1 CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70304	30/04/2012	802	532700	180200	SOLO V1 HAS BRAKED SUDDENLY DUE TO A PEICE OF PLASTIC IN THE ROAD. V1 THEN LOST CONTROL CAUSING RIDER TO FALL.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70305	27/04/2012	1435	532670	180170	PED HAS RAN ACROSS THE ROAD INTO PATH OF V1 CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	1 Fine
0112MM70360	04/04/2012	1415	532760	180310	PED HAS DISOBEYED RED ATS AND CROSSED THE ROAD INTO PATH OF V1 CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70367	05/05/2012	940	532260	180150	V2 HAS CHANGED LANES INTO PATH OF STATIONARY V1 CAUSING COLLISION.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112MM70377	14/05/2012	703	532690	180200	V2 HAS COLLIDED WITH CYCLIST V1 AS BOTH VEHICLES MOVED OFF FROM ATS.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70396	06/06/2012	1923	532700	180200	CYCLIST V1 HAS TURNED LEFT AS PED ATTEMPTED TO CROSS THE ROAD CAUSING COLLISION.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70425	08/06/2012	1750	532440	179750	PED HAS CROSSED THE ROAD INTO PATH OF SOLO V1 (WHO WAS TURNING RIGHT) CAUSING COLLISION.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70442	27/05/2012	1600	532670	180170	V1 HAS DISOBEYED AMBER ATS AND COLLIDED WITH PED WHO WAS STILL CROSSING THE ROAD.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70447	23/05/2012	1711	532530	179990	V1 HAS BRAKED SUDDENLY WHEN CYCLIST V2 HAS COLLIDED WITH REAR OF V1.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70484	03/07/2012	925	532260	180160	V2 CHANGED IT'S MIND FROM TURNING RIGHT TO CHANGING LANE TO LEFT INTO PATH OF V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70495	02/07/2012	910	532540	179970	V1 (CYCLIST-CAS1) DISOBEYED PED CROSSING AND COLLIDED WITH PED (CAS2).	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	5 Raining/High Winds
0112MM70577	30/07/2012	1756	532730	180250	V2 OVERTOOK AND HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112MM70608	08/08/2012	1250	532260	179880	V1 PULLED OUT INFRONT OF V1, V2 HIT V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70699	06/08/2012	810	532680	180200	V.1 TURNED RIGHT, ACROSS PATH OF ON-COMING V.2 (M/BIKE) CAUSING COLLISION.	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70733	10/09/2012	845	532430	179760	V1 OVERTOOK AND CLIPPED V2	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70797	30/09/2012	2124	532770	180320	AS V1 (BUS) BRAKED CAS1 FELL DOEN BUS STAIRS. - [CAS1 LOST BALANCE ON BUS STAIRS. (C001)]	3 Slight	9 Other Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70798	30/09/2012	1900	532260	180140	V2 WAS OVERTAKEN AND CLIPPED BY V1	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70824	05/09/2012	830	532430	179750	AS V1 (CYCLIST-CAS1) OVERTOOK A STATIONARY BUS V1 COLLIDED WITH PED (CAS2).	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112MM70848	05/09/2012	1830	532260	180000	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (CYCLIST-CAS1), CAUSING COLLISION.	3 Slight	8 Priv Drive	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112MM70867	13/10/2012	1828	532640	180150	V2 TURNED LEFT AND COLLIDED WITH SIDE OF FILTERING V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112MM70914	21/09/2012	1242	532720	180240	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112MM70954	19/07/2012	550	532680	180200	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (SOLO-CAS1), CAUSING V1 TO BRAKE AND LOSE CONTROL.	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112MM70963	20/11/2012	1635	532750	180300	PED STEPPED OUT INTO THE PATH OF FILTERING V1	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	1 Pedestrian Accident	1 Fine
0112MM70978	22/11/2012	717	532630	180150	PED STEPPED OUT INTO THE PATH OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA00087	01/02/2012	1000	534120	181520	V1 PULLED OUT AND TURNED RIGHT COLLIDING WITH TWO CROSSING PED	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA00125	17/02/2012	758	534060	180980	V2 (CYCLIST) LOST CONTROL AND COLLIDED WITH ONCOMING V1	2 Serious	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0112TA00300	29/03/2012	435	533900	181350	V2 TRYING TO GET AWAY FROM V3(EMERGANCY VEHICLE) COLLIDED WITH V1'S REAR AND DROVE OFF	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112TA00361	12/05/2012	1155	533480	180690	PED RAN ACROSS INTO NEARSIDE OF V1 (SOLO)	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA00403	12/05/2012	1530	533640	180720	PED CROSSED FROM INBETWEEN TWO PARKED BUSES INTO PATH OF V1	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA00575	04/07/2012	1530	534280	181620	V1 OPENS IT'S DOOR INTO PATH OF PASSING V2 (CYCLE)	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	9 Unknown

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112TA00585	24/07/2012	401	534040	181450	PED ON PHONE STAGGERED OF PAVEMENT INTO PATH OF V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA00596	14/07/2012	2158	533970	180970	V1 PASSANGER OPENED IT'S DOOR INTO PATH OF V2	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0112TA00759	13/09/2012	1640	534230	181590	V1 WAS TURNING LEFT, V2(CYCLE) DIDNT REALISE AND HIT V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112TA00771	22/09/2012	1110	534200	181570	PED STEPPED OUT INTO NEAR SIDE OF PASSING V1 (VAN)	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA00839	14/10/2012	1228	533780	180670	PED WAS CROSSING ROAD WHEN HIT BY V1	2 Serious	6 Crossroads	1 Daylight	2 Road-Wet	1 Pedestrian Accident	8 Other
0112TA00842	05/10/2012	55	533800	181300	PED CROSSING ROAD WAS CLIPPED BY PASSING V1 (BUS)	2 Serious	0 No Jun In 20m	2 Dark	2 Road-Wet	1 Pedestrian Accident	2 Raining
0112TA00906	01/11/2012	110	534370	181660	PED CROSSING ROAD WAS HIT BY V1	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA01014	11/12/2012	1827	533460	180700	PED STEPPED OUT INTO THE PATH OF V1.	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TA01071	22/12/2012	940	533540	180700	V1 DID A U-TURN AS V2 WAS OVERTAKING CAUSING COLLISION	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0112TB00341	05/04/2012	154	532560	180030	PED FOR UNKNOWN REASON RAN OUT INTO SIDE OF PASSING V1	2 Serious	0 No Jun In 20m	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0112TB00634	13/06/2012	1851	532570	180040	V1 PULLED OVER AND OPENED IT'S DOOR INTO PATH OF V2 (CYCLE)	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112TB00637	15/06/2012	825	532430	179770	V1 PULLED OVER TO THE LEFT TO START A U-TURN, V2 (SOLO) OVERTOOK AND COLLIDED	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112TB00908	05/09/2012	1544	532690	180200	V1 (SOLO) MOVED OF AND CUT ACROSS V2'S PATH CAUSING COLLISION ROAD	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0112TD00077	26/05/2012	1846	534170	181550	PED CROSSED INTO NEARISDE OF PASSING V1, V1 CLIPPED PED	1 Fatal	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113CP00009	18/01/2013	1953	533790	181140	PASSANGER C1 SLIPS ON V1 - [FLOOR WET AND C1 FELL (C001)]	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113CP00018	27/02/2013	1254	533330	180690	V1 TRIED TO PASS THROUGH MOVING OFF V3 AND V2 AND LOST CONTROL	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00022	16/02/2013	1155	533687	180773	V1 COLLIDED WITH REAR OF STAT V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00024	19/02/2013	1540	533310	180720	PED STEPPED INTO ROAD INTO PATH OF V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113CP00032	03/02/2013	330	531790	180950	V1 OR V2 POSS FAILED RED ATS AND COLLIDED, V1 WAS TURNING RIGHT	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00034	13/03/2013	1235	533270	180730	PED STEPPED OUT FROM FRONT OF STAT TRAFFIC INTO PATH OF V1	2 Serious	0 No Jun In 20m	1 Daylight	3 Road-Snow	1 Pedestrian Accident	3 Snowing
0113CP00041	19/03/2013	1718	532350	180980	PED STEPPED OUT INTO PATH OF V1	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113CP00058	07/03/2013	1654	532790	180970	PED CROSSED THROUGH STAT TRAFFIC INTO PATH OF V1 OVERTAKING ON OFFSIDE	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	1 Pedestrian Accident	2 Raining
0113CP00062	06/04/2013	601	532380	180660	V1 SWERVED AND LOST CONTROL	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00063	10/04/2013	301	533330	180710	UNKNOWN WHY V1 (CYCLE) HAS FALLEN OFF CAUSING INJURY	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00066	13/04/2013	1650	533460	180700	V1 CHANGES LANES TO RIGHT AND COLLIDES WITH V2	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113CP00078	23/04/2013	1735	533770	181180	PED STEPS OUT FROM INBETWEEN STAT CARS INTO PATH OF V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113CP00080	25/04/2013	755	532720	181120	PED WITH HEADPHONES ON CROSSED INBETWEEN STAT CARS INTO PATH OF V1	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113CP00086	30/04/2013	1641	532350	180990	V1 AND V2 MOVED OF AT JUNCTION, V2 ON OFFSIDE, V1 VEERED INTO NEARISIDE OF V1	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	9 Unknown
0113CP00095	23/05/2013	730	532650	181110	V1 PASSANGER OPENED ITS DOOR INTO PATH OF PASSING V2	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00105	27/05/2013	1650	532360	180990	V1 STOPPED OVER THE LINE AT ATS LIGHTS THEN REVERSED COLLIDING WITH PED CROSSING FROM BEHIND	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113CP00109	18/05/2013	138	532650	181110	V2 ENTERS CROSSING INTO PATH OF V1	3 Slight	9 Other Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00114	07/05/2013	831	533810	180960	V2 TURNS LEFT ACROSS PATH OF V1 AND V3 WHICH WERE ON NEARISIDE	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00115	07/05/2013	804	532700	181110	V1 AND V2 MOVED OFF, V1 TURNED LEFT AROSS PATH OF V2 WHO WAS ON NEARISIDE	2 Serious	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00116	14/05/2013	1240	532700	181110	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	3 Slight	7 Multi Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113CP00117	08/05/2013	1855	532390	180700	PED STEPPED OUT INTO PATH OF PASSING V1	3 Slight	9 Other Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00118	02/05/2013	1228	532700	181130	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	2 Serious	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113CP00122	25/06/2013	1224	532650	181110	V1 DOES A U-TURN INTO PATH OF PASSING V2	3 Slight	9 Other Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00123	26/06/2013	1804	533030	180820	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00124	14/06/2013	1030	532700	181110	V1 AND V2 CROSSED JUNCTION WHEN V1 VEERS INTO V2'S PATH	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00137	25/06/2013	1830	532700	181120	PED RAN THROUGH STQAT TRAFFIC INTO PATH OF V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113CP00138	25/06/2013	1200	531810	180950	V2 DOES A U-TURN INTO PATH OF V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00144	21/06/2013	1903	532930	180860	UNKNOWN V3 OVERTAKES V1 CAUSING V1 TO SWERVE INTO REAR OF STAT V2	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113CP00156	07/06/2013	1640	533690	180770	V1 ON PAVEMENT COLLIDES WITH PED	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113CP00157	01/06/2013	2055	532720	181120	PED STEPPED INTO PATH OF V1	3 Slight	7 Multi Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20024	27/01/2013	2050	534120	181520	V2 TURNED RIGHT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113HT20031	28/01/2013	1440	534200	181320	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	5 Road-Flood	1 Pedestrian Accident	2 Raining
0113HT20032	15/01/2013	1508	534040	181460	V1 MOVED OFF, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0113HT20051	09/01/2013	1200	534030	181440	PED CROSSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20058	29/01/2013	1630	534350	180700	V2 CHANGED LANE AND HIT V1	3 Slight	3 T/Stag Jun	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	1 Fine
0113HT20065	05/02/2013	550	534700	180720	V1 WESTBOUND HELD ON RED A.T.S SHUNTED BY V2	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20090	17/02/2013	535	534490	181310	V1 CROSSED CARRIAGEWAY INTO THE PATH OF ONCOMING V2	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20096	15/02/2013	243	533860	181340	V1 EASTBOUND WAITED AT RED A.T.S, SHUNTED BY V2	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20110	22/02/2013	840	534230	181600	V1 WESTBOUND BEGAN RIGHT TURN, COULD NOT AVOID PED CAS 1 WHO STEPPED OUT INFRONT OF HIM	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20112	23/02/2013	1930	534350	180700	V2 HIT THE REAR OF V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113HT20170	06/03/2013	2100	534320	181640	MOTORCYCLIST V1 BROKE SUDDENLY AND THEN LOST CONTROL	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113HT20177	20/03/2013	1710	533880	181370	THE PED CROSSED THE ROAD AND GOT HIT BY MOTORCYCLIST V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20180	12/02/2013	849	534340	181320	V1 EASTBOUND MAJOR ROAD UNABLE TO AVOID UNIDENT. PED WHO RAN INTO HER PATH, CAUSED V1 TO CRASH	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20181	22/03/2013	2042	533900	181350	PEDAL CYCLIST V1 TURNED RIGHT BUT FAILED TO SEE MOTORCYCLIST V2 IN THE O/S LANE	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113HT20183	19/03/2013	2025	534270	181620	V2 HIT THE O/S OF MOTORCYCLIST V1 WHILE OVERTAKING	3 Slight	0 No Jun In 20m	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20198	15/03/2013	1135	533920	181370	F.T.S V1 REVERSED AND HIT THE PED CROSSING THE ROAD	2 Serious	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20202	01/04/2013	1406	534120	181520	V2 FAILED TO GIVEWAY AND CROSSED V1'S PATH	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20208	23/03/2013	1614	534200	180680	F.T.S V2 WENT INTO THE BACK OF V1	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113HT20214	26/01/2013	2100	534220	181320	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113HT20228	02/04/2013	715	533790	181290	F.T.S V1 WENT INTO THE BACK OF V2	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20232	03/04/2013	1300	533970	181380	V2 HIT THE REAR OF V1 AND FTS	3 Slight	1 Roundabout	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20249	24/04/2013	1510	533880	181350	V1 WAITED TO BE ABLE TO CLEAR BOX JUNCTION BUT WAS SHUNTED BY V2	2 Serious	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20253	15/04/2013	1220	533820	181310	F.T.S V2 HIT MOTORCYCLIST V1 WHILE OVERTAKING	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20255	22/04/2013	1719	534410	181680	SOUTH-WEST BOUND V1 IN LANE 2/2 SHUNTED V2 IN SLOW TRAFFIC	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20270	26/04/2013	1454	534070	180610	V1 EAST-BD WAITED AT ATS ; V2 SHUNTED HIM	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20288	08/05/2013	1750	534230	180700	V1 NE-BOUND FILTERING THROUGH HEAVY TRAFFIC WAS STRUCK BY V2 SW-BD TURNING RIGHT	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20311	11/05/2013	1620	534340	181310	V1 [BUS] WEST-BD BRAKED FOR BUS STOP; CAS1 ON BOARD FELL OFF SEAT - [PASR WAS DRUNK (C001)]	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20315	17/05/2013	1730	534710	180730	V2 TURNED LEFT AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113HT20316	08/05/2013	2252	534500	181711	V2 HIT THE REAR OF STATIONARY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20343	21/05/2013	1640	534070	180980	F.T.S V2 FAILED TO GIVEWAY AND HIT PEDAL CYCLIST V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20349	03/06/2013	1008	534260	181310	V1 TURNED RIGHT AND GOT HIT BY V2	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20360	31/05/2013	1155	534160	181540	THE PED STEPPED OUT INTO MOTORCYCLIST V1'S PATH	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20368	28/05/2013	3	534190	180670	V2 TURNED RIGHT AND CROSSED THE PATH OF MOTORCYCLIST V1	2 Serious	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20376	12/06/2013	1455	533890	181340	SOUTH-WEST BD V1 WAS UNABLE TO AVOID PED CAS1 IN ROADWAY	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20386	16/06/2013	259	534230	181590	PED CROSED RD AND GOT HIT BY V1	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113HT20407	21/06/2013	1432	534250	181310	F.T.S V2 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V1 ON THE N/S	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20409	23/06/2013	100	533840	180810	F.T.S V2 WENT INTO THE BACK OF V1	3 Slight	0 No Jun In 20m	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining



AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113HT20430	26/06/2013	1300	533880	181340	F.T.S V2 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V1 ON THE N/S	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20431	06/06/2013	2100	534200	180680	V2 HIT PEDAL CYCLIST V1 WHILE OVERTAKING	3 Slight	6 Crossroads	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20442	18/06/2013	1845	534410	181320	EAST-BOUND V1 BEGAN LEFT TURN OFF MAIN ROAD, FAILED TO SEE V2 TO HIS N/S AND COLLIDED	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113HT20609	30/06/2013	1125	534010	181430	THE DRIVER OF V1 CLOSED THE DOORS AS A PASS ONBOARD WAS ALIGHTING	3 Slight	0 No Jun In 20m	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113MM70108	05/02/2013	1750	532540	179980	PED WLAKE INTO THE ROAD WHEN LIGHT WAS GREEN FOR VEHICLES, V1 HIT PED	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113MM70125	09/02/2013	1315	532260	179880	V1 REVERSED OUT OF ROAD AND WAS HIT BY V2	3 Slight	6 Crossroads	1 Daylight	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113MM70225	05/04/2013	1930	532520	179930	VEH 1 HAD TO STOP TO LET PEDS CROSS BEFORE HE COULD TURN LEFT WHEN VEH 2 UNDERTOOK & HIT VEH 1'S WING MIRROR	3 Slight	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113MM70258	08/03/2013	1915	532690	180210	V2 COLLIDED WITH REAR OF STAT V1 (SOLO)	3 Slight	3 T/Stag Jun	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining

AREFNO	Accident Date	Time	Easting	Northing	Description	Accident Severity	Junction Detail	Light Conditions (Banded)	Road Surface	Pedestrian Accident	Weather
0113MM70260	29/04/2013	1731	532440	179750	V1 PASSED JUNCTION WHEN C1 WALKED OUT INTO PATH OF V1	3 Slight	6 Crossroads	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113MM70304	08/05/2013	820	532740	180250	V1 REVERSED BACK INTO CROSSING PED.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	1 Pedestrian Accident	1 Fine
0113MM70359	20/05/2013	1940	532760	180300	V1 AND V2 MOVED OFF, V2 WAS TURNING LEFT AND ON NEAR SIDE V2 TURNED RIGHT COLLIDING WITH V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113MM70378	13/06/2013	1710	532770	180320	PASSENGER IN V1 OPENED THERE DOOR COLLIDING WITH V2 TRAVELLING DOWN NEAR SIDE.	3 Slight	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113MM70387	23/06/2013	330	532690	180200	V2 HIT THE REAR OF STATIONARY V1. V1 THEN HIT AN ATS	3 Slight	6 Crossroads	2 Dark	2 Road-Wet	2 Non-Pedestrian Accident	2 Raining
0113MM70394	04/06/2013	930	532720	180240	F.T.S V2 WENT INTO THE BACK OF PEDAL CYCLIST V1	2 Serious	3 T/Stag Jun	1 Daylight	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113TA00021	25/01/2013	2015	534110	181320	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1	2 Serious	3 T/Stag Jun	2 Dark	1 Road-Dry	2 Non-Pedestrian Accident	1 Fine
0113TA00077	04/02/2013	1759	534100	181500	PED WALKED OUT INTO PATH OF PASSING V1	2 Serious	0 No Jun In 20m	2 Dark	1 Road-Dry	1 Pedestrian Accident	1 Fine

THIS PAGE IS INTENTIONALLY BLANK

## **Appendix 6D: 3-year Casualty Records 1 July 2010-30 June 2013**

Source: Transport for London, only selected fields shown

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110TA00168	32	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 MOUNTED FOOTPATH AND HIT PED	1	1 Male
0110MM70623	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 CHANGED LANE CAUSING THE PEDAL CYCLIST V2 TO BRAKE. V2 THEN HIT THE KERB AND THE RIDER WENT OVER THE HANDLEBARS	1	1 Male
0110HT20450	40	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLISTS ON INSIDE OF TR5AFFIC COLLIDED WITH STAT V1	1	1 Male
0110HT20476	25	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 IN TRAFFIC CUT ACROSS V1 TO TURN LEFT	1	1 Male
0110HT20480	38	3 Slight	2 Passenger	4 Car	1	V2 HIT THE BACK OF V3 PUSHING V3 INTO V1	1	2 Female
0110HT20504	8	3 Slight	2 Passenger	4 Car	1	V1 HAS HIT V2, V1 HAS TURNED INFRONT OF V2	1	2 Female
0110HT20506	0	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED AS PED WALKED INTO THE ROAD	1	1 Male
0110HT20515	32	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OVERTOOK V1. TRAILER OF V2 CLIPPED V1, CAUSING RIDER TO FALL	1	1 Male
0110HT20519	20	3 Slight	1 Driver/Rider	4 Car	1	V1 AND V2 COLLIDED AT JUNCTION	1	2 Female
0110HT20533	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 MOVED AND HIT V2, V1 DID NOT SEE V2	1	1 Male
0110MM70528	33	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 A PEDAL CYCLIST BROKE AND THEN LOST CONTROL	1	1 Male
0110CP00168	52	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V.2 TRIED TO CUT IN FRONT OF V.1 AND KNOCKED V.1 OVER.	1	1 Male
0110CP00170	27	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V.1 SLOWED DOWN WHILST APPROACHING RED LIGHT,V.2 TRIED TO OVERTAKE V.1 & CUT IN LINE OF TRAFFIC AND HIT V.1.	1	1 Male
0110CP00171	31	3 Slight	3 Pedestrian	1 Pedestrian	1	PED. CROSSED THE ROAD AND WAS HIT BY V.1 WHO HAD JUST ENTERED THE ROAD.	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110CP00174	54	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V.1 CHANGED LANES & QUICKLY WENT BACK TO ORIGINAL LANE AND HIT V.2 WHO WAS TRAVELLING ON THAT LANE.	1	1 Male
0110HT20571	19	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 LOST CONTROL, MOUNTED PAVEMENT AND HIT PED	1	1 Male
0110HT20574	52	3 Slight	1 Driver/Rider	4 Car	1	V2 MOVED OFF, AND WAS HIT ON THE REAR BY V1	1	1 Male
0110HT20582	36	3 Slight	1 Driver/Rider	4 Car	1	V2 SWERVED AND HIT V1 FOR UNKNOWN REASON. V2 FTS	1	1 Male
0110CP00177	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V.1 & V.2 WERE TRAVELLING SIDE BY SIDE IN THE SAME DIRECTION, BOTH V.S WERE TURNING LEFT AND V.2 HIT V.1.	1	1 Male
0110HT20589	30	3 Slight	1 Driver/Rider	4 Car	1	V2 TURNED RIGHT AND HIT THE OFFSIDE OF V1. V1 WAS ON WRONG LANE TO GO STRAIGHT AHEAD	1	1 Male
0110HT20595	29	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TRIED TO OVERTAKE STATIONARY V1 AND COLLIDED	1	1 Male
0110HT20601	34	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF V1	1	1 Male
0110HT20609	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 HIT THE REAR OF V1, V2 DID NOT SEE V1	1	1 Male
0110HT20615	0	3 Slight	1 Driver/Rider	4 Car	1	V2 MOVED LANES AND HIT V1	1	2 Female
0110HT20616	40	3 Slight	1 Driver/Rider	4 Car	1	V1 TURNED RIGHT V2 DID NOT LOOK AT A.T.S, V2 HIT V1	1	1 Male
0110HT20624	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND HIT V1	1	1 Male
0110HT20661	44	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	1 Male
0110HT20689	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 RODE INTO THE REAR OF V2	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20049	27	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED ON PED CROSSING AND GOT HIT BY V1	1	1 Male
0111HT20062	41	3 Slight	1 Driver/Rider	4 Car	1	V1 DID A U TURN AND GOT HIT BY V2	1	2 Female
0110CP00234	42	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN WHY CYCLISTS LOST CONTROL	1	1 Male
0110CP00237	54	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS TRAFFIC INTO PATH OF CYCLISTS FILTERING TRAFFIC ON NEAR SIDE	1	1 Male
0110CP00253	24	3 Slight	3 Pedestrian	1 Pedestrian	2	PED 1 AND 2 CROSSED FROM BEHIND STAT CARS INTO PATH OF SOLO (V1)	1	2 Female
0110CP00253	24	3 Slight	3 Pedestrian	1 Pedestrian	2	PED 1 AND 2 CROSSED FROM BEHIND STAT CARS INTO PATH OF SOLO (V1)	1	2 Female
0110CP00254	23	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 OVERTOOK PEDAL CYCLIST V1 TO CLOSE CAUSING THE PEDAL CYCLIST TO LOSE CONTROL	1	1 Male
0110CP00256	22	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED THROUGH STAT TRAFFIC AND INTO PATH OF SOLO FILTERING ON OFFSIDE OF TRAFFIC	1	2 Female
0110CP00257	34	2 Serious	3 Pedestrian	1 Pedestrian	1	V1 WAS REVERSING AND COLLIDED WITH PED TRYING TO GUIDE V1	1	1 Male
0110CP00189	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V.1 (CYCLIST) WAS TRAVELLING IN CYCLE LANE, V.2 WAS ON THE OUTSIDE, TURNED LEFT & COLLIDED WITH V.1.	1	1 Male
0110CP00194	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	PED. WALKED OUT IN-FRONT OF V.1 AND V.1 HIT SUITCASE THAT PED WAS CARRYING, CAUSING RIDER TO COME OFF V.1. - [DANGEROUS ACTION BY PED CROSSING ROAD. (V001)]	1	2 Female
0110CP00197	27	3 Slight	3 Pedestrian	1 Pedestrian	1	A PED CROSSED THE ROAD, THROUGH STATIONARY TRAFFIC WAS WAS HIT BY V.1 WHO WAS UNDERTAKING STATIC V.S.	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110CP00205	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	A PED. RAN OUT IN-FRONT OF V.2 (MOTORCYCLE) & BOTH COLLIDED, V.2 THEN SKIDDED INTO V.1. (STATIONARY BUS).	1	1 Male
0110CP00205	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	A PED. RAN OUT IN-FRONT OF V.2 (MOTORCYCLE) & BOTH COLLIDED, V.2 THEN SKIDDED INTO V.1. (STATIONARY BUS).	1	1 Male
0110CP00208	35	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V.2 (CYCLIST) UNDERTOOK V.1, & THE REAR WHEEL OF V.2 HIT V.1 AND RIDER OF V.2 FELL TO THE GROUND.	1	1 Male
0110HT20857	44	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	V1 TURNED RIGHT AND HIT A SIGN POST. DRIVER UNDERSTEERED	1	1 Male
0110HT20871	29	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED WHO WAS CROSSING RD	1	2 Female
0110HT20876	41	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male
0111TA00097	32	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 DID A U TURN AND HIT OVERTAKING V2	1	1 Male
0111TA00163	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 DID A U TURN AND GOT HIT BY V2	1	1 Male
0110CP00268	26	3 Slight	3 Pedestrian	1 Pedestrian	1	FOR UNKNOWN REASON PED FELL INTO PATH OF V1	1	2 Female
0110CP00273	63	3 Slight	3 Pedestrian	1 Pedestrian	1	PED ON X-ING CROSSES IN SLOW MOVING TRAFFIC AND IS HIT BY SOLO IN CYCLE LANE	1	2 Female
0110CP00279	24	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSED ROAD AND IS HIT BY V1 RECEIVING SERIOUS INJURIES	1	1 Male
0110CP00282	23	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED IN PATH OF V1	1	1 Male
0110CP00286	50	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	AS CYCLIST MOVED OFF V2 COLLIDED WITH V1	1	1 Male
0110CP00292	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PED STEPPED INTO PATH OF CYCLIST CAUSING RIDER TO LOSE CONTROL	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110CP00339	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	SOLO FILTERING BETWEEN STAT TRAFFIC LOSES CONTROL AND HITS N/S OF V2	1	1 Male
0110CP00340	47	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	SOLO ON N/S OF V1 AT A.T.S. V1 STARTS TO TURN LEFT CAUSING SOLO TO SWERVE AND CRASH	1	1 Male
0110HT20792	73	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 OVERTOOK AND COLLIDED WITH V1	1	1 Male
0110HT20806	22	3 Slight	2 Passenger	4 Car	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	2 Female
0110HT20721	31	3 Slight	1 Driver/Rider	4 Car	1	V1 DROVE INTO THE REAR OF STATIONARY V2	1	1 Male
0110CP00262	25	3 Slight	1 Driver/Rider	4 Car	4	V1 TURNS RIGHT ACROSS PATH OF PASSING V2	1	1 Male
0110CP00262	25	3 Slight	1 Driver/Rider	4 Car	4	V1 TURNS RIGHT ACROSS PATH OF PASSING V2	1	1 Male
0110CP00262	25	3 Slight	1 Driver/Rider	4 Car	4	V1 TURNS RIGHT ACROSS PATH OF PASSING V2	1	1 Male
0110CP00262	25	3 Slight	1 Driver/Rider	4 Car	4	V1 TURNS RIGHT ACROSS PATH OF PASSING V2	1	1 Male
0110CP00317	28	3 Slight	3 Pedestrian	1 Pedestrian	2	PED STEPPED OUT INTO PATH OF PASSING V1	1	2 Female
0110CP00317	28	3 Slight	3 Pedestrian	1 Pedestrian	2	PED STEPPED OUT INTO PATH OF PASSING V1	1	2 Female
0110CP00321	57	3 Slight	1 Driver/Rider	4 Car	1	V1 & V2 WERE BOTH WAITING AT RED ATS, V.2 ROLLED INTO V.1.	1	2 Female
0110HT20880	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED LEFT AND GOT HIT BY V2	1	1 Male
0110HT20893	42	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	DUE TO V2 GIVING A WRONG SIGNAL, V1 BRAKED, CAUSING RIDER TO FALL	1	1 Male
0110HT20899	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 SKIDDED AND COLLIDED WITH THE REAR OF V2	1	1 Male
0110HT20905	22	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110HT20918	48	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 OPENED DOOR AND HIT PASSING V2	1	1 Male
0110HT20718	29	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND HIT V2	1	1 Male
0110HT20727	42	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OFN STATIONARY V1	1	1 Male
0110HT20828	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 CHANGED LANE AND HIT V1. V2 FTS	1	1 Male
0110HT20829	19	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0110HT20835	21	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	2 Female
0110HT20843	56	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male
0110CP00247	37	3 Slight	1 Driver/Rider	5 Taxi	1	V2 ATTEMPTED TO OVERTAKE V1 (CAS1), BUT COLLIDED WITH V1.	1	1 Male
0110CP00249	41	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 PULLED UP TOO CLOSE TO V1 (SOLO-CAS1), CAUSING COLLISION.	1	1 Male
0110CP00325	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT INFRONT OF V2 CAUSING THEM TO BRAKE SHARPLY AND COLLIDE WITH V1 AND KNOCKING PED INTO V3.	1	1 Male
0110CP00325	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT INFRONT OF V2 CAUSING THEM TO BRAKE SHARPLY AND COLLIDE WITH V1 AND KNOCKING PED INTO V3.	1	1 Male
0110CP00326	27	3 Slight	1 Driver/Rider	4 Car	2	V1 LOST CONTROL HITTING A LAMPOST	1	2 Female
0110CP00326	27	3 Slight	1 Driver/Rider	4 Car	2	V1 LOST CONTROL HITTING A LAMPOST	1	2 Female
0110CP00332	38	3 Slight	1 Driver/Rider	4 Car	1	V1 WAS SLOWING DUE TO RED ATS WHEN V2 COLLIDED WITH THERE REAR.	1	1 Male
0110CP00334	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	DRIVER OF V1 OPENED THERE DOOR INTO THE PATH OF V2 CAUSING COLLISION.	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110HT20849	69	3 Slight	2 Passenger	6 Bus Or Coach	1	DUE TO HEAVY TRAFFIC V1 BRAKED HARD, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	1	2 Female
0110HT20870	39	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male
0110HT20925	27	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED ON PED CROSSING	1	1 Male
0110HT20935	47	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED LEFT AND GOT HIT BY V1	1	1 Male
0110HT20745	20	3 Slight	2 Passenger	6 Bus Or Coach	2	V2 HIT THE REAR OF STATIONARY V1	1	2 Female
0110HT20745	20	3 Slight	2 Passenger	6 Bus Or Coach	2	V2 HIT THE REAR OF STATIONARY V1	1	2 Female
0110HT20751	41	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	V2 HIT THE OFFSIDE OF V1 AT JUNCTION	1	1 Male
0110HT20757	33	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 WENT THROUGH RED AST AND THEN REVERSED INTO V1	1	1 Male
0110HT20765	15	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED, WHO WAS CROSSING RD	1	1 Male
0110HT20774	35	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	2 Female
0110HT20782	19	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 BRAKED RD HARD AND FELL TO GROUND	1	1 Male
0110HT20790	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OPENED DOOR AND HIT V1	1	2 Female
0110HT20866	26	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male
0110MM70833	20	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 HIT THE O/S OF PEDAL CYCLIST V2 WHILE OVERTAKING	1	2 Female
0110MM71038	30	2 Serious	3 Pedestrian	1 Pedestrian	1	THE PED RAN OUT FROM BEHIND A STAT BUS AND INTO V1'S PATH	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110MM71046	49	3 Slight	3 Pedestrian	1 Pedestrian	1	THE PED CROSSED THE ROAD AND INTO V1'S PATH	1	1 Male
0111CP00001	32	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	2	PED. CROSSED AS LIGHTS CHANGED, RIDER HIT PED THEN LOST CONTROL AND HIT V.2.	1	2 Female
0111CP00001	32	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	2	PED. CROSSED AS LIGHTS CHANGED, RIDER HIT PED THEN LOST CONTROL AND HIT V.2.	1	2 Female
0111CP00008	20	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V. TURNED RIGHT ACROSS PATH OF ONCOMING SOLO.	1	1 Male
0111CP00010	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	SOLO WENT THROUGH PED CROSSING AS LIGHTS CHANGED AND COLLIDED WITH PED.	1	2 Female
0111CP00010	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	SOLO WENT THROUGH PED CROSSING AS LIGHTS CHANGED AND COLLIDED WITH PED.	1	2 Female
0111CP00012	49	3 Slight	1 Driver/Rider	7 Goods Vehicle	2	V. REVERSED INTO MAIN CARRIAGEWAY IN PATH OF SOLO.	1	1 Male
0111CP00012	49	3 Slight	1 Driver/Rider	7 Goods Vehicle	2	V. REVERSED INTO MAIN CARRIAGEWAY IN PATH OF SOLO.	1	1 Male
0110MM70877	27	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNING RIGHT FROM LANE 2 COLLIDES WITH PEDAL CYCLE V1 IN LANE 3. V2 FTS.	1	1 Male
0111CP00020	47	3 Slight	3 Pedestrian	1 Pedestrian	1	CASUALTY CROSSED AS SOLO WAS FILTERING PAST TRAFFIC.	1	2 Female
0110TA00322	61	2 Serious	3 Pedestrian	1 Pedestrian	1	V1 PERFORMED A U-TURN AND COLLIDED WITH CROSSING PED	1	2 Female
0110TA00332	31	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	DETAILS NOT KNOWN. V1 COLLIDED WITH CYCLIST	1	1 Male
0110TA00400	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLIST UNDERTOOK V1 TURNING LEFT AND WAS HIT	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110CP00350	49	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 LOST CONTROL DUE TO UNKNOWN PED CROSSING INFRONT OF THEM, CAUSING RIDER TO FALL OFF.	1	1 Male
0110CP00351	32	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 PARTIALLY BLOCKING CYCLE LANE, V2 WENT TO OVERTAKE WHEN DRIVER OF V1 OPENED THERE DOOR CAUSING COLLISION.	1	1 Male
0110CP00360	38	3 Slight	1 Driver/Rider	4 Car	1	V3 COLLIDED WITH REAR OF STATIONARY V2, V2 WAS PUSHED INTO STATIONARY V1.	1	1 Male
0110CP00361	58	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 KEPT ROLLING AT ATS COLLIDING WITH V2 WHO WAS AHEAD OF THEM.	1	1 Male
0111CP00033	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V.2 HIT REAR OF V.1 AFTER V.1 BRAKED SHARPLY.	1	1 Male
0111CP00036	28	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V.2 CHANGED LANE TO LEFT & CYCLIST WAS ON N/S.	1	1 Male
0110MM70962	2	2 Serious	3 Pedestrian	1 Pedestrian	1	THE CHILD PED RAN INTO THE ROAD AND WAS HIT BY V1	1	2 Female
0110MM71053	50	3 Slight	3 Pedestrian	1 Pedestrian	1	THE PED STEPPED OUT BETWEEN STAT TRAFFIC AND INTO V1'S PATH	1	2 Female
0110MM70912	36	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	THE DRIVER OF PARKED V2 OPENED THE DOOR INTO PEDAL CYCLIST V1'S PATH	1	1 Male
0110MM70921	32	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 MOVED OFF AND HIT THE PED CROSSING THE ROAD	1	1 Male
0111HT20020	22	3 Slight	3 Pedestrian	1 Pedestrian	1	PED STEPPED INTO RD AND GOT HIT BY V1	1	2 Female
0110TA00259	0	2 Serious	3 Pedestrian	1 Pedestrian	1	PED STEPPED OUT INTO THE PATH OF V1 CAUSING COLLISION.	1	2 Female
0110CP00225	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT BETWEEN STAT VEH'S. V2 WAS OVERTAKING THE STAT VEH'S AND HIT V1'S O/S	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0110CP00227	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1'S PASSANGER OPENED DOOR INTO PATH OF CYCLISTS	1	2 Female
0110CP00228	34	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	SOLO V1 CUT THROUGH TRAFFIC AND COLLIDED WITH CYCLISTS OVERTAKING TRAFFIC	1	1 Male
0110CP00229	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLISTS LOST CONTROL AS V1 WAS OVERTAKING	1	2 Female
0110MM70945	42	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND CROSSED V1'S PATH	1	1 Male
0111CP00135	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 STARTED TO TURN LEFT WHEN HIT IN REAR BY CYCLISTS DRIVING TO CLOSE	1	2 Female
0111CP00137	68	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	UNKNOWN WHY V1 COLLIDED WITH PARKED V2	1	1 Male
0111CP00139	80	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN OUT INTO THE PATH OF V1	1	2 Female
0111CP00141	57	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLIST) DISOBEYED ATS AND PULLED OUT INTO THE PATH OF V2	1	1 Male
0111CP00147	43	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 PASSED TOO CLOSE TO PED ON PAVEMENT AND WING MIRROR COLLIDED WITH PED	1	1 Male
0111CP00149	18	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT INTO THE PATH OF FILTERING V1	1	1 Male
0111CP00149	18	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT INTO THE PATH OF FILTERING V1	1	1 Male
0111MM70140	33	3 Slight	3 Pedestrian	1 Pedestrian	1	PED HAS ATTEMPTED TO CROSS THE ROAD INTO PATH OF V1 CAUSING COLLISION.	1	2 Female
0111CP00104	27	2 Serious	1 Driver/Rider	4 Car	1	V1 FAILED TO NEGOTIATE RIGHT HAND BEND AND LEFT CARRIAGEWAY	1	1 Male
0111CP00107	44	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGH ACROSS PATH OF PASSING SOLO	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111CP00108	75	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED' CROSSED BETWEEN STAT' VEHICLES AND WAS HIT BY PASSING SOLO	1	1 Male
0111CP00108	75	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED' CROSSED BETWEEN STAT' VEHICLES AND WAS HIT BY PASSING SOLO	1	1 Male
0111CP00111	22	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	DRIVER OF V2 OPENED DOOR AS CYCLIST WAS PASSING	1	2 Female
0111CP00114	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLIST MOVED TO O/S OF CYCLE LANE AND COLLIDED WITH N/S OF V1	1	1 Male
0111HT20289	24	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0111CP00046	45	3 Slight	1 Driver/Rider	4 Car	1	V1 OVERTOOK 3 CARS AND TRIED TO SQUEEZE BACK INFRONT OF V2 (ROAD SWEEPER) BUT LOST CONTROL	1	2 Female
0111MM70152	66	3 Slight	2 Passenger	6 Bus Or Coach	1	A PED RAN OUT INTO V1'S PATH CAUSING V1 TO SHARPLY BRAKE	1	2 Female
0111TA00445	32	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0111CP00116	64	3 Slight	2 Passenger	6 Bus Or Coach	1	DRIVER V1 FAILED TO SEE STATIONARY TRAFFIC AND BRAKED SHARPLY CAUSING PASSENGER TO FALL	1	2 Female
0111TB00795	40	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 (CYCLIST-CAS1) RODE STRAIGHT AHEAD INTO PATH OF V1 (LORRY) THAT WAS TURNING LEFT ACROSS V2'S PATH, CAUSING COLLISION.	1	2 Female
0111HT20310	0	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0111MM70206	48	3 Slight	1 Driver/Rider	5 Taxi	1	V1 TURNED RIGHT AND HIT THE O/S OF ONCOMING V2	1	1 Male
0111TD00105	47	1 Fatal	3 Pedestrian	1 Pedestrian	1	PED CROSSED INTO PATH OF SOLO V1 FROM THE NEARSIDE AND WAS HIT	1	2 Female
0111TA00338	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED RIGHT ACROSS PATH OF ONCOMING CYCLISTS	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111CP00052	55	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED HAS DISOBEYED ATS AND ATTEMPTED TO CROSS INTO PATH OF ONCOMING SOLO V1 CAUSING COLLISION.	1	1 Male
0111CP00052	55	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED HAS DISOBEYED ATS AND ATTEMPTED TO CROSS INTO PATH OF ONCOMING SOLO V1 CAUSING COLLISION.	1	1 Male
0111CP00055	37	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 RODE OVER ROAD SIGN ON CARRIAGEWAY AND LOST CONTROL	1	2 Female
0111CP00058	26	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 PERFORMED U TURN ACROSS PATH OF OVERTAKING V1 (CYCLIST)	1	1 Male
0111CP00061	48	3 Slight	1 Driver/Rider	4 Car	1	V2 BRAKED AND WAS HIT IN REAR BY V1	1	1 Male
0111CP00062	29	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 (CYCLIST) DISOBEYED ATS AND COLLIDED WITH TURNING RIGHT V1	1	2 Female
0111CP00064	40	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 PULLED OUT TOO CLOSE TO V1, V1 BRAKED AND RIDER FELL OFF	1	1 Male
0111TA00594	42	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 REVERSED AND HIT V2 AT JUNCTION	1	1 Male
0111TA00586	53	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED ON PED CROSSING	1	1 Male
0111HT20405	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 WAS HIT FROM BEHIND BY V2. V2 FTS	1	1 Male
0111MM70329	38	3 Slight	3 Pedestrian	1 Pedestrian	1	THE PED STEPPED OUT INTO F.T.S V1'S PATH	1	1 Male
0111HT20090	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 DID A U TURN AND GOT HIT BY V2	1	1 Male
0111MM70220	41	3 Slight	1 Driver/Rider	4 Car	1	V2 WENT INTO THE BACK OF STAT V1	1	1 Male
0111HT20353	41	3 Slight	1 Driver/Rider	4 Car	1	V2 CROSSED RD, FORCING V1 TO SWERVE AND HIT KERB	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111TD00068	83	1 Fatal	3 Pedestrian	1 Pedestrian	1	PED WALKED OUT BETWEEN VEHICLES INTO THE PATH OF SOLO V1 FROM THE NEARSIDE AND WAS HIT	1	1 Male
0111HT20140	32	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED ON PED CROSSING	1	1 Male
0111HT20153	43	3 Slight	1 Driver/Rider	4 Car	1	V2 FAILED TO STAY IN ITS LANE AND HIT V1	1	1 Male
0111HT20159	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1	1	1 Male
0111HT20180	35	3 Slight	1 Driver/Rider	4 Car	1	V1 HIT THE REAR OF STATIONARY V2	1	2 Female
0111TA01092	13	2 Serious	3 Pedestrian	1 Pedestrian	1	PED RAN OUT INTO THE PATH OF V1 FROM THE NEARSIDE AND WAS HIT	1	1 Male
0111TA01093	48	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 PASSED TOO CLOSE TO V2 CAUSING RIDER TO LOOSE CONTROL.	1	1 Male
0111CP00150	68	3 Slight	2 Passenger	6 Bus Or Coach	1	PED STEPPED OUT INTO THE PATH OF V1, V1 BRAKED AND PASSENGER FELL	1	2 Female
0111CP00154	32	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	FOR UNKNOWN REASON V1 AND V2 COLLIDED MID JUNCTION	1	1 Male
0111CP00156	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	SOLO PASSED ON N/S OF V1 AND COLLIDED WITH MIRROR AND LOST CONTROL	1	1 Male
0111CP00159	35	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 CHANGED LANES AND COLLIDED WITH CYCLIST	1	1 Male
0111CP00160	25	3 Slight	1 Driver/Rider	4 Car	2	AFTER PREVIOUS ALTERCATION V2 HIT V1	1	1 Male
0111CP00160	25	3 Slight	1 Driver/Rider	4 Car	2	AFTER PREVIOUS ALTERCATION V2 HIT V1	1	1 Male
0111CP00162	50	3 Slight	3 Pedestrian	1 Pedestrian	1	SOLO PASSED STATIONARY VEHICLE AS PED' WAS CROSSING CAUSING COLLISION	1	2 Female
0111HT20367	65	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 HIT THE REAR OF SLOWING V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20376	17	3 Slight	2 Passenger	6 Bus Or Coach	1	PASSENGER ALIGHTED V1 AND GOT HIT BY OVERTAKING V2 - [PASSENGER WAS HIT WHEN ALIGHTING BUS (C001)]	1	1 Male
0111HT20387	28	3 Slight	2 Passenger	6 Bus Or Coach	1	V2 MADE A BAD TURN AND MANAGED TO COLLIDE WITH V1	1	2 Female
0111HT20388	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	PASSENGER OF V2 OPENED DOOR AND HIT PASSING V1	1	1 Male
0111HT20391	31	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT AND HIT V1	1	1 Male
0111HT20182	0	2 Serious	3 Pedestrian	1 Pedestrian	1	PED RAN INTO RD AND GOT HIT BY V1	1	1 Male
0111HT20190	42	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF WAITING V1	1	1 Male
0111HT20202	54	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	DRIVER OF PARKED V2 GOT OUT OF VEHICLE AND FELL TO GROUND. V1 THEN HIT DRIVER OF V2 - [DRIVER GOT OUT OF VEHICLE AND FELL OVER (C001)]	1	1 Male
0111HT20210	27	3 Slight	2 Passenger	6 Bus Or Coach	1	V2 WHO WAS INTOXICATED, DID NOT GIVEWAY AND HIT V1	1	1 Male
0111HT20218	41	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT AND HIT V1. V2 FTS	1	1 Male
0111HT20228	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT AND GOT HIT BY V1	1	1 Male
0111HT20229	38	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN INTO SIDE OF STATIONARY V1	1	1 Male
0111MM70468	0	3 Slight	3 Pedestrian	1 Pedestrian	1	THE PED RAN OUT ONTO THE PED PHASE AND GOT HIT BY V1	1	1 Male
0111MM70547	39	3 Slight	1 Driver/Rider	4 Car	1	V2 HAS ATTEMPTED A U-TURN ACROSS PATH OF V1 CAUSING COLLISION.	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111MM70047	46	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNING RIGHT ACROSS STATIONARY TRAFFIC AT ATS COLLIDES WITH M/C V1 UNDERTAKING TRAFFIC.	1	1 Male
0111CP00076	26	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS PATH OF UNDERTAKING ONCOMING V2 (CYCLIST)	1	1 Male
0111CP00078	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 PASSENGER OPENED DOOR INTO THE PATH OF V2 (CYCLIST)	1	1 Male
0111CP00082	39	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 SWERVED AND CHANGED LANES INTO THE SIDE OF V1 (CYCLIST)	1	2 Female
0111CP00083	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 MOVED OFF AND COLLIDED WITH V2 (CYCLIST), V2 RODE OFF PAVEMENT	1	2 Female
0111MM70111	10	2 Serious	2 Passenger	4 Car	2	V2 IN SLOW MOVING TRAFFIC IS HIT IN REAR BY V1.	1	2 Female
0111MM70111	10	2 Serious	2 Passenger	4 Car	2	V2 IN SLOW MOVING TRAFFIC IS HIT IN REAR BY V1.	1	2 Female
0111CP00084	59	3 Slight	2 Passenger	6 Bus Or Coach	2	V2 CHANGED LANES INTO THE SIDE OF V1	1	1 Male
0111CP00084	59	3 Slight	2 Passenger	6 Bus Or Coach	2	V2 CHANGED LANES INTO THE SIDE OF V1	1	1 Male
0111CP00092	35	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED RAN OUT INTO THE PATH OF V1 (CYCLIST)	1	1 Male
0111CP00092	35	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED RAN OUT INTO THE PATH OF V1 (CYCLIST)	1	1 Male
0111CP00094	36	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 MOVED OFF AND CHANGED LANES INTO THE PATH OF FILTERING V2 (CYCLIST)	1	1 Male
0111HT20238	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND GOT HIT BY V1	1	1 Male
0111CP00097	24	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 (CYCLIST) RODE ON NEARSIDE OF V1 AS V1 TURNED LEFT	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111CP00099	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 PERFORMED U TURN ACROSS PATH OF OVERTAKING V2	1	2 Female
0111CP00103	27	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT AND COLLIDED WITH REAR OF V2 (CYCLIST)	1	2 Female
0111TA00769	32	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	SOLO BRAKED HARD TO AVOID A COLLISION AND FELL OFF	1	1 Male
0111TB00261	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V2 ON THE N/S	1	1 Male
0111CP00129	22	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	SOO UNDERTOOK STAT V2 AND V3, V2 MOVED OFF AND COLLIDED WITH SOLO TURNING RIGHT ACROSS IT'S PATH, V3 THEN HIT REAR OF V2	1	1 Male
0111CP00132	36	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS PATH OF CYCLISTS WHO WAS ON OFFSIDE OF V1	1	1 Male
0111TB00967	33	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	CYCLIST BRAKED HARD TO AVOID COLLISION AND WENT OVER THE HANDLEBARS	1	2 Female
0111HT20034	34	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 BRAKED AND LOST CONTROL, CAUSING RIDER TO FALL	1	1 Male
0111HT20043	22	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF V1 AT JUNCTION	1	1 Male
0111HT20068	24	3 Slight	1 Driver/Rider	4 Car	1	V2 CHANGED LANE AND HIT V1	1	2 Female
0111HT20239	43	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT AND GOT HIT BY V1	1	1 Male
0111HT20249	44	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0111HT20252	26	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OVERTOOK AND CLIPPED V1	1	1 Male
0111HT20253	78	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20264	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 CHANGED LANE AND COLLIDED WITH V2	1	1 Male
0111HT20273	32	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	1 Male
0111CP00216	0	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 SLOW MOVING CAUSED C2 PASSANGER TO SLIP AND FALL DOWN THE STAIRS - [LOST FOOTING (C001)]	1	2 Female
0111CP00220	26	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 MOVED OF AND TURNED RIGHT ACROSS PATH OF ONCOMING V2 (SOLO)	1	1 Male
0111CP00194	53	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 REVERSED AND HIT PED'	1	1 Male
0111CP00200	44	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT CAUSING COLLISION WITH SOLO ON N/S	1	2 Female
0111CP00201	42	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLIST COLLIDED WITH TURNING V1	1	1 Male
0111HT20614	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND GOT HIT BY V1	1	1 Male
0111HT20616	20	3 Slight	1 Driver/Rider	4 Car	1	V2 DID A U TURN AND GOT HIT BY V1	1	1 Male
0111HT20618	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT AND GOT HIT BY OVERTAKING V1	1	1 Male
0111TA01903	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 (CYCLISTS) TURNED RIGHT ACROSS PATH OF ONCOMING V1	1	1 Male
0111HT20581	51	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 SWERVED AND HIT V1. REASON UNKNOWN	1	1 Male
0111HT20586	31	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WALKED INTO RD AND GOT HIT BY V1. PED WAS INTOXICATED	1	1 Male
0111CP00233	45	3 Slight	1 Driver/Rider	5 Taxi	1	V2 HIT REAR OF SLOWER MOVING V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111MM70628	0	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	PEDAL CYCLIST V1'S WHEEL WENT INTO A LARGE DIP IN THE ROAD. THIS CAUSED THE RIDER TO GO OVER THE HANDLEBARS	1	1 Male
0111CP00234	32	3 Slight	3 Pedestrian	1 Pedestrian	1	PED STEPPED FROM TRAFFIC ISLAND INTO PATH OF V1	1	2 Female
0111CP00237	52	3 Slight	3 Pedestrian	1 Pedestrian	2	PED'S STEPPED ONTO CROSSING INTO PATH OF V1	1	1 Male
0111CP00237	52	3 Slight	3 Pedestrian	1 Pedestrian	2	PED'S STEPPED ONTO CROSSING INTO PATH OF V1	1	1 Male
0111CP00243	24	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	CYCLISTS (V2) STARTED TO OVERTAKE CYCLISTS (V3) AS V1 WAS PASSING V2, V2 LOST CONTROL AND HIT V3	1	1 Male
0111CP00243	24	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	CYCLISTS (V2) STARTED TO OVERTAKE CYCLISTS (V3) AS V1 WAS PASSING V2, V2 LOST CONTROL AND HIT V3	1	1 Male
0111CP00312	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 PASSENGER OPENED THE DOOR INTO PATH OF CYCLISTS UNDRTAKING	1	1 Male
0111MM70947	42	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PEDAL CYCLIST V2 HIT STAT V1'S O/S WING MIRROR WHILE OVERTAKING	1	1 Male
0111HT20679	46	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 BRAKED HARD, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	1	2 Female
0111HT20684	62	3 Slight	2 Passenger	6 Bus Or Coach	1	DISRUPTIVE PASSENGER USED A CAMERA TO FLASH DRIVER OF V1. DRIVER HIT BRAKES AS COULD NOT SEE, CAUSING PASSENGER TO FALL - [DISRUPTIVE PASSENGER ON BUS (U000)]	1	2 Female
0111MM70807	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 MOVED OFF AND HIT THE BACK OF PEDAL CYCLIST V2	1	2 Female
0111MM70811	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 ( HIRE CYCLE 43843) TURNED RIGHT BUT FAILED TO SEE PEDAL CYCLIST V1 OVERTAKING	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111CP00322	37	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	CYCLSITS 1 OVERTAKES CYCLSITS 2 AND MISJUDGES CAUSING COLLISION	1	2 Female
0111HT20412	23	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED LEFT AND HIT OVERTAKING V2	1	1 Male
0111CP00329	51	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS ONCOMING CYCLSITS, VIEW RESTRICTED	1	2 Female
0111CP00330	27	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED FROM INBETWEEN STAT TRAFFIC INTO PATH OF V1 (SOLO) OVERTAKING STAT TRAFFIC	1	2 Female
0111CP00337	50	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED LEFT ACROSS PATH OF CYCLSITS (V2)	1	1 Male
0111CP00338	24	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT AFTER BRING SIGNALLED COLLIDED WITH ONCOMING CYCLSITS, V3 ALSO TURNED RIGHT COLLIDING WITH CYCLSITS	1	1 Male
0111CP00339	41	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLSITS FOOT SLIPPED CASUING LOSS OF BALANCE AND FELL	1	1 Male
0111CP00340	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	STAT V2 OPENED IT'S DOOR INTO PATH OF SOLO (V1) OVERTAKING STAT TRAFFIC	1	1 Male
0111CP00341	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 WAS TURNING LEFT AS V2 (SOLO) WAS UNDERTAKING	1	2 Female
0111CP00342	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 AND CYLISTS COLLIDED MID JUNCTION	1	1 Male
0111CP00345	64	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 WENT THROUGH ATS AND COLLIDED WITH CROSSING PED	1	2 Female
0111CP00346	34	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 CLIPPED PED STANDING BY A PARKED VAN	1	1 Male
0111HT20418	28	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1 AND FTS	1	2 Female
0111CP00250	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 WAS TURNING RIGHT ACROSS PATH OF ONCOMING CYCLSITS	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20671	50	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	1 Male
0111HT20688	31	3 Slight	1 Driver/Rider	4 Car	1	V2 REVERSED INTO FRONT OF V1. AFTER ALTERCATION V2 FLED	1	1 Male
0111TA01312	60	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	SOLO V2 OVERTOOK V1 TURNING RIGHT. V1 SWERVED AND HIT KERB, V2 CLIPPED O/S OF V1	1	1 Male
0111CP00259	52	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) SWERVED INTO PATH OF V2 CAUSING V2 (SOLO) TO COLLIDE AND LOSE CONTROL	1	1 Male
0111CP00264	46	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING CYCLISTS	1	1 Male
0111MM70685	45	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 BROKE SHARPLY CAUSING A PASS ONBOARD INJURIES	1	2 Female
0111CP00283	0	3 Slight	2 Passenger	4 Car	1	V1 TURNED RIGHT INTO OFFSIDE OF PASSING V2	1	2 Female
0111CP00354	0	3 Slight	2 Passenger	6 Bus Or Coach	1	C1 PASSENGER LOST HER BALANCE AND FELL - [NOT HOLDING ON (C001)]	1	2 Female
0111CP00360	39	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN PERSON GOT OFF V1(BUS) AND COLLIDED WITH PASSING V2 (CYCLISTS)	1	1 Male
0111CP00362	18	3 Slight	2 Passenger	4 Car	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	1 Male
0111CP00363	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 (VAN) DID A U0TURN AND COLLIDED WITH V1 (SOLO)	1	1 Male
0111CP00368	35	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 FILTERING THROUGH TRAFFIC LOST CONTROL	1	1 Male
0111CP00369	18	3 Slight	2 Passenger	7 Goods Vehicle	1	V1 DRIVING TOO CLOSE TO V2 AND COLLIDED WITH V2'S REAR	1	2 Female
0111CP00372	23	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) SKIDDED AND LOST CONTROL DUE TO MANHOLE COVER	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20441	23	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0111HT20448	21	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	DOR UNKNOWN REASON V1 SWERVED AND HIT V2 HEAD ON	1	1 Male
0111HT20450	50	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0111CP00271	26	2 Serious	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO PATH OF CYCLISTS WHO WAS UNDERTAKING TRAFFIC	1	1 Male
0111CP00271	26	2 Serious	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO PATH OF CYCLISTS WHO WAS UNDERTAKING TRAFFIC	1	1 Male
0111CP00274	37	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 DID A U-TURN AS V2 (SLOL) WAS OVERTAKING	1	1 Male
0111CP00288	23	3 Slight	2 Passenger	6 Bus Or Coach	1	C1 PASSANGER POSSIBLY DRUNK FELL DOWN THE STAIRS OF MOVING V1 (BUS) - [POSSIBLY TO DRUNK (C001)]	1	2 Female
0111HT20697	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V3 SWERVED INFRONT OF V1, WHO IN TRYING TO AVOID A COLLISION, SWERVED INTO V2	1	2 Female
0111HT20709	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	V1 HIT THE REAR OF V2. V2 LOST CONTROL AND HIT PED	1	1 Male
0111HT20709	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	V1 HIT THE REAR OF V2. V2 LOST CONTROL AND HIT PED	1	1 Male
0111HT20737	22	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0111TB01496	58	2 Serious	1 Driver/Rider	2 Pedal Cycle	2	V1 (CYCLIST) CHANGED LANES INTO THE PATH OF V2, RIDER V1 AND RIDER V2 FELL OFF	1	1 Male
0111TB01496	58	2 Serious	1 Driver/Rider	2 Pedal Cycle	2	V1 (CYCLIST) CHANGED LANES INTO THE PATH OF V2, RIDER V1 AND RIDER V2 FELL OFF	1	1 Male
0111CP00291	24	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 (VAN) TURNED LEFT ACROSS PATH OF CYCLISTS ON NERASIDE OF V2	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20778	24	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED LEFT AND HIT V2	1	2 Female
0111CP00379	37	3 Slight	1 Driver/Rider	5 Taxi	2	V2 TURNS RIGH ACROSS PATH OF ONCOMING V1 CAUSING COLLISION	1	1 Male
0111CP00379	37	3 Slight	1 Driver/Rider	5 Taxi	2	V2 TURNS RIGH ACROSS PATH OF ONCOMING V1 CAUSING COLLISION	1	1 Male
0111CP00384	39	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED FROM V1'S OFFSIDE INTO V1'S PATH	1	1 Male
0111CP00386	29	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) WAS TRYING TO UNDERTAKE STAT V2 WHEN ANOTHER SOLO GOT INTO IT'S PATH CAUSING V1 TO BRAKE AND COLLIDE WITH V2	1	2 Female
0111HT20480	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	1 Male
0111HT20486	36	2 Serious	2 Passenger	6 Bus Or Coach	1	V1 BRAKED HARD, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	1	2 Female
0111HT20488	20	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED, WHO WAS CROSSING RD	1	1 Male
0111HT20494	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 OVERTOOK PARKED VEHICLES AND COLLIDED HEAD ON	1	1 Male
0111HT20502	56	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 HIT THE REAR OF V2 WHEN MOVING OFF	1	1 Male
0111HT20507	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	2 Female
0111MM70757	29	3 Slight	3 Pedestrian	1 Pedestrian	1	F.T.S PEDAL CYCLIST V1 HIT THE PED CROSSING THE ROAD	1	2 Female
0111CP00301	50	3 Slight	1 Driver/Rider	4 Car	2	V1 AND V2 MOVED OFF AND COLLIDED WITH EACHOTHER	1	1 Male
0111CP00301	50	3 Slight	1 Driver/Rider	4 Car	2	V1 AND V2 MOVED OFF AND COLLIDED WITH EACHOTHER	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111CP00304	22	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	V1 CHANGED LANE TO RIGHT INTO PATH OF V2 (CYCLSITS) CAUSING COLLISION	2	1 Male
0111CP00304	22	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	V1 CHANGED LANE TO RIGHT INTO PATH OF V2 (CYCLSITS) CAUSING COLLISION	2	1 Male
0111CP00308	29	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 CHANGES LANE TO LEFT AND COLLIDED WITH V1 (SOLO)	1	1 Male
0111CP00309	44	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 PASSED A PED WHO WAS WALKING ON PAVEMENT AND CLIPPED PED	1	1 Male
0111CP00310	34	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 PULLED OVER TO THE KERB AND COLLIDED WITH CYCLSITS	1	1 Male
0111CP00315	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PED STEPPED OUT FROM BEHIND A STAT BUS INTO PATH OF CYCLSITS	1	1 Male
0111CP00317	30	3 Slight	1 Driver/Rider	4 Car	1	V1 DISTRACTED COLLIDED WITH REAR OF STAT V2 AND PUSHED V2 INTO STAT V3	1	1 Male
0111HT20783	79	3 Slight	1 Driver/Rider	4 Car	1	V2 TURNED LEFT AND HIT V1	1	1 Male
0111HT20785	50	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0111HT20521	32	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	FOR UNKNOWN REASON V1 SWERVED AND HIT ONCOMING V2	1	1 Male
0111TA01604	53	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSED INTO PATH OF FILTERING SOLO V1 AND WAS HIT	1	2 Female
0111CP00320	50	3 Slight	1 Driver/Rider	4 Car	1	V2 COLLIDED WITH REAR OF STAT V1	1	1 Male
0111HT20798	24	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND GOT HIT BY V1	1	1 Male
0111HT20802	20	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0111HT20820	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20500	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 CHANGED LANE AND CLIPPED V1	1	2 Female
0111HT20572	17	3 Slight	1 Driver/Rider	4 Car	1	V1 FAILED TO GIVEWAY AND GOT HIT BY V1	1	1 Male
0111TA00940	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PEDAL CYCLE V2 MOVING OUT TO OVERTAKE STATIONARY BUS IS HIT BY V1 APPROACHING FROM BEHIND.	1	1 Male
0111TA01178	31	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNING RIGHT ACROSS STATIONARY TRAFFIC COLLIDES WITH M/C V2 FILTERING ON NEAR SIDE OF TRAFFIC.	1	1 Male
0111TA01869	36	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 STOPPED AT LIGHTS, PASSENGER OPENED IT'S DOOR INTO PATH OF CYCLISTS FILTERING THROUGH TRAFFIC	1	1 Male
0111CP00179	16	3 Slight	3 Pedestrian	1 Pedestrian	1	PED' STEPPED ONTO CROSSING AS V1 MOVED OFF	1	1 Male
0111HT20827	34	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 WAS RIDING SOLO AND AGGRESSIVELY, LOST CONTROL AND FELL	1	1 Male
0111HT20837	38	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF SLOWING V1	1	1 Male
0111HT20532	20	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0111HT20565	35	3 Slight	1 Driver/Rider	4 Car	2	V1 DID A UTURN AND GOT HIT BY V2	1	1 Male
0111HT20565	35	3 Slight	1 Driver/Rider	4 Car	2	V1 DID A UTURN AND GOT HIT BY V2	1	1 Male
0111HT20561	0	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0111HT20596	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OVERTOOK AND CLIPPED V1. V2 FTS	1	1 Male
0111HT20602	40	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 REVERSED AND HIT V1	1	1 Male
0111MM70576	57	3 Slight	1 Driver/Rider	5 Taxi	1	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (BLACK TAXI-CAS1), CAUSING COLLISION.	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111TA01739	54	2 Serious	3 Pedestrian	1 Pedestrian	1	PED STEPPED OUT INTO PATH OF PASSING V1	1	1 Male
0111TA01743	21	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	CYCLISTS BRAKED SUDDENLY DUE TO A PED STEPPING INTO ROAD AND LOST CONTROL	1	1 Male
0112CP00107	27	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED FROM OFFSIDE STAT TRAFFIC INTO PATH OF V1(SOLO)	1	2 Female
0112CP00109	34	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 COLLIDED WITH REAR OF STAT V1(SOLO)	1	1 Male
0112CP00112	28	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 CROSSED JUNCTION AND COLLIDED WITH PED CROSSING FROM V1'S OFFSIDE	1	2 Female
0112CP00119	58	3 Slight	1 Driver/Rider	4 Car	1	V2 PASSES STAT V1 ON IT'S OFFSIDE AND CLIPS V1	1	1 Male
0112CP00121	41	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED RIGHT ACROSS PATH OF V1 (CYCLE)	1	1 Male
0112HT20429	40	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 HIT THE REAR OF V2, V1 WASNT LOOKING PROPLEY WHEN HIT	1	1 Male
0112CP00006	51	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) MOVED TO TURN RIGHT, V2 (BUS) ALSO MOVED OF TO TURN RIGHT CAUSING COLLISION	1	1 Male
0112CP00018	36	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN PED RAN OUT INTI PATH OF V1(CYCLIST) CAUSING COLLISION	1	1 Male
0112CP00019	20	3 Slight	1 Driver/Rider	4 Car	2	V1 COLLIDED WITH REAR OF STAT V2 PUSHING V2 INTO V3 AND V3 INTO V4	1	1 Male
0112CP00019	20	3 Slight	1 Driver/Rider	4 Car	2	V1 COLLIDED WITH REAR OF STAT V2 PUSHING V2 INTO V3 AND V3 INTO V4	1	1 Male
0112HT20098	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 U-TURNED BUT FAILED TO SEE V1 OVERTAKING ON THE O/S	1	1 Male
0112HT20109	0	3 Slight	1 Driver/Rider	4 Car	2	V2 DID NOT LOOK PROPLEY AT THE A.T.S AND HIT THE FRONT OF V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20109	0	3 Slight	1 Driver/Rider	4 Car	2	V2 DID NOT LOOK PROPLEY AT THE A.T.S AND HIT THE FRONT OF V1	1	1 Male
0112MM70367	44	3 Slight	1 Driver/Rider	4 Car	1	V2 HAS CHANGED LANES INTO PATH OF STATIONARY V1 CAUSING COLLISION.	1	2 Female
0112MM70377	46	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 HAS COLLIDED WITH CYCLIST V1 AS BOTH VEHICLES MOVED OFF FROM ATS.	1	1 Male
0112HT20184	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 HIT THE REAR OF V1, THIS MADE V3 HIT THE REAR OF V2	1	1 Male
0112HT20226	0	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN INTO THE ROAD, V1 HIT PED	1	1 Male
0112HT20230	42	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 SWERVED AND HIT V2	1	1 Male
0112CP00130	36	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNS LEFT AS V2 (CYCLE) COMES UP ON THE INSIDE OF V1	1	1 Male
0112MM70032	38	3 Slight	3 Pedestrian	1 Pedestrian	1	PED (CAS1) RAN INTO PATH OF V1, CAUSING COLLISION.	1	2 Female
0112CP00020	40	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLIST) MOVED OG AT JUNCTION AND WAS HIT BY V2 WHO POSSIBLY FAILED ATS	1	2 Female
0112CP00022	49	3 Slight	1 Driver/Rider	5 Taxi	2	V2 DID A U-TURN AS V1 (TAXI) WAS PASSING	1	1 Male
0112CP00022	49	3 Slight	1 Driver/Rider	5 Taxi	2	V2 DID A U-TURN AS V1 (TAXI) WAS PASSING	1	1 Male
0112CP00024	46	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 DRIVES TOO CLOSE TO CYCLIST AND COLLIDEDS	1	1 Male
0112HT20113	25	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WAS NOT PAYING ATTENTION TO A.T.S AND V1 HIT PED	1	2 Female
0112HT20146	35	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 PULLED OUT INFRONT OF V1, V2 DID NOT LOOK PROPLEY WHEN HIT	1	1 Male
0112HT20175	27	3 Slight	1 Driver/Rider	4 Car	2	V2 PULLED OUT INFRONT OF V1, V2 HIT V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20175	27	3 Slight	1 Driver/Rider	4 Car	2	V2 PULLED OUT INFRONT OF V1, V2 HIT V1	1	1 Male
0112MM70304	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	SOLO V1 HAS BRAKED SUDDENLY DUE TO A PEICE OF PLASTIC IN THE ROAD. V1 THEN LOST CONTROL CAUSING RIDER TO FALL.	1	1 Male
0112MM70305	33	3 Slight	3 Pedestrian	1 Pedestrian	1	PED HAS RAN ACROSS THE ROAD INTO PATH OF V1 CAUSING COLLISION.	1	2 Female
0112CP00138	27	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 BRAKED AND SWERVED TO AVOID A CYCLIST CAUSING INJURY TO C1 PASSANGER - [GOT THROWN FORWARD (C001)]	1	2 Female
0112CP00152	36	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 BRAKED DUE TO ANOTHER CAR AND V2 (CYCLE) COLLIDED WITH V1	1	1 Male
0112HT20236	3	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN INTO THE ROAD INFRONT OF V1	1	1 Male
0112MM70442	29	2 Serious	3 Pedestrian	1 Pedestrian	1	V1 HAS DISOBEYED AMBER ATS AND COLLIDED WITH PED WHO WAS STILL CROSSING THE ROAD.	1	1 Male
0112MM70447	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 HAS BRAKED SUDDENLY WHEN CYCLIST V2 HAS COLLIDED WITH REAR OF V1.	1	1 Male
0112CP00155	34	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 SLOWED AND STOPPED, V2 MISJUDGED AND COLLIDED WITH V1'S REAR	1	1 Male
0112HT20100	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AT A.T.S AND HIT V2	1	1 Male
0112HT20261	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 WASNT LOOKING PROPLEY AND HIT THE REAR OF V1	1	1 Male
0112HT20262	18	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT INFRONT OF V1, V1 HIT V2	1	1 Male
0112HT20267	0	3 Slight	1 Driver/Rider	4 Car	1	V2 WASNT PAYING ATTENTION AND HIT THE REAR OF V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112MM70360	69	3 Slight	3 Pedestrian	1 Pedestrian	1	PED HAS DISOBEYED RED ATS AND CROSSED THE ROAD INTO PATH OF V1 CAUSING COLLISION.	1	2 Female
0111HT20844	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PARKED V1 OPENED DOOR AND HIT PASSING V2	1	2 Female
0111HT20849	39	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 MOVED OFF AND HIT THE REAR OF V1. V2 FTS. V1 WAS A HIRE CYCLE (NO ID)	1	1 Male
0111MM70970	20	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT AND GOT HIT BY V1. V1 WAS A HIRE CYCLE (19972)	1	1 Male
0111HT20858	60	3 Slight	2 Passenger	5 Taxi	2	FOR UNKNOWN REASON, V1 HIT A TRAFFIC ISLAND	1	2 Female
0111HT20858	60	3 Slight	2 Passenger	5 Taxi	2	FOR UNKNOWN REASON, V1 HIT A TRAFFIC ISLAND	1	2 Female
0111HT20869	49	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 LEFT PRIVATE DRIVE AND GOT HIT BY V1	1	1 Male
0111HT20871	31	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 STOPPED, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	1	1 Male
0111MM70983	22	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 WENT INTO THE BACK OF PEDAL CYCLIST V1	1	1 Male
0111MM71000	20	3 Slight	3 Pedestrian	1 Pedestrian	1	THE PED CROSSED THE ROAD AND INTO V1'S PATH	1	1 Male
0111MM71003	20	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	V1 WENT INTO THE BACK OF V2	1	1 Male
0111MM71005	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT BUT FAILED TO SEE ONCOMING MOTORCYCLIST V2	1	2 Female
0112TA00300	33	3 Slight	1 Driver/Rider	5 Taxi	1	V2 TRYING TO GET AWAY FROM V3(EMERGANCY VEHICLE) COLLIDED WITH V1'S REAR AND DROVE OFF	1	1 Male
0112HT20270	44	2 Serious	1 Driver/Rider	4 Car	2	V2 WAS U TURNING AND DID NOT SEE V1, V1 HIT V2	1	1 Male
0112HT20270	44	2 Serious	1 Driver/Rider	4 Car	2	V2 WAS U TURNING AND DID NOT SEE V1, V1 HIT V2	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20272	23	3 Slight	1 Driver/Rider	4 Car	1	V2 PULLED OUT INFRONT OF V1, V2 HIT V1, V1 THEN HIT V3	1	2 Female
0112HT20280	30	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN INFRONT OF V1, V1 HIT PED	1	1 Male
0112HT20149	21	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 PULLED OUT AND TURNED RIGHT COLLIDING WITH CYCLIST	1	1 Male
0112HT20159	40	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 SPEEDING ON WRONG SIDE OF ROAD COLLIDING WITH CROSSING PED	1	1 Male
0112HT20163	21	3 Slight	1 Driver/Rider	4 Car	3	V1 FAILED ATS AND COLLIDED WITH V2 MID JUNCTION	1	1 Male
0112HT20163	21	3 Slight	1 Driver/Rider	4 Car	3	V1 FAILED ATS AND COLLIDED WITH V2 MID JUNCTION	1	1 Male
0112HT20163	21	3 Slight	1 Driver/Rider	4 Car	3	V1 FAILED ATS AND COLLIDED WITH V2 MID JUNCTION	1	1 Male
0112HT20168	51	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 DID A U-TURN CAUSING V2 (SOLO) TO BRAKE AND COLLIDE	1	1 Male
0112HT20169	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND WAS HIT BY V2 (SOLO) MOVING OF	1	1 Male
0112TD00077	36	1 Fatal	3 Pedestrian	1 Pedestrian	1	PED CROSSED INTO NEARISDE OF PASSING V1, V1 CLIPPED PED	1	1 Male
0111HT20879	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT AND GOT HIT BY V1	1	1 Male
0111HT20881	38	3 Slight	2 Passenger	5 Taxi	1	DUE TO NOT WEARING SEATBELT AND BEING INTOXICATED, PASSENGER GOT INJURED AS V1 TURNED LEFT - [PASSENGER DID NOT WEAR SEATBELT (C001)]	1	1 Male
0111HT20894	35	3 Slight	1 Driver/Rider	4 Car	2	V2 HIT THE REAR OF SLOWING V1	1	1 Male
0111HT20894	35	3 Slight	1 Driver/Rider	4 Car	2	V2 HIT THE REAR OF SLOWING V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0111HT20898	44	3 Slight	1 Driver/Rider	5 Taxi	1	V1 HIT V2 HEAD ON AND THEN HIT A TREE. V1 WAS ON WRONG SIDE OF RD	1	1 Male
0111HT20912	51	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED LEFT AND GOT HIT BY OVERTAKING V2	1	1 Male
0111TA00622	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNING LEFT COLLIDES WITH PEDAL CYCLE V2 IN NEARSIDE CYCLE LANE.	1	1 Male
0112HT20002	38	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT AND DID NOT SEE V1, V2 THEN HIT V1.	1	1 Male
0112HT20008	54	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT AND DID NOT SEE V1. V1 HIT V2.	1	1 Male
0112HT20013	32	3 Slight	1 Driver/Rider	4 Car	1	V1 SW-BD DID U-TURN TO DRIVE EAST; V2 ALREADY MOVING SW COLLIDED WITH V1 TURNING.	1	1 Male
0112TA00087	65	3 Slight	3 Pedestrian	1 Pedestrian	2	V1 PULLED OUT AND TURNED RIGHT COLLIDING WITH TWO CROSSING PED	1	2 Female
0112TA00087	65	3 Slight	3 Pedestrian	1 Pedestrian	2	V1 PULLED OUT AND TURNED RIGHT COLLIDING WITH TWO CROSSING PED	1	2 Female
0112HT20172	23	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 U TURNED AND HIT PED CROSSING AT THE CROSSING	1	1 Male
0112HT20174	0	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 WASNT LOOKING PROPLEY AT THE A.T.S AND CROSSED INFRONT OF V1	1	1 Male
0112HT20192	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED AND DIDNT SEE V2, V1 HIT V2	1	1 Male
0112HT20202	25	3 Slight	3 Pedestrian	1 Pedestrian	2	PED WALKED INTO THE ROAD AND DIDNT SEE V1	1	1 Male
0112HT20202	25	3 Slight	3 Pedestrian	1 Pedestrian	2	PED WALKED INTO THE ROAD AND DIDNT SEE V1	1	1 Male
0112HT20211	53	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 WASNT LOOKING AND TURNED LEFT INFRONT OF V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112TB00341	26	2 Serious	3 Pedestrian	1 Pedestrian	1	PED FOR UNKNOWN REASON RAN OUT INTO SIDE OF PASSING V1	1	1 Male
0112HT20296	19	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 WEST-BD MOVED OFF FROM ATS; CAS1 PED ON BOARD JUMPED OFF DANGEROUSLY AND WAS INJURED LANDING IN ROAD	1	2 Female
0112HT20318	19	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 PULLED INFRONT OF V1, V2 WASNT LOOKING PROPLEY WHEN HIT	1	1 Male
0112HT20028	35	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 WHO WAS DISTRACTED THEN HIT V1.	1	1 Male
0112HT20031	25	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT INFRONT OF V1, V2 HIT V1.	1	1 Male
0112HT20039	27	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 MOVED OFF INTO PATH OF V1 (CYCLIST-CAS1), CAUSING COLLISION.	1	1 Male
0112HT20046	46	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 WAS NOT LOOKING CORRECTLY AND PULLED OUT INFRONT OF V1.	1	1 Male
0112HT20047	34	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 MOVED OFF TOO FAST AND HIT V1.	1	1 Male
0112HT20051	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED LEFT AS V2 (SOLO-CAS1) ON N/S, CAUSING COLLISION.	1	1 Male
0112HT20062	48	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND DID NOT SEE V2, V1 HIT V2.	1	1 Male
0112MM70124	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 HAS TURNED RIGHT ACROSS PATH OF CYCLIST V2 CAUSING COLLISION.	1	1 Male
0112CP00030	59	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TUNRS LEFT ACROSS V2 (CYCLIST)	1	1 Male
0112CP00034	35	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	UNKNOWN WHY V2 COLLIDED WITH STAT V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112TA00125	35	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 (CYCLIST) LOST CONTROL AND COLLIDED WITH ONCOMING V1	1	1 Male
0112MM70191	55	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 CHANGED LANE AND HIT V2. V2 LEFT RD AND HIT PED. V1 FTS	1	1 Male
0112MM70208	25	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 PULLED AWAY FROM SPACE AS V1 (SOLO) WAS PASSING CAUSING COLLISION	1	1 Male
0112TA00361	25	2 Serious	3 Pedestrian	1 Pedestrian	1	PED RAN ACROSS INTO NEARSIDE OF V1 (SOLO)	1	1 Male
0112HT20048	44	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN INTO THE ROAD WITHOUT LOOKING AT A.T.S AND V1 HIT PED	1	1 Male
0112HT20037	49	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT AND HIT THE O/S OF ONCOMING MOTORCYCLIST V2	1	2 Female
0112CP00061	71	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 OPENED IT'S DOOR INTO PATH OF V1(SOLO) WHO LOST CONTROL AND COLLIDED WITH UNKNOWN VEHICLE	1	1 Male
0112CP00065	51	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) SLOWED FOR LIGHT WHEN IT SLIPPED AND LOST CONTROL	1	1 Male
0112CP00066	48	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 FAILED TO JUDGE ATS AND TURNED RIGHT AND COLLIDED WITH V2 (CYCLIST)	1	1 Male
0112CP00070	61	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 (LORRY) OVERTAKING V1 (CYCLIST) AND COLLIDED	1	1 Male
0112CP00071	37	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AS V1 (SOLO) WAS OVERTAKING	1	1 Male
0112CP00074	25	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 WAS TURNING RIGHT AND V2(SOLO) WAS OVERTAKING CAUSING COLLISION	1	1 Male
0112CP00088	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PED STEPPED OUT INTO PATH OF PASSING V1 (CYCLE)	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112CP00094	51	3 Slight	1 Driver/Rider	5 Taxi	1	V1 WAS SLOWING DOWN AND WAS HIT IN REAR BY V2	1	1 Male
0112CP00096	56	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS STAT TRAFFIC AND COLLIDED WITH V2 (CYCLE)	1	1 Male
0112HT20335	19	3 Slight	3 Pedestrian	1 Pedestrian	2	PED RAN INTO THE ROAD INFRONT OF V1, V1 HIT PED	1	1 Male
0112HT20335	19	3 Slight	3 Pedestrian	1 Pedestrian	2	PED RAN INTO THE ROAD INFRONT OF V1, V1 HIT PED	1	1 Male
0112HT20338	36	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 U TURNED AND DID NOT SEE V1, V1 HIT V2	1	1 Male
0112HT20340	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 PULLED INFRONT OF V2, V1 HIT V2	1	2 Female
0112HT20350	40	3 Slight	1 Driver/Rider	4 Car	1	V3 PULLED OUT INFRONT OF V1, V3 HIT V1 THEN V2	1	1 Male
0112HT20068	30	3 Slight	1 Driver/Rider	4 Car	1	V2 U-TURNED AND HIT V2.	1	2 Female
0112HT20096	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 DID NOT GIVE WAY AND HIT V2.	1	1 Male
0112MM70243	32	3 Slight	1 Driver/Rider	6 Bus Or Coach	1	V1 HAS TURNED RIGHT AND BRAKED SHARPLY TO AVOID ANOTHER VEHICLE, WHEN ONE PASSENGER HAS FALLEN CAUSING INJURY.	1	1 Male
0112MM70253	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 HAS TURNED RIGHT AND HAS COLLIDED WITH SOLO V1 CAUSING COLLISION AND RIDER TO FALL.	1	1 Male
0112CP00038	29	3 Slight	1 Driver/Rider	4 Car	1	V2 (TAXI) COLLIDED WITH REAR OF STAT V1	1	1 Male
0112CP00040	19	3 Slight	2 Passenger	5 Taxi	2	V1 HAD TO BRAKE SUDDENLY CAUSING INJURIES TO C1 AND C2	1	1 Male
0112CP00040	19	3 Slight	2 Passenger	5 Taxi	2	V1 HAD TO BRAKE SUDDENLY CAUSING INJURIES TO C1 AND C2	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112CP00046	27	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	V2 WAS TURNING LEFT AND STOPPED SUDENLY CAUSING V1 WHO WAS OVERTAKING TO COLLIDE	1	1 Male
0112CP00047	0	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 DOES A U-TURN AND COLLIDES WIITH V1 (SOLO) OVERTAKING TRAFFIC	1	1 Male
0112CP00055	41	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TUNRS LEFT ACROSS PATH OF CYCLIST (V2)	1	1 Male
0112MM70268	43	3 Slight	3 Pedestrian	1 Pedestrian	1	PED HAS DISOBEYED PED CROSSING AND CROSSED THE ROAD INTO PATH OF SOLO V1 CAUISNG COLLISION.	1	1 Male
0112HT20366	44	3 Slight	1 Driver/Rider	4 Car	1	V1 TURNED AND HIT V2, V1 WASNT LOOKING PROPLEY WHEN HIT	1	1 Male
0112HT20389	41	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED AND DIDNT SEE V2, V1 HIT V2	1	1 Male
0112TA00403	21	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSED FROM INBETWEEN TWO PARKED BUSES INTO PATH OF V1	1	1 Male
0112MM70071	65	2 Serious	3 Pedestrian	1 Pedestrian	1	V1 HIT PED ON PED CROSSING AND FTS. ATS WAS GREEN FOR PED	1	1 Male
0112CP00001	23	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) SLIPPED ON MAN HOLE COVER AND LOST CONTROL	1	1 Male
0112CP00004	21	3 Slight	2 Passenger	6 Bus Or Coach	1	PASSANGER C1 LOST FOOTING FALLING DOWN THE STAIRS - [LOST FOOTING (C001)]	1	2 Female
0112HT20075	43	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	F.T.S V2 CHANGED LANE AND HIT THE O/S OF V1	1	1 Male
0112HT20077	40	3 Slight	3 Pedestrian	1 Pedestrian	1	PED DIDNT LOOK AT THE A.T.S AND WALKED INTO THE ROAD INFRONT OF V1	1	1 Male
0112CP00081	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 (CYCLIST) MOVED OF TO TURN RIGHT BOTH MISJUDGED AND COLLIDED	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112CP00082	52	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLIST) AND V2 (LORRY) MOVED OFF, V2 COLLIDED WITH V1	1	1 Male
0112CP00083	52	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 FOLLOWING SAT NAV WENT TO TURN LEFT BUT U-TURNED AND COLLIDED WITH V2(SOLO) WHO WAS OVERTAKING	1	1 Male
0112CP00086	33	3 Slight	1 Driver/Rider	4 Car	1	V2 MOVED OF TO ESCAPE POLICE VEHICLE AND COLLIDED WITH REAR OF STAT V1	1	1 Male
0112MM70867	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT AND COLLIDED WITH SIDE OF FILTERING V1	1	1 Male
0112HT20346	36	3 Slight	2 Passenger	5 Taxi	1	V2 OVERTOOK V1 AND HIT V1	1	1 Male
0112HT20611	25	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF V1, V2 WASNT LOOKING PROPLEY WHEN HIT	1	1 Male
0112CP00198	45	2 Serious	3 Pedestrian	1 Pedestrian	1	PED STEPPED OUT INTO PATH OF V1	1	1 Male
0112CP00204	50	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) WAS TRYING TO OVERTAKE AS V2 TRYING TO TURN RIGHT	1	1 Male
0112CP00205	27	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	UNKNOWN WHY V1 (SOLO) LOST CONTROL	1	1 Male
0112CP00209	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNS LEFT ACROSS PATH OF V2 (CYCLE)	1	2 Female
0112CP00211	37	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 PASSANGER OPEND DOOR TO BE SICK KNOCKING V2 (SOLO) OF ITS BIKE	1	1 Male
0112HT20596	32	2 Serious	2 Passenger	4 Car	1	V1 WEST-BD MAJOR ROAD LOST CONTROL, COLLIDED STREET FURNITURE, AND V2 AND V3 PARKED ON N/S	1	1 Male
0112HT20607	43	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 EAST-BD COLLIDED WITH V2 WEST-BD WHO TURNED RIGHT, INTO PATH OF V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20649	51	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1,V2 EAST-BD; V2 CHANGED LANES INTO N/S LANE AND COLLIDED WITH V1 FILTERING	1	1 Male
0112HT20629	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	V1,V2 BEGAN RIGHT TURN TO MAJOR ROAD AND V2 SHUNTED V1	1	1 Male
0112HT20629	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	V1,V2 BEGAN RIGHT TURN TO MAJOR ROAD AND V2 SHUNTED V1	1	1 Male
0112MM70608	46	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 PULLED OUT INFRONT OF V1, V2 HIT V1	1	1 Male
0112TB00908	26	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) MOVED OF AND CUT ACROSS V2'S PATH CAUSING COLLISION ROAD	1	1 Male
0112HT20388	23	3 Slight	1 Driver/Rider	4 Car	2	V2 PERFORMED A U TURN AND DIDNT SEE V1, V1 HIT V2	1	1 Male
0112HT20388	23	3 Slight	1 Driver/Rider	4 Car	2	V2 PERFORMED A U TURN AND DIDNT SEE V1, V1 HIT V2	1	1 Male
0112HT20392	42	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 OPENED DOOR AND V2 HIT V1	1	1 Male
0112HT20393	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 CUT ACROSS PATH OF V1 (CYCLE) THEN STOPPED DUE TO TRAFFIC, THIS CAUSED V1 TO HIT V2'S REAR	1	1 Male
0112HT20394	49	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 MISJUDGED V2 (CYCLE) WHO MOVED OF SLOWLY AND COLLIDED	1	1 Male
0112HT20399	43	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 (SOLO) LOST CONTROL DUE TO WET WEATHER	1	1 Male
0112HT20403	34	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WALKED INTO THE ROAD AND DIDNT SEE V1, V1 HIT PED	1	1 Male
0112MM70396	32	3 Slight	1 Driver/Rider	4 Car	1	CYCLIST V1 HAS TURNED LEFT AS PED ATTEMPTED TO CROSS THE ROAD CAUSING COLLISION.	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112MM70425	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED HAS CROSSED THE ROAD INTO PATH OF SOLO V1 (WHO WAS TURNING RIGHT) CAUSING COLLISION.	1	1 Male
0112MM70425	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED HAS CROSSED THE ROAD INTO PATH OF SOLO V1 (WHO WAS TURNING RIGHT) CAUSING COLLISION.	1	1 Male
0112CP00222	29	3 Slight	1 Driver/Rider	4 Car	1	V2 PULLED OUT AND TURNED RIGHT ACROSS PATH OF V1, VIEW OBSTUCTED BY STAT TRAFFIC	1	1 Male
0112CP00228	47	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED INFRONT OF V1 (CYCLE) AND TRIPPED OVER THR FRONT WHEEL CAUSING INJURY	1	1 Male
0112CP00231	29	3 Slight	3 Pedestrian	1 Pedestrian	1	PED STEPPED OUT FROM INBETWEEN STAT TRAFFIC INTO PATH OF V1	1	2 Female
0112CP00234	28	3 Slight	2 Passenger	4 Car	1	V1 DID A U-TURN ACROSS PATH OF V2 (BUS) WHICH WAS ON V1'S OFFSIDE	1	2 Female
0112CP00235	32	3 Slight	2 Passenger	6 Bus Or Coach	2	V1 (BUS) WAS HALF IN DESIGNATED STOP AND LET C1 PASSANGER OFF WHO WAS THEN HIT BY PASSING V2 (CYCLE) - [STEPPED INTO V2'S PATH (C001)]	2	1 Male
0112CP00235	32	3 Slight	2 Passenger	6 Bus Or Coach	2	V1 (BUS) WAS HALF IN DESIGNATED STOP AND LET C1 PASSANGER OFF WHO WAS THEN HIT BY PASSING V2 (CYCLE) - [STEPPED INTO V2'S PATH (C001)]	2	1 Male
0112CP00238	36	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 (SOLO) FILTERING ON INSIDE OF TRAFFIC AND COLLIDED WITH V1 OPENEING DOOR	1	1 Male
0112CP00240	49	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OVERTOOK MOVING V1 (CYCLE) AND TURNED LEFT CAUSING COLLISION	1	1 Male
0112CP00265	44	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 (SOLO) SLOWED AND STOPPED DUE TO ATS LIGHTS, V1 COLLIDED WITH V2'S REAR	1	1 Male
0112HT20657	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 HIT PEDAL CYCLIST V1 WHILE OVERTAKING	1	1 Male
0112HT20673	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND HIT THE O/S OF ONCOMING MOTORCYCLIST V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20679	43	3 Slight	1 Driver/Rider	4 Car	2	V2 WEST-BD BRAKED, AVOIDED PED CAS1 [BOY PUSHING CYCLE ACROSS RD] V2 COLLIDED WITH PED ISLAND	1	1 Male
0112HT20679	43	3 Slight	1 Driver/Rider	4 Car	2	V2 WEST-BD BRAKED, AVOIDED PED CAS1 [BOY PUSHING CYCLE ACROSS RD] V2 COLLIDED WITH PED ISLAND	1	1 Male
0112CP00304	20	3 Slight	3 Pedestrian	1 Pedestrian	1	PED ON MOBILE CROSSED INTO PATH OF V1	1	2 Female
0112CP00309	19	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 SLOWS TO TURN LEFT AND IS HIT IN REAR BY V2 (CYCLE)	1	1 Male
0112HT20633	24	3 Slight	2 Passenger	4 Car	1	V1 WEST-BD MAJOR RD SLOWED TO TURN LEFT AND V2 SHUNTED HIM	1	1 Male
0112CP00272	56	3 Slight	1 Driver/Rider	5 Taxi	3	V2 COMES TO STOP AND IS HIT IN REAR BY V1	1	1 Male
0112CP00272	56	3 Slight	1 Driver/Rider	5 Taxi	3	V2 COMES TO STOP AND IS HIT IN REAR BY V1	1	1 Male
0112CP00272	56	3 Slight	1 Driver/Rider	5 Taxi	3	V2 COMES TO STOP AND IS HIT IN REAR BY V1	1	1 Male
0112HT20407	30	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WALKED INFRONT OF V1, V1 HIT PED	1	2 Female
0112HT20412	44	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN INTO THE ROAD INFRONT OF V1, V1 HIT PED	1	1 Male
0112HT20418	36	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLE) SKIDDED ON OIL AND LOST CONTROL	1	1 Male
0112HT20423	52	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WALKED INTO THE ROAD, V1 HIT PED	1	1 Male
0112HT20438	40	3 Slight	1 Driver/Rider	5 Taxi	1	V2 HIT THE REAR OF V1, V2 WASNT LOOKING PROPLEY WHEN HIT	1	1 Male
0112HT20444	0	3 Slight	1 Driver/Rider	4 Car	2	V2 TURNED RIGHT AND DIDNT SEE V1, V2 HIT V1	1	1 Male
0112HT20444	0	3 Slight	1 Driver/Rider	4 Car	2	V2 TURNED RIGHT AND DIDNT SEE V1, V2 HIT V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112TA00575	30	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 OPENS IT'S DOOR INTO PATH OF PASSING V2 (CYCLE)	1	2 Female
0112TA00585	36	2 Serious	3 Pedestrian	1 Pedestrian	1	PED ON PHONE STAGGERED OF PAVEMENT INTO PATH OF V1	1	1 Male
0112CP00274	46	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 MOVED OF AND COLLIDED WITH V2 (CYCLE) WHO WAS CROSSING ON A ATS CROSSING	1	1 Male
0112CP00275	54	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 DRIVER OPENED IT'S DOOR INTO PATH OF PASSING V2 (CYCLE)	1	1 Male
0112CP00284	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PED CROSSED INTO PATH OD V1 (CYCLE)	1	1 Male
0112CP00293	55	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLE) PASSED THROUGH STAT TRAFFIC AND V2 (DUST CART) MOVED OFF CLIPPING V1	1	1 Male
0112CP00297	57	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	ROAD NARROWS DUE TO ROADWORKS, V2 (HIRE CYCLE) MISJUDGED AND CLIPPED REAR OF V1	1	2 Female
0112CP00299	26	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	V2 (CYCLE) MISJUDGED THE LIGHT AND WENT THROUGH JUNCTION COLLIDING WITH V1 (SOLO)	1	1 Male
0112CP00299	26	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	V2 (CYCLE) MISJUDGED THE LIGHT AND WENT THROUGH JUNCTION COLLIDING WITH V1 (SOLO)	1	1 Male
0112HT20709	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT WITH SIGHTLINE OBSCURED BY PARKED VEHS; V2 FROM HIS RIGHT COLLIDED	1	1 Male
0112HT20714	20	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1,V2 AT CHANGING ATS; V2 LOST BALANCE AND COLLIDED WITH V2	1	1 Male
0112HT20678	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PEDAL CYCLIST V2 TURNED RIGHT BUT FAILED TO SEE V1 IN THE O/S LANE	1	1 Male
0112HT20691	53	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 FAILED TO GIVEWAY AND CROSSED THE PATH OF MOTORCYCLIST V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20693	49	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	F.T.S V2 FAILED TO GIVEWAY AND TURNED RIGHT. THIS CAUSED APPROACHING MOTORCYCLIST V1 TO LOSE CONTROL	1	1 Male
0112HT20731	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	MOTORCYCLIST V2 TRYED TO OVERTAKE V1 AS V1 TURNED RIGHT	1	1 Male
0112MM70797	47	3 Slight	2 Passenger	6 Bus Or Coach	1	AS V1 (BUS) BRAKED CAS1 FELL DOEN BUS STAIRS. - [CAS1 LOST BALANCE ON BUS STAIRS. (C001)]	1	1 Male
0112MM70798	24	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 WAS OVERTAKEN AND CLIPPED BY V1	1	2 Female
0112HT20506	40	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WALKED INTO THE ROAD, V1 HIT PED	1	2 Female
0112MM70699	50	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V.1 TURNED RIGHT, ACROSS PATH OF ON-COMING V.2 (M/BIKE) CAUSING COLLISION.	1	1 Male
0112TA00596	32	3 Slight	1 Driver/Rider	4 Car	1	V1 PASSANGER OPENED IT'S DOOR INTO PATH OF V2	1	1 Male
0112CP00301	39	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLE) WAS TURNING RIGHT WHEN V2 (CYCLE) IVERTOOK AND COLLIDED	1	2 Female
0112HT20739	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1,V2 EAST-BD;V1 TURNED RIGHT TO PARK SOUTH SIDE, V2 COLLIDED WITH HIM AND SLID TO IMPACT PARKED V3 AND V4	1	1 Male
0112HT20456	31	3 Slight	1 Driver/Rider	4 Car	2	DRV V2 WHO WAS DISTRACTED DROVE INTO REAR OF V1 WHO WAS STATIONARY IN TRAFFIC	1	1 Male
0112HT20456	31	3 Slight	1 Driver/Rider	4 Car	2	DRV V2 WHO WAS DISTRACTED DROVE INTO REAR OF V1 WHO WAS STATIONARY IN TRAFFIC	1	1 Male
0112MM70824	49	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	AS V1 (CYCLIST-CAS1) OVERTOOK A STATIONARY BUS V1 COLLIDED WITH PED (CAS2).	1	1 Male
0112MM70824	49	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	AS V1 (CYCLIST-CAS1) OVERTOOK A STATIONARY BUS V1 COLLIDED WITH PED (CAS2).	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112MM70848	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (CYCLIST-CAS1), CAUSING COLLISION.	1	1 Male
0112HT20755	59	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 NE-BD IN LN2 [CENTRE] TURNED LEFT ACROSS FRONT OF V2 ALSO NE-BD BUT IN LN1[N/S]	1	1 Male
0112HT20767	36	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 WEST-BD MAJOR RD IN BUS LANE INTENDED AHEAD; V2 SW-BD TURNED LEFT LEAVING MAJOR RD COLLIDED WITH HIM	1	1 Male
0112MM70733	40	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 OVERTOOK AND CLIPPED V2	1	1 Male
0112HT20736	45	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND CROSSED THE PATH OF MOTORCYCLIST V1	1	1 Male
0112HT20774	41	3 Slight	2 Passenger	6 Bus Or Coach	2	TWO PASS ONBOARD V1 GOT INJURED DUE TO V1 BRAKING SUDDENLY	1	2 Female
0112HT20774	41	3 Slight	2 Passenger	6 Bus Or Coach	2	TWO PASS ONBOARD V1 GOT INJURED DUE TO V1 BRAKING SUDDENLY	1	2 Female
0112HT20776	26	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	THE DRIVER OF PARKED V1 OPENED THE DOOR INTO PEDAL CYCLIST V2'S PATH	1	2 Female
0112HT20788	28	3 Slight	2 Passenger	2 Pedal Cycle	1	V1 NORTH-EAST BOUND STRUCK BY V2 SOUTH-WEST BOUND TURNING RIGHT [NORTH]	1	2 Female
0112MM70954	41	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1 (SOLO-CAS1), CAUSING V1 TO BRAKE AND LOSE CONTROL.	1	1 Male
0112CP00316	31	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 TURNED LEFT AND PED STEPPED OUT INTO NEARISDE OF V1	1	2 Female
0112CP00321	53	3 Slight	2 Passenger	4 Car	2	V1 TURNED LEFT ACROSS PATH OF ONCOMING V2	1	2 Female
0112CP00321	53	3 Slight	2 Passenger	4 Car	2	V1 TURNED LEFT ACROSS PATH OF ONCOMING V2	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112CP00327	35	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 PULLED OUT AND TURNED RIGHT AND COLLIDED WITH V1 (CYCLE)	1	1 Male
0112CP00328	34	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED LEFT ACROSS PATH OF V2 (SOLO) WHO WAS ON NEAR SIDE OF V1	1	2 Female
0112CP00332	42	3 Slight	3 Pedestrian	1 Pedestrian	1	PED ON CROSSING HAS COLLIDED WITH PASSING V1	1	1 Male
0112CP00337	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED GOT OFF A BUS CROSSED FROM IT'S FRONT AND COLLIDED WITH V1 (CYCLE) WHO WAS IN OLYMPIC LANE	1	1 Male
0112CP00337	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED GOT OFF A BUS CROSSED FROM IT'S FRONT AND COLLIDED WITH V1 (CYCLE) WHO WAS IN OLYMPIC LANE	1	1 Male
0112CP00340	38	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT ACROSS PATH OF V1 (CYCLE) WHO IS ON THE NEAR SIDE OF V2	1	1 Male
0112CP00343	58	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OPENED IT'S DOOR INTO PATH OF V1 (CYCLE) WHO WAS ON NEAR SIDE	1	1 Male
0112HT20476	20	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED RIGHT AND HIT PEDAL CYCLIST V1	1	1 Male
0112HT20798	43	3 Slight	2 Passenger	4 Car	1	F.T.S V2 WENT THROUGH A RED A.T.S AND HIT V1	1	1 Male
0112HT20813	34	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	A PASS IN F.T.S V2 OPENED THE DOOR INTO THE PATH OF PEDAL CYCLIST V1	1	1 Male
0112HT20819	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	THE DRIVER OF F.T.S V2 OPENED THE DOOR INTO PEDAL CYCLIST V1'S PATH	1	1 Male
0112HT20479	43	3 Slight	1 Driver/Rider	4 Car	1	V2 WENT INTO THE BACK OF STAT V1	1	1 Male
0112HT20491	67	3 Slight	1 Driver/Rider	4 Car	1	V2 WENT INTO THE BACK OF V1	1	2 Female
0112HT20498	38	3 Slight	1 Driver/Rider	4 Car	1	F.T.S V2 HIT V1 WHILE OVERTAKING	1	1 Male
0112HT20513	43	3 Slight	1 Driver/Rider	4 Car	3	V3 WENT INTO THE BACK OF V2. V2 THEN HIT STAT V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20513	43	3 Slight	1 Driver/Rider	4 Car	3	V3 WENT INTO THE BACK OF V2. V2 THEN HIT STAT V1	1	1 Male
0112HT20513	43	3 Slight	1 Driver/Rider	4 Car	3	V3 WENT INTO THE BACK OF V2. V2 THEN HIT STAT V1	1	1 Male
0112MM70484	41	3 Slight	1 Driver/Rider	6 Bus Or Coach	1	V2 CHANGED IT'S MIND FROM TURNING RIGHT TO CHANGING LANE TO LEFT INTO PATH OF V1	1	1 Male
0112MM70495	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	V1 (CYCLIST-CAS1) DISOBEYED PED CROSSING AND COLLIDED WITH PED (CAS2).	1	2 Female
0112MM70495	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	V1 (CYCLIST-CAS1) DISOBEYED PED CROSSING AND COLLIDED WITH PED (CAS2).	1	2 Female
0112TA00759	36	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 WAS TURNING LEFT, V2(CYCLE) DIDNT REALISE AND HIT V1	1	1 Male
0112TA00771	38	2 Serious	3 Pedestrian	1 Pedestrian	1	PED STEPPED OUT INTO NEARSIDE OF PASSING V1 (VAN)	1	1 Male
0112CP00242	30	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSED THROUGH STAT TRAFFIC ONTO PATH OF PASSING V1 (BUS)	1	1 Male
0112CP00252	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO PATH OF PASSING V1	1	1 Male
0112CP00252	0	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO PATH OF PASSING V1	1	1 Male
0112CP00258	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 (SOLO) PASSED TO CLOSELY TO V1 (CYCLE) CAUSING COLLISION	1	1 Male
0112CP00259	57	3 Slight	1 Driver/Rider	4 Car	1	V1 STOPPED IN TRAFFIC AND V2 SLOWED, V3 HIT V2'S REAR PUSHING V2 INTO V1'S REAR	1	2 Female
0112CP00261	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 ON OFFSIDE OF V1(CYCLE) TURNED LEFT AND COLLIDED WITH V1	1	2 Female
0112CP00266	42	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2 (SOLO)	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112CP00268	57	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 WAS FLASHED TO PULL OUT AND TURN LEFT, V2(CYCLE) ON OFFSIDE OF TRAFFIC HIT V1	1	1 Male
0112CP00122	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN HOW V1 (BUS) COLLIDED WITH V2 (HIRE CYCLE)	1	1 Male
0112CP00165	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 (SOLO) PASSED V1 (CYCLE) TO CLOSELY CAUSING COLLISION	1	1 Male
0112CP00169	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 (SOLO) WAS WAITING TO TURN RIGHT AND WAS HIT ON NEAR SIDE BY PASSING V1 (SOLO)	1	1 Male
0112CP00171	32	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 OVERTOOK V2 (CYCLE) AND TURNED LEFT ACROSS IT'S PATH CAUSING COLLISION	1	2 Female
0112CP00172	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	PED STEPPED OUT INTO PATH OF V1 (SOLO) WHO SWERVED AND LOST CONTROL	1	1 Male
0112HT20524	17	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 U TURNED AND V2 HIT V1	1	1 Male
0112HT20546	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT ONTO MAIN ROAD, COLLIDED WITH SW-BD V1	1	1 Male
0112HT20517	23	3 Slight	1 Driver/Rider	4 Car	1	V1 WENT INTO THE BACK OF V2	1	2 Female
0112HT20520	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	MOTORCYCLIST V2 WENT INTO THE BACK OF V1	1	1 Male
0112HT20531	28	3 Slight	2 Passenger	4 Car	1	F.T.S V2 WENT INTO THE BACK OF V1	1	2 Female
0112HT20592	63	3 Slight	2 Passenger	6 Bus Or Coach	4	V1 BROKE SUDDENLY DUE TO F.T.S V2 INFRONT BRAKING	1	1 Male
0112HT20592	63	3 Slight	2 Passenger	6 Bus Or Coach	4	V1 BROKE SUDDENLY DUE TO F.T.S V2 INFRONT BRAKING	1	1 Male
0112HT20592	63	3 Slight	2 Passenger	6 Bus Or Coach	4	V1 BROKE SUDDENLY DUE TO F.T.S V2 INFRONT BRAKING	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20592	63	3 Slight	2 Passenger	6 Bus Or Coach	4	V1 BROKE SUDDENLY DUE TO F.T.S V2 INFRONT BRAKING	1	1 Male
0112TA00839	82	2 Serious	3 Pedestrian	1 Pedestrian	1	PED WAS CROSSING ROAD WHEN HIT BY V1	1	1 Male
0112TA00842	20	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSING ROAD WAS CLIPPED BY PASSING V1 (BUS)	1	2 Female
0112CP00177	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	4	V1 TURNS LEFT ACROSS PATH OF V2 (SOLO), V2 LOSES CONTROL AND COLLIDES WITH V3 V(HIRE CYCLE) AND PED 1 AND 2	1	1 Male
0112CP00177	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	4	V1 TURNS LEFT ACROSS PATH OF V2 (SOLO), V2 LOSES CONTROL AND COLLIDES WITH V3 V(HIRE CYCLE) AND PED 1 AND 2	1	1 Male
0112CP00177	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	4	V1 TURNS LEFT ACROSS PATH OF V2 (SOLO), V2 LOSES CONTROL AND COLLIDES WITH V3 V(HIRE CYCLE) AND PED 1 AND 2	1	1 Male
0112CP00177	31	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	4	V1 TURNS LEFT ACROSS PATH OF V2 (SOLO), V2 LOSES CONTROL AND COLLIDES WITH V3 V(HIRE CYCLE) AND PED 1 AND 2	1	1 Male
0112CP00178	33	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN HOW ACCIDENT HAPPENED BUT V2 COLLIDED WITH V1 (CYCLE)	1	1 Male
0112CP00182	34	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TRIED TO OVERTAKE V1 (CYCLE) AND COLLIDED	1	1 Male
0112CP00184	58	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 ( HIRE CYCLE) ON INSIDE OF V2(COACH), V2 COLLIDES AND KNOCKS DOWN V1	1	1 Male
0112TB00634	39	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 PULLED OVER AND OPENED IT'S DOOR INTO PATH OF V2 (CYCLE)	1	2 Female
0112TB00637	34	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 PULLED OVER TO THE LEFT TO START A U-TURN, V2 (SOLO) OVERTOOK AND COLLIDED	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20563	53	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 WEST-BD MAJOR RD TURNED LEFT INTO CAR DEALERSHIP; V2 SHUNTED HIM	1	1 Male
0112HT20569	49	3 Slight	1 Driver/Rider	4 Car	1	V2 SHUNTED V1 AS V3 CROSSED IN FRONT OF V1 FORCING HER TO BRAKE HARD	1	2 Female
0112HT20577	56	2 Serious	2 Passenger	4 Car	2	V2,V3,V1 ALL EAST-BD MAJOR ROAD; V1 SHUNTED V2 INTO V3 AT JUNCTION	1	1 Male
0112HT20577	56	2 Serious	2 Passenger	4 Car	2	V2,V3,V1 ALL EAST-BD MAJOR ROAD; V1 SHUNTED V2 INTO V3 AT JUNCTION	1	1 Male
0112MM70577	35	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 OVERTOOK AND HIT V1	1	1 Male
0113CP00040	26	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT REAR OF STAT V1	1	1 Male
0113CP00041	52	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO PATH OF V1	1	1 Male
0113CP00041	52	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO PATH OF V1	1	1 Male
0113CP00044	23	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 PASSNAGER OPENED IT'S DOOR INTO PATH OF V2	1	1 Male
0113CP00052	47	3 Slight	1 Driver/Rider	4 Car	1	V1 COLLIDED WITH REAR OF V2	1	1 Male
0113CP00056	26	2 Serious	3 Pedestrian	1 Pedestrian	1	V1 CROSSED JUNCTION AND COLLIDED WITH CROSSING PED	1	2 Female
0113CP00058	28	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED THROUGH STAT TRAFFIC INTO PATH OF V1 OVERTAKING ON OFFSIDE	1	2 Female
0112HT20928	55	3 Slight	1 Driver/Rider	4 Car	1	F.T.S V2 WENT INTO THE BACK OF STAT V1	1	1 Male
0112HT20940	37	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 HIT PED ON PED CROSSING	1	1 Male
0112TA01014	0	2 Serious	3 Pedestrian	1 Pedestrian	1	PED STEPPED OUT INTO THE PATH OF V1.	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112CP00344	42	3 Slight	1 Driver/Rider	5 Taxi	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	1 Male
0112CP00348	42	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSED INTO PATH OF V 1	1	1 Male
0112HT20950	19	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0112HT20952	25	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0112HT20956	46	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male
0112HT20961	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT AND HIT V1. V2 FTS	1	2 Female
0113MM70108	80	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WALKED INTO THE ROAD WHEN LIGHT WAS GREEN FOR VEHICLES, V1 HIT PED	1	2 Female
0113TA00077	0	2 Serious	3 Pedestrian	1 Pedestrian	1	PED WALKED OUT INTO PATH OF PASSING V1	1	1 Male
0112CP00372	29	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 (CYCLE) TURNING RIGHT WAS HIT IN REAR BY V2 (VAN)	1	1 Male
0112CP00379	45	3 Slight	3 Pedestrian	1 Pedestrian	1	PED STEPS OUT INTO PATH OF V1 WHO IS ON INSIDE OF TRAFFIC	1	1 Male
0112CP00381	27	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 STRUCK PED CROSSING ON A CROSSING	1	2 Female
0112HT20978	31	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	A PASS IN STAT V1 OPENED THE DOOR INTO V2'S PATH	1	1 Male
0112HT29027	46	3 Slight	2 Passenger	5 Taxi	1	V1 U-TURNED CAUSING V2 TO SHARPLY BRAKE	1	2 Female
0113MM70125	29	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 REVERSED OUT OF ROAD AND WAS HIT BY V2	1	1 Male
0112MM70914	18	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	2 Female
0113CP00009	27	3 Slight	2 Passenger	6 Bus Or Coach	1	PASSANGER C1 SLIPS ON V1 - [FLOOR WET AND C1 FELL (C001)]	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113CP00013	27	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 TURNING LEFT AT SAME TIME, BACK OF V2 CLIPPS V1 WHO IS ON INSIDE LANE	1	2 Female
0113HT20170	23	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	MOTORCYCLIST V1 BROKE SUDDENLY AND THEN LOST CONTROL	1	1 Male
0113MM70225	47	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	VEH 1 HAD TO STOP TO LET PEDS CROSS BEFORE HE COULD TURN LEFT WHEN VEH 2 UNDERTOOK & HIT VEH 1'S WING MIRROR	1	1 Male
0113HT20177	42	3 Slight	3 Pedestrian	1 Pedestrian	2	THE PED CROSSED THE ROAD AND GOT HIT BY MOTORCYCLIST V1	1	1 Male
0113HT20177	42	3 Slight	3 Pedestrian	1 Pedestrian	2	THE PED CROSSED THE ROAD AND GOT HIT BY MOTORCYCLIST V1	1	1 Male
0113HT20181	26	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PEDAL CYCLIST V1 TURNED RIGHT BUT FAILED TO SEE MOTORCYCLIST V2 IN THE O/S LANE	1	1 Male
0113HT20181	26	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PEDAL CYCLIST V1 TURNED RIGHT BUT FAILED TO SEE MOTORCYCLIST V2 IN THE O/S LANE	1	1 Male
0113HT20183	41	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 HIT THE O/S OF MOTORCYCLIST V1 WHILE OVERTAKING	1	1 Male
0112HT20839	39	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1,V2 EAST-BD; V1 UNDERTOOK V2 AT SPEED AND COLLIDED WITH HIM	1	1 Male
0112HT20842	23	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO THE PATH OF V1	1	1 Male
0112HT20842	23	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	PED STEPPED OUT INTO THE PATH OF V1	1	1 Male
0112HT20850	44	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 COLLIDED WITH REAR OF STAT V1	1	1 Male
0112HT20856	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V3 HIT VEHICLES 1 AND 2 AT JUNCTION	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0112HT20857	29	3 Slight	1 Driver/Rider	4 Car	3	V2 SOUTH-WEST BD INDICATED AND POSITIONED HIMSELF FOR RIGHT TURN; V1 SHUNTED HIM	1	1 Male
0112HT20857	29	3 Slight	1 Driver/Rider	4 Car	3	V2 SOUTH-WEST BD INDICATED AND POSITIONED HIMSELF FOR RIGHT TURN; V1 SHUNTED HIM	1	1 Male
0112HT20857	29	3 Slight	1 Driver/Rider	4 Car	3	V2 SOUTH-WEST BD INDICATED AND POSITIONED HIMSELF FOR RIGHT TURN; V1 SHUNTED HIM	1	1 Male
0112HT20858	40	3 Slight	2 Passenger	4 Car	1	V1 PULLED OUT INTO THE PATH OF V2	1	1 Male
0112HT20868	47	2 Serious	1 Driver/Rider	4 Car	2	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	2 Female
0112HT20868	47	2 Serious	1 Driver/Rider	4 Car	2	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	2 Female
0112HT20871	55	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 DRIVING WEST ON MAIN ROAD; V2 TURNED LEFT, ACROSS V1 PATH	1	2 Female
0113TA00021	39	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED RIGHT ACROSS PATH OF ONCOMING V1	1	1 Male
0112MM70963	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT INTO THE PATH OF FILTERING V1	1	1 Male
0112MM70963	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT INTO THE PATH OF FILTERING V1	1	1 Male
0112CP00384	37	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	UNKNOWN PED STEPPED OUT INTO PATH OF V1 WHO LOST CONTROL	1	1 Male
0112CP00392	32	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 DID A U-TURN AND WAS HIT BY V2 (SOLO)	1	1 Male
0112CP00398	5	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 MOVED AWAY AND C1 PASSANGER FELL DOWN THE STAIRS - [RUNING SOWN STARIRS (C001)]	1	2 Female
0112CP00399	32	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 OVERTOOK V2 (CYCLE) WHEN MOVING NACK INTO LANE V1 CLIPPED V2	1	2 Female

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113MM70258	28	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 COLLIDED WITH REAR OF STAT V1 (SOLO)	1	1 Male
0113HT20198	42	2 Serious	3 Pedestrian	1 Pedestrian	1	F.T.S V1 REVERSED AND HIT THE PED CROSSING THE ROAD	1	1 Male
0113HT20208	47	3 Slight	1 Driver/Rider	4 Car	2	F.T.S V2 WENT INTO THE BACK OF V1	1	1 Male
0113HT20208	47	3 Slight	1 Driver/Rider	4 Car	2	F.T.S V2 WENT INTO THE BACK OF V1	1	1 Male
0113MM70260	23	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 PASSED JUNCTION WHEN C1 WALKED OUT INTO PATH OF V1	1	2 Female
0112HT20881	38	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1, V2 BOTH SW-BD ON MAJOR ROAD; V1 TURNED LEFT ACROSS PATH OF V1 ON HIS N/S, COLLIDED WITH HIM.	1	1 Male
0112HT20884	38	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V2 ON THE N/S	1	1 Male
0112HT20899	43	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 - BARCLAYS HIRE CYCLE - NUMBER NOT RECORDED. V1 WEST-BD ON MAJOR ROAD WAS STRUCK BY V2 JOINING FROM HIS LEFT	1	1 Male
0112HT20900	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	BARCLAYS HIRE CYCLE 15308. V2 TURNED LEFT INTO FILLING STATION COLLIDING WITH V1 TO HIS N/S	1	1 Male
0113HT20202	28	3 Slight	1 Driver/Rider	4 Car	2	V2 FAILED TO GIVEWAY AND CROSSED V1'S PATH	1	2 Female
0113HT20202	28	3 Slight	1 Driver/Rider	4 Car	2	V2 FAILED TO GIVEWAY AND CROSSED V1'S PATH	1	2 Female
0112MM70978	76	3 Slight	1 Driver/Rider	4 Car	2	PED STEPPED OUT INTO THE PATH OF V1	1	1 Male
0112MM70978	76	3 Slight	1 Driver/Rider	4 Car	2	PED STEPPED OUT INTO THE PATH OF V1	1	1 Male
0112CP00404	50	1 Fatal	3 Pedestrian	1 Pedestrian	1	PED NUDGED BY ANOTHER PED CAUSING PED C1 TO STUMBLE INTO PATH OF PASSING V1	1	2 Female
0113HT20024	31	3 Slight	1 Driver/Rider	4 Car	1	V2 TURNED RIGHT AND GOT HIT BY V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113HT20065	46	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 WESTBOUND HELD ON RED A.T.S SHUNTED BY V2	1	1 Male
0112HT20906	47	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 DRIVER DISTRACTED BY CAS1 ON BOARD, WHILE DRIVING; CAS1 FELL AS BUS MOVED	1	2 Female
0113HT20031	76	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0113HT20032	43	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 MOVED OFF, CAUSING PASSENGER TO FALL - [PASSENGER FELL OVER ON BUS (C001)]	1	2 Female
0113HT20051	0	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSSED RD AND GOT HIT BY V1	1	1 Male
0113HT20090	32	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 CROSSED CARRIAGEWAY INTO THE PATH OF ONCOMING V2	1	1 Male
0113HT20096	59	3 Slight	1 Driver/Rider	5 Taxi	1	V1 EASTBOUND WAITED AT RED A.T.S, SHUNTED BY V2	1	1 Male
0112HT20947	23	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	ON MOVE-OFF EAST FROM ATS,V3 CHANGED LANE TO LEFT COLLIDING WITH V2 PASSING HIM; V1 [CYCLE] FELL OFF	1	1 Male
0113HT20228	38	3 Slight	1 Driver/Rider	7 Goods Vehicle	1	F.T.S V1 WENT INTO THE BACK OF V2	1	1 Male
0113HT20232	43	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF V1 AND FTS	1	1 Male
0113HT20249	53	2 Serious	1 Driver/Rider	5 Taxi	1	V1 WAITED TO BE ABLE TO CLEAR BOX JUNCTION BUT WAS SHUNTED BY V2	1	1 Male
0113HT20253	21	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	F.T.S V2 HIT MOTORCYCLIST V1 WHILE OVERTAKING	1	1 Male
0112TA01071	36	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 DID A U-TURN AS V2 WAS OVERTAKING CAUSING COLLISION	1	1 Male
0113HT20058	40	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 CHANGED LANE AND HIT V1	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113HT20214	32	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male
0113HT20110	49	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 WESTBOUND BEGAN RIGHT TURN, COULD NOT AVOID PED CAS 1 WHO STEPPED OUT INFRONT OF HIM	1	2 Female
0113HT20112	35	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF V1	1	1 Male
0113HT20180	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 EASTBOUND MAJOR ROAD UNABLE TO AVOID UNIDENT. PED WHO RAN INTO HER PATH, CAUSED V1 TO CRASH	1	2 Female
0113CP00034	28	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT FROM FRONT OF STAT TRAFFIC INTO PATH OF V1	1	1 Male
0113CP00034	28	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	2	PED STEPPED OUT FROM FRONT OF STAT TRAFFIC INTO PATH OF V1	1	1 Male
0112TA00906	0	2 Serious	3 Pedestrian	1 Pedestrian	1	PED CROSSING ROAD WAS HIT BY V1	1	1 Male
0113CP00018	37	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TRIED TO PASS THROUGH MOVING OFF V3 AND V2 AND LOST CONTROL	1	1 Male
0113CP00022	53	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 COLLIDED WITH REAR OF STAT V1	1	1 Male
0113HT20255	39	3 Slight	1 Driver/Rider	4 Car	1	SOUTH-WEST BOUND V1 IN LANE 2/2 SHUNTED V2 IN SLOW TRAFFIC	1	1 Male
0113HT20270	25	3 Slight	1 Driver/Rider	4 Car	1	V1 EAST-BD WAITED AT ATS ; V2 SHUNTED HIM	1	1 Male
0113CP00024	67	2 Serious	3 Pedestrian	1 Pedestrian	1	PED STEPPED INTO ROAD INTO PATH OF V1	1	1 Male
0113CP00032	35	3 Slight	1 Driver/Rider	5 Taxi	1	V1 OR V2 POSS FAILED RED ATS AND COLLIDED, V1 WAS TURNING RIGHT	1	1 Male
0113HT20343	68	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 FAILED TO GIVEWAY AND HIT PEDAL CYCLIST V1	1	1 Male



AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113CP00085	53	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED LEFT ACROSS PATH OF V1 WHO WAS ON INSIDE LANE	1	1 Male
0113CP00086	56	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 MOVED OF AT JUNCTION, V2 ON OFFSIDE, V1 VEERED INTO NEARISDE OF V1	1	1 Male
0113MM70378	53	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	PASSENGER IN V1 OPENED THERE DOOR COLLIDING WITH V2 TRAVELLING DOWN NEARISDE.	1	1 Male
0113MM70387	39	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1. V1 THEN HIT AN ATS	1	1 Male
0113MM70394	26	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 WENT INTO THE BACK OF PEDAL CYCLIST V1	1	1 Male
0113MM70359	25	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 MOVED OFF, V2 WAS TURNING LEFT AND ON NEARISDE V2 TURNED RIGHT COLLIDING WITH V1	1	2 Female
0113CP00093	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	AN ALTERCATION BETWEEN V1 AND V2, V2 PULLED IN FRONT OF V1 AND BROKE SUDDENLY CASUING COLLSION	1	1 Male
0113CP00095	40	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 PASSANGER OPENED ITS DOOR INTO PATH OF PASSING V2	1	2 Female
0113CP00098	25	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS PATH OF V2	1	1 Male
0113CP00099	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 OVERTOOK V1 TO CLOSELY CAUSING COLLISION	1	1 Male
0113CP00105	40	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 STOPPED OVER THE LINE AT ATS LIGHTS THEN REVERSED COLLIDING WITH PED CROSSING FROM BEHIND	1	2 Female
0113HT20360	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	THE PED STEPPED OUT INTO MOTORCYCLIST V1'S PATH	1	1 Male
0113HT20360	33	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	2	THE PED STEPPED OUT INTO MOTORCYCLIST V1'S PATH	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113HT20368	21	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED RIGHT AND CROSSED THE PATH OF MOTORCYCLIST V1	1	1 Male
0113MM70304	33	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 REVERSED BACK INTO CROSSING PED.	1	1 Male
0113CP00109	49	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 ENTERS CROSSING INTO PATH OF V1	1	1 Male
0113CP00114	39	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	V2 TURNS LEFT ACROSS PATH OF V1 AND V3 WHICH WERE ON NEARSIDE	1	1 Male
0113CP00114	39	3 Slight	1 Driver/Rider	2 Pedal Cycle	2	V2 TURNS LEFT ACROSS PATH OF V1 AND V3 WHICH WERE ON NEARSIDE	1	1 Male
0113CP00115	31	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 MOVED OFF, V1 TURNED LEFT AROSS PATH OF V2 WHO WAS ON NEARSIDE	1	1 Male
0113CP00116	45	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	1 Male
0113CP00117	33	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	PED STEPPED OUT INTO PATH OF PASSING V1	1	1 Male
0113CP00118	47	2 Serious	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	1 Male
0113HT20349	47	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT AND GOT HIT BY V2	1	1 Male
0113HT20376	34	3 Slight	3 Pedestrian	1 Pedestrian	2	NORTH-EAST BD V1 WAS UNABLE TO AVOID PED CAS1 IN ROADWAY	1	1 Male
0113HT20376	34	3 Slight	3 Pedestrian	1 Pedestrian	2	NORTH-EAST BD V1 WAS UNABLE TO AVOID PED CAS1 IN ROADWAY	1	1 Male
0113HT20386	29	3 Slight	3 Pedestrian	1 Pedestrian	1	PED CROSED RD AND GOT HIT BY V1	1	1 Male
0113HT20407	30	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V1 ON THE N/S	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113HT20409	61	3 Slight	1 Driver/Rider	4 Car	1	F.T.S V2 WENT INTO THE BACK OF V1	1	1 Male
0113HT20430	28	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	F.T.S V2 TURNED LEFT BUT FAILED TO SEE PEDAL CYCLIST V1 ON THE N/S	1	2 Female
0113HT20431	23	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 HIT PEDAL CYCLIST V1 WHILE OVERTAKING	1	2 Female
0113HT20442	25	3 Slight	1 Driver/Rider	4 Car	1	EAST-BOUND V1 BEGAN LEFT TURN OFF MAIN ROAD, FAILED TO SEE V2 TO HIS N/S AND COLLIDED	1	1 Male
0113CP00122	37	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 DOES A U-TURN INTO PATH OF PASSING V2	1	1 Male
0113CP00123	24	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2	1	1 Male
0113CP00124	50	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 AND V2 CROSSED JUNCTION WHEN V1 VEERS INTO V2'S PATH	1	1 Male
0113CP00137	43	3 Slight	3 Pedestrian	1 Pedestrian	1	PED RAN THROUGH STQAT TRAFFIC INTO PATH OF V1	1	1 Male
0113CP00138	40	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 DOES A U-TURN INTO PATH OF V1	1	1 Male
0113CP00144	51	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN V3 OVERTAKES V1 CAUSING V1 TO SWERVE INTO REAR OF STAT V2	1	1 Male
0113HT20609	2	3 Slight	2 Passenger	6 Bus Or Coach	1	THE DRIVER OF V1 CLOSED THE DOORS AS A PASS ONBOARD WAS ALIGHTING	1	2 Female
0113HT20288	29	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 NE-BOUND FILTERING THROUGH HEAVY TRAFFIC WAS STRUCK BY V2 SW-BD TURNING RIGHT	1	1 Male
0113HT20311	69	3 Slight	2 Passenger	6 Bus Or Coach	1	V1 [BUS] WEST-BD BRAKED FOR BUS STOP; CAS1 ON BOARD FELL OFF SEAT - [PASR WAS DRUNK (C001)]	1	1 Male
0113CP00155	38	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V2 TURNED RIGHT ACROSS TRAFFIC AND COLLIDED WITH V1 UNDERTAKING TRAFFIC	1	1 Male

AREFNO	Casualty Age	Casualty Severity	Casualty Class	Mode of Travel	No. of Casualties in Acc.	Description	CREFNO	Casualty Sex
0113CP00156	63	3 Slight	3 Pedestrian	1 Pedestrian	1	V1 ON PAVEMENT COLLIDES WITH PED	1	1 Male
0113CP00157	32	3 Slight	3 Pedestrian	1 Pedestrian	1	PED STEPPED INTO PATH OF V1	1	1 Male
0113CP00062	30	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 SWERVED AND LOST CONTROL	1	1 Male
0113CP00063	25	2 Serious	1 Driver/Rider	2 Pedal Cycle	1	UNKNOWN WHY V1 (CYCLE) HAS FALLEN OFF CAUSING INJURY	1	1 Male
0113CP00066	36	3 Slight	1 Driver/Rider	4 Car	3	V1 CHANGES LANES TO RIGHT AND COLLIDES WITH V2	1	1 Male
0113CP00066	36	3 Slight	1 Driver/Rider	4 Car	3	V1 CHANGES LANES TO RIGHT AND COLLIDES WITH V2	1	1 Male
0113CP00066	36	3 Slight	1 Driver/Rider	4 Car	3	V1 CHANGES LANES TO RIGHT AND COLLIDES WITH V2	1	1 Male
0113CP00077	24	3 Slight	1 Driver/Rider	2 Pedal Cycle	1	V1 HAD TO BRAKE SUDDENLY CAUSING V2 TO COLLIDE WITH V1'S REAR	1	2 Female
0113CP00078	22	3 Slight	3 Pedestrian	1 Pedestrian	1	PED STEPS OUT FROM INBETWEEN STAT CARS INTO PATH OF V1	1	2 Female
0113CP00079	26	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V1 IN WRONG LANE TURNS LEFT ACROSS PATH OF V2 (SOLO)	1	2 Female
0113CP00080	24	3 Slight	3 Pedestrian	1 Pedestrian	1	PED WITH HEADPHONES ON CROSSED INBETWEEN STAT CARS INTO PATH OF V1	1	2 Female
0113HT20315	32	3 Slight	1 Driver/Rider	3 Powered 2 Wheeler	1	V2 TURNED LEFT AND GOT HIT BY V1	1	1 Male
0113HT20316	34	3 Slight	1 Driver/Rider	4 Car	1	V2 HIT THE REAR OF STATIONARY V1	1	1 Male

## **Appendix 6E: Traffic Survey Data Collected October to November 2013**



**TRANS 001**







# Sky High-Count On Us



**Client:** Dragados  
**Project:** L0513NM Bank Station  
**Survey Date:** Thursday 24 October 2013  
**Survey Period:** 07:00-19:00  
**Method:** Video  
**AM Weather:** Dry & bright  
**PM Weather:** Dry & bright

**Incidents / Observations:**

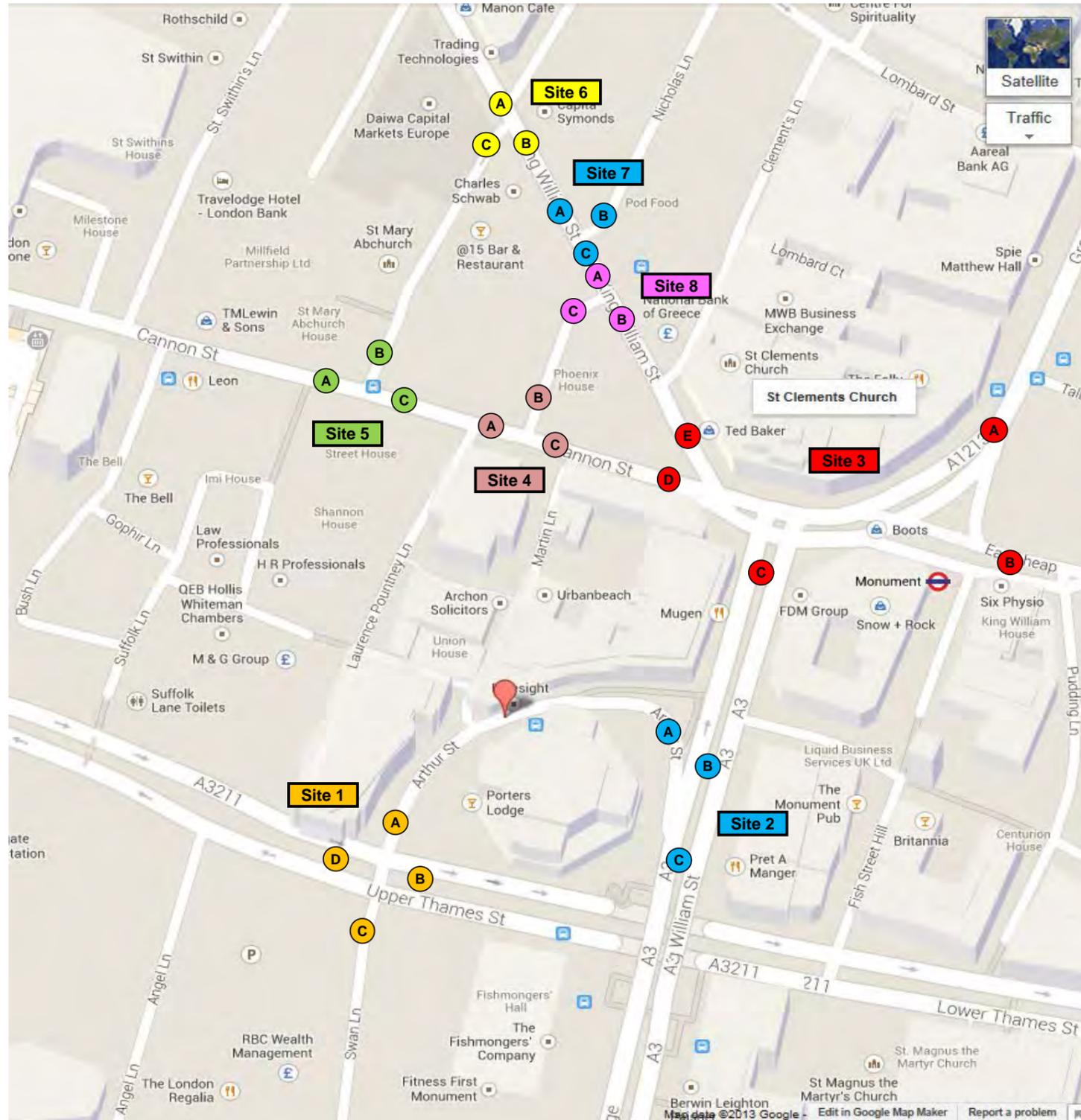


# Sky High-Count On Us



Client : Dragados  
 Project : L0513NM Bank Station

Trans 001 sites: MCC origin/destinations





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Arthur Street

	Destination : A - Arthur Street									Destination : B - Upper Thames Street east									Destination : C - Swan Lane									Destination : D - Upper Thames Street west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	16	1	1	3	0	0	0	4	21	2	0	0	0	0	1	2	0	5	5	3	0	0	0	0	1	0	9	35
07:15	0	0	0	0	0	0	0	0	0	7	4	3	7	0	1	2	10	24	1	0	0	0	0	1	0	0	2	5	4	1	0	0	0	3	1	13	39
07:30	0	0	0	0	0	0	0	0	0	7	2	1	8	0	1	0	9	19	0	0	0	0	0	0	1	0	1	5	2	0	0	0	3	2	0	12	32
07:45	0	0	0	0	0	0	0	0	0	3	1	4	4	0	2	1	8	15	0	0	0	0	0	0	2	0	2	5	1	2	0	0	3	1	2	12	29
1 Hr	0	0	0	0	0	0	0	0	0	33	8	9	22	0	4	3	31	79	3	0	0	0	0	2	5	0	10	20	10	3	0	0	6	7	3	46	135
08:00	0	0	0	0	0	0	0	0	0	16	4	3	6	0	0	1	9	30	0	2	0	0	0	0	7	0	9	14	4	2	0	0	6	3	2	29	68
08:15	0	0	0	0	0	0	0	0	0	8	3	1	3	0	1	1	4	17	0	0	0	0	0	0	5	0	5	10	4	3	1	0	3	10	4	31	53
08:30	0	0	0	0	0	0	0	0	0	8	3	1	10	0	4	2	11	28	0	0	0	0	0	1	6	0	7	7	1	2	0	0	3	6	2	19	54
08:45	0	0	0	0	0	0	0	0	0	7	2	3	3	0	3	6	6	24	0	0	0	0	0	2	4	0	6	7	6	5	0	1	4	7	6	30	60
1 Hr	0	0	0	0	0	0	0	0	0	39	12	8	22	0	8	10	30	99	0	2	0	0	0	3	22	0	27	38	15	12	1	1	16	26	14	109	235
09:00	0	0	0	0	0	0	0	0	0	7	3	1	7	0	2	3	8	23	0	0	0	0	0	2	3	0	5	10	2	0	0	0	2	4	0	18	46
09:15	0	0	0	0	0	0	0	0	0	6	8	3	4	0	2	0	7	23	2	2	0	0	0	0	1	0	5	7	2	0	1	0	4	0	1	14	42
09:30	0	0	0	0	0	0	0	0	0	6	1	2	3	0	3	0	5	15	0	0	0	0	0	0	0	0	0	9	2	0	0	0	1	3	0	15	30
09:45	0	0	0	0	0	0	0	0	0	11	6	6	3	0	0	0	9	26	0	1	0	0	0	0	0	0	1	7	5	0	1	0	2	1	1	16	43
1 Hr	0	0	0	0	0	0	0	0	0	30	18	12	17	0	7	3	29	87	2	3	0	0	0	2	4	0	11	33	11	0	2	0	9	8	2	63	161
10:00	0	0	0	0	0	0	0	0	0	9	1	5	2	4	0	0	11	21	0	1	0	0	0	0	2	0	3	6	3	1	0	0	0	3	1	13	37
10:15	0	0	0	0	0	0	0	0	0	10	4	6	6	2	0	0	14	28	0	0	0	0	0	0	1	0	1	4	1	1	0	0	1	1	1	8	37
10:30	0	0	0	0	0	0	0	0	0	5	8	3	3	1	0	0	7	20	0	0	0	0	0	0	0	0	0	4	9	2	0	0	4	1	2	20	40
10:45	0	0	0	0	0	0	0	0	0	5	7	3	3	0	0	0	6	18	0	0	0	0	0	0	0	0	0	6	1	3	0	0	1	2	3	13	31
1 Hr	0	0	0	0	0	0	0	0	0	29	20	17	14	7	0	0	38	87	0	1	0	0	0	0	3	0	4	20	14	7	0	0	6	7	7	54	145
11:00	0	0	0	0	0	0	0	0	0	8	2	2	4	0	0	0	6	16	0	0	0	0	0	0	0	0	0	7	7	1	0	0	0	1	1	16	32
11:15	0	0	0	0	0	0	0	0	0	7	5	1	5	0	0	0	6	18	0	0	0	0	0	0	0	0	0	10	3	2	0	0	1	0	2	16	34
11:30	0	0	0	0	0	0	0	0	0	5	4	6	1	0	0	0	7	16	0	0	0	0	0	0	1	0	1	7	5	1	0	0	4	1	1	18	35
11:45	0	0	0	0	0	0	0	0	0	5	3	6	10	0	2	0	16	26	0	0	0	0	0	0	0	0	0	11	4	1	0	0	1	1	1	18	44
1 Hr	0	0	0	0	0	0	0	0	0	25	14	15	20	0	2	0	35	76	0	0	0	0	0	0	1	0	1	35	19	5	0	0	6	3	5	68	145
12:00	0	0	0	0	0	0	0	0	0	0	3	4	4	0	1	0	8	12	0	0	0	0	0	0	1	0	1	11	5	1	0	0	1	1	1	19	32
12:15	0	0	0	0	0	0	0	0	0	6	8	4	4	2	1	0	10	25	0	1	0	0	0	0	0	0	1	8	3	1	1	0	3	3	2	19	45
12:30	0	0	0	0	0	0	0	0	0	6	6	2	7	0	1	0	9	22	0	0	0	0	0	0	0	0	0	14	1	1	0	0	3	0	1	19	41
12:45	0	0	0	0	0	0	0	0	0	8	5	2	5	0	0	0	7	20	0	0	0	0	0	0	1	0	1	10	3	2	0	0	0	2	2	17	38
1 Hr	0	0	0	0	0	0	0	0	0	20	22	12	20	2	3	0	34	79	0	1	0	0	0	0	2	0	3	43	12	5	1	0	7	6	6	74	156
13:00	0	0	0	0	0	0	0	0	0	8	2	2	6	0	1	0	8	19	0	0	0	0	0	0	2	0	2	20	3	1	0	1	1	2	2	28	49
13:15	0	0	0	0	0	0	0	0	0	5	1	1	3	0	0	0	4	10	1	0	0	0	0	0	0	0	1	9	3	3	0	0	0	0	3	15	26
13:30	0	0	0	0	0	0	0	0	0	7	4	3	9	0	1	1	12	25	0	0	0	0	0	0	0	0	0	11	3	3	0	0	1	2	3	20	45
13:45	0	0	0	0	0	0	0	0	0	6	3	4	6	0	1	0	10	20	1	0	0	0	0	0	0	0	1	14	6	0	0	0	1	0	0	21	42
1 Hr	0	0	0	0	0	0	0	0	0	26	10	10	24	0	3	1	34	74	2	0	0	0	0	0	2	0	4	54	15	7	0	1	3	4	8	84	162
14:00	0	0	0	0	0	0	0	0	0	5	4	2	6	0	0	0	8	17	0	0	0	0	0	0	0	0	0	19	5	0	0	0	0	0	0	24	41
14:15	0	0	0	0	0	0	0	0	0	6	4	0	10	0	1	0	10	21	0	1	0	0	0	0	0	0	1	10	4	0	0	0	1	1	0	16	38
14:30	0	0	0	0	0	0	0	0	0	4	7	2	6	0	0	0	8	19	0	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	0	17	36
14:45	0	0	0	0	0	0	0	0	0	2	7	3	6	1	2	0	10	21	0	0	0	0	0	0	0	0	0	13	3	1	0	0	1	1	1	19	40
1 Hr	0	0	0	0	0	0	0	0	0	17	22	7	28	1	3	0	36	78	0	1	0	0	0	0	0	0	1	57	14	1	0	0	2	2	1	76	155
15:00	0	0	0	0	0	0	0	0	0	2	7	3	7	0	0	0	10	19	0	0	0	0	0	0	0	0	0	11	3	2	0	0	2	1	2	19	38
15:15	0	0	0	0	0	0	0	0	0	5	11	4	5	1	0	0	10	26	0	0	0	0	0	0	0	0	0	12	5	0	0	0	1	5	0	23	49
15:30	0	0	0	0	0	0	0	0	0	6	7	4	6	0	1	0	10	24	1	0	0	0	0	0	1	0	2	5	0	1	0	0	2	1	1	9	35
15:45	0	0	0	0	0	0	0	0	0	10	5	3	8	0	2	0	11	28	0	0	0	0	0	0	0	0	0	11	1	2	0	0	3	0	2	17	45
1 Hr	0	0	0	0	0	0	0	0	0	23	30	14	26	1	3	0	41	97	1	0	0	0	0	0	1	0	2	39	9	5	0	0	8	7	5	68	167
16:00	0	0	0	0	0	0	0	0	0	9	4	6	3	0	1	0	9	23	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	1	0	13	36
16:15	0	0	0	0	0	0	0	0	0	14	1	1	5	0	0	0	6	21	0	0	0	0	0	0	0	0	0	28	1	1	0	0	1	2	1	33	54
16:30	0	0	0	0	0	0	0	0	0	4	3	3	3	0	1	0	6	14	0	0	0	0	0	0	0	0	0	14	1	0	0	0	1	2	0	18	32
16:45	0	0	0	0	0	0	0	0	0	10	4	2	2	0	1	1	4	20	0	0	0	0	0	0	0	0	0	15									





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - Swan Lane

	Destination : A - Arthur Street									Destination : B - Upper Thames Street east									Destination : C - Swan Lane									Destination : D - Upper Thames Street west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	2	6	10	
07:15	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7		
07:30	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	3	5		
07:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	6		
1 Hr	0	0	0	0	0	0	0	0	0	8	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	3	3	0	0	0	3	15	28		
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5	6		
08:15	0	0	1	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	1	8	11		
08:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	7		
08:45	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	5	10		
1 Hr	0	0	1	0	0	0	0	1	1	4	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	15	6	1	0	0	1	1	24	34		
09:00	0	1	0	0	0	1	0	0	2	4	0	1	0	0	0	0	0	1	5	0	0	0	0	0	0	5	2	2	0	0	0	0	0	4	11		
09:15	0	2	0	0	0	0	1	0	3	7	1	0	0	0	1	0	0	0	9	0	0	0	0	0	0	9	2	3	3	0	0	2	0	10	22		
09:30	0	2	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	2	1	0	0	0	0	0	3	10		
09:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	4	0	1	2	0	0	1	0	4	8		
1 Hr	0	5	0	0	0	1	1	0	7	17	3	1	0	0	2	0	1	23	0	0	0	0	0	0	0	23	7	8	3	0	0	3	0	21	51		
10:00	0	0	0	0	0	1	0	0	1	4	1	1	0	0	1	0	1	7	0	0	0	0	0	0	0	7	3	5	0	0	0	1	0	9	17		
10:15	0	1	0	0	0	0	0	0	1	1	1	0	0	0	3	0	0	5	0	0	0	0	0	0	0	5	0	2	0	0	0	1	0	4	10		
10:30	0	0	1	0	0	1	0	1	2	4	1	1	0	0	1	0	1	7	0	0	0	0	0	0	0	7	1	1	1	0	0	0	1	3	12		
10:45	0	1	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	4	0	0	0	0	1	0	5	9		
1 Hr	0	2	1	0	0	2	0	1	5	9	6	2	0	0	5	0	2	22	0	0	0	0	0	0	0	22	9	8	1	0	0	1	2	1	21	48	
11:00	0	1	0	0	0	0	0	0	1	2	1	2	0	0	0	0	2	5	0	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6	12		
11:15	0	1	0	0	0	0	0	0	1	3	3	0	0	0	2	0	0	8	0	0	0	0	0	0	0	8	2	1	1	0	0	1	0	1	5	14	
11:30	1	0	0	0	0	0	2	0	3	4	1	2	0	0	3	0	2	10	0	0	0	0	0	0	0	10	1	1	0	0	0	1	0	0	3	16	
11:45	0	0	0	0	0	0	1	0	1	7	1	0	0	0	1	0	0	9	0	0	0	0	0	0	0	9	5	0	0	0	0	0	0	0	5	15	
1 Hr	1	2	0	0	0	0	3	0	6	16	6	4	0	0	6	0	4	32	0	0	0	0	0	0	0	32	13	3	1	0	0	2	0	1	19	57	
12:00	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	2	3	0	0	0	0	0	0	5	10	
12:15	0	0	0	0	0	0	1	0	1	5	2	1	0	0	1	0	1	9	0	0	0	0	0	0	0	9	3	2	1	0	0	1	0	1	7	17	
12:30	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	1	4	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	2	6	
12:45	0	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	1	1	0	0	2	0	1	6	11	
1 Hr	0	1	0	0	0	0	1	0	2	13	6	2	0	0	1	0	2	22	0	0	0	0	0	0	0	22	9	6	2	0	0	3	0	2	20	44	
13:00	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	1	4	0	0	0	0	0	0	0	4	3	2	1	0	0	0	0	1	6	10	
13:15	0	1	1	0	0	0	1	1	3	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	1	1	1	0	0	0	1	3	8		
13:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	1	0	0	0	1	0	0	4	8	
13:45	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	0	0	5	0	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	4	9	
1 Hr	0	1	1	0	0	0	1	1	3	10	2	1	0	0	2	0	1	15	0	0	0	0	0	0	0	15	8	6	2	0	0	1	0	2	17	35	
14:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	6	0	0	0	0	0	0	0	6	4	1	1	0	0	1	0	1	7	13	
14:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	5	2	0	0	0	1	0	0	8	9	
14:30	0	1	0	0	0	0	0	0	1	0	1	1	0	0	1	0	1	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4	7
14:45	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	3	7	
1 Hr	1	2	0	0	0	0	0	0	3	5	4	1	0	0	2	0	1	12	0	0	0	0	0	0	0	12	11	4	1	0	0	2	0	1	18	33	
15:00	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	3	7	
15:15	0	0	0	0	0	1	0	0	1	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	5	9	
15:30	1	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	1	1	0	0	0	1	1	0	4	9	
15:45	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	0	1	5	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	2	7	
1 Hr	2	0	0	0	0	1	0	0	3	11	1	1	0	0	2	0	1	15	0	0	0	0	0	0	0	15	9	3	0	0	0	1	1	0	14	32	
16:00	0	0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	4	9	
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	3	5	
16:30	0	0	0	0	0	0	0	0	0	4	0	1	0	0	1	0	1	6	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	2	8	
16:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	2	0	0	7	0	0	0	0	0	0	0	7	3	2	0	0	0	1	0	0	6	13	
1 Hr	0	0	0	0	0	0	1	0	1	13	1	1	0	0	3	1	1	19	0	0	0	0	0	0	0	19	12	2	0	0	0	1	0	0	15	35	
17:00	0	0	0	0	0	1	0	0	1	7	1	0	0	0	1	0	0	9	0	0	0	0	0	0	0	9	3	0	0	0	0	0	1	0	4	14	
17:15	0	0	0	0	0	0	1	0	1	6	1	0	0																								



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : D - Upper Thames Street west

	Destination : A - Arthur Street									Destination : B - Upper Thames Street east									Destination : C - Swan Lane									Destination : D - Upper Thames Street west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	2	1	2	2	5	152	42	7	8	2	27	25	17	263	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	269			
07:15	1	0	1	0	2	0	2	3	6	174	46	14	14	3	37	30	31	318	3	0	0	0	0	0	0	0	0	0	0	0	0	0	327				
07:30	2	0	0	0	2	0	10	2	14	185	56	18	10	3	29	49	31	350	2	0	0	0	0	0	1	0	0	0	0	0	0	0	367				
07:45	3	0	0	0	3	1	8	3	15	169	41	33	8	3	48	48	44	350	2	2	0	0	0	0	1	1	0	0	0	0	0	0	371				
1 Hr	6	0	1	0	9	2	22	10	40	680	185	72	40	11	141	152	123	1281	8	2	0	0	0	1	2	0	0	0	0	0	0	0	1334				
08:00	6	0	0	0	2	1	8	2	17	168	46	24	17	1	51	76	42	383	5	0	0	0	0	0	4	0	0	0	0	0	0	0	409				
08:15	2	0	0	0	2	0	14	2	18	158	36	26	15	3	58	74	44	370	4	0	1	0	0	3	2	1	10	0	0	0	0	0	0	398			
08:30	4	3	0	0	2	5	17	2	31	164	44	20	22	3	52	61	45	366	5	1	0	0	0	2	0	0	0	0	0	0	0	1	406				
08:45	2	2	1	0	2	0	14	3	21	169	37	26	19	5	65	60	50	381	2	0	0	0	0	2	1	0	0	0	0	0	0	0	407				
1 Hr	14	5	1	0	8	6	53	9	87	659	163	96	73	12	226	271	181	1500	16	1	1	0	0	7	7	1	32	1	0	0	0	1	1620				
09:00	1	1	0	0	2	2	3	2	9	166	59	32	3	5	47	42	40	354	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	368			
09:15	1	1	1	0	3	0	2	4	8	194	53	32	18	4	36	15	54	352	3	1	1	0	0	1	0	1	6	0	0	0	0	0	0	366			
09:30	2	1	0	0	2	0	0	2	5	189	57	21	15	3	24	25	39	334	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	343			
09:45	4	0	1	0	2	0	1	3	8	181	55	32	11	7	27	14	50	327	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	339			
1 Hr	8	3	2	0	9	2	6	11	30	730	224	117	47	19	134	96	183	1367	10	6	1	0	0	2	0	1	19	0	0	0	0	0	0	1416			
10:00	1	2	0	0	2	1	0	2	6	182	59	28	16	8	18	5	52	316	1	2	1	0	0	0	0	1	4	0	0	0	0	0	0	326			
10:15	2	1	0	0	3	0	0	3	6	178	55	40	15	4	8	3	59	303	1	0	1	0	0	1	1	1	4	0	0	0	0	0	0	313			
10:30	0	0	1	0	3	0	0	4	4	160	56	29	13	10	6	2	52	276	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	283			
10:45	2	0	0	0	3	0	1	3	6	162	72	20	19	7	14	5	46	299	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307			
1 Hr	5	3	1	0	11	1	1	12	22	682	242	117	63	29	46	15	209	1194	6	3	2	0	0	1	1	2	13	0	0	0	0	0	0	1229			
11:00	2	2	0	0	3	0	1	3	8	179	58	40	21	6	18	6	67	328	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	340			
11:15	1	1	0	0	1	1	0	1	4	150	63	32	15	6	9	3	53	278	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	285			
11:30	3	0	1	0	4	1	0	5	9	147	79	33	9	1	14	3	43	286	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	297			
11:45	1	2	0	0	2	0	0	2	5	153	74	36	13	4	22	2	53	304	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313			
1 Hr	7	5	1	0	10	2	1	11	26	629	274	141	58	17	63	14	216	1196	9	2	0	0	0	1	1	0	13	0	0	0	0	0	0	1235			
12:00	0	2	0	0	2	1	0	2	5	153	62	39	9	5	10	3	53	281	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	290			
12:15	2	0	1	0	2	1	1	3	7	172	80	32	18	3	20	4	53	329	1	1	0	0	0	1	0	0	3	1	0	0	0	0	0	340			
12:30	3	2	0	0	2	0	1	2	8	170	69	28	14	1	16	3	43	301	2	1	1	0	0	0	0	1	4	0	0	0	0	0	0	313			
12:45	2	1	0	0	2	0	0	2	5	206	88	42	17	3	24	0	62	380	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	386			
1 Hr	7	5	1	0	8	2	2	9	25	701	299	141	58	12	70	10	211	1291	6	4	1	0	0	1	0	1	12	1	0	0	0	0	0	1329			
13:00	2	1	0	0	3	0	0	3	6	142	63	30	20	8	13	5	58	281	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	288			
13:15	4	1	0	0	2	0	1	2	8	215	84	37	16	5	13	4	58	374	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	385			
13:30	2	1	1	0	2	1	0	3	7	173	78	29	11	4	21	3	44	319	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	327			
13:45	1	1	0	0	3	0	1	3	6	166	67	35	20	5	17	8	60	318	3	2	0	0	0	0	0	0	5	0	0	0	0	0	0	329			
1 Hr	9	4	1	0	10	1	2	11	27	696	292	131	67	22	64	20	220	1292	7	3	0	0	0	0	0	0	10	0	0	0	0	0	0	1329			
14:00	2	0	0	0	4	0	0	4	6	219	88	34	18	7	20	8	59	394	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	401			
14:15	1	0	1	0	4	0	0	2	3	145	76	27	15	7	16	6	49	292	2	0	0	0	0	1	2	0	5	0	0	0	0	0	0	300			
14:30	2	1	0	0	3	0	0	3	6	198	89	22	18	6	21	8	46	362	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	369			
14:45	1	0	0	0	2	0	2	2	5	164	72	30	18	5	19	6	53	314	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	320			
1 Hr	6	1	1	0	10	0	2	11	20	726	325	113	69	25	76	28	207	1362	4	1	0	0	0	1	2	0	8	0	0	0	0	0	0	1390			
15:00	1	2	1	0	2	0	1	3	7	152	86	27	16	7	18	6	50	312	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	322			
15:15	1	1	0	0	4	0	0	4	6	96	60	17	7	0	28	8	24	216	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	223			
15:30	3	2	0	0	4	0	1	4	10	130	78	14	17	5	23	11	36	278	2	1	0	0	0	1	0	0	4	0	0	0	0	0	0	292			
15:45	1	0	1	0	2	0	0	3	4	114	64	19	9	6	22	7	34	241	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	246			
1 Hr	6	5	2	0	12	0	2	14	27	492	288	77	49	18	91	32	144	1047	5	2	1	0	0	1	0	1	9	0	0	0	0	0	0	1083			
16:00	0	0	1	0	1	0	1	2	3	82	51	11	6	6	35	8	23	199	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	204			
16:15	2	0	0	0	3	0	1	3	6	74	47	8	6	3	42	8	17	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194			
16:30	0	0	0	0	2	0	1	2	3	59	41	11	8	6	37	13	25	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	178			
16:45	1	0	0	0	6	1	0	6	8	78	47	9	2	5	32	15	16	188	1	0	0	0	0	0	1	0	2	0	0	0	0	0	1	199			
1 Hr	3	0	1	0	12	1	3	13	20	293	186	39	22	20	146	44	81	750	3	0	0	0	0	0	1	0	4	0	0	0	0	0	1	775			
17:00	4	3	0	0	3	0	1	3	11	116	61	17	7	8	57	22	32	288	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	301			
17:15	0	0	0																																		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Time	Origin : A - Arthur Street									Origin : B - Upper Thames Street east									Origin : C - Swan Lane									Origin : D - Upper Thames Street west									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	23	4	1	3	0	1	3	4	35	131	112	43	39	3	31	27	85	386	4	4	2	0	0	0	0	2	10	153	42	7	8	4	28	27	19	269	700
07:15	13	8	4	7	0	2	5	11	39	125	114	50	40	9	71	32	99	441	5	1	0	0	0	1	0	0	7	178	46	15	14	5	37	32	34	327	814
07:30	12	4	1	8	0	4	3	9	32	157	135	29	38	8	60	29	75	456	3	1	1	0	0	0	0	1	5	189	56	18	10	5	29	60	33	367	860
07:45	8	2	6	4	0	5	4	10	29	154	108	47	16	5	58	30	68	418	5	1	0	0	0	0	0	0	6	174	43	33	8	6	50	57	47	371	824
1 Hr	56	18	12	22	0	12	15	34	135	567	469	169	133	25	220	118	327	1701	17	7	3	0	0	1	0	3	28	694	187	73	40	20	144	176	133	1334	3198
08:00	30	10	5	6	0	6	11	11	68	157	107	32	18	9	54	38	59	415	5	1	0	0	0	0	0	0	6	179	46	24	17	3	52	88	44	409	898
08:15	18	7	4	4	0	4	16	8	53	136	105	40	16	11	56	52	67	416	4	2	2	0	0	2	1	2	11	164	36	27	15	5	61	90	47	398	878
08:30	15	4	3	10	0	8	14	13	54	144	98	50	15	13	72	72	78	464	5	2	0	0	0	0	0	0	7	174	48	20	22	5	59	78	47	406	931
08:45	14	8	8	3	1	9	17	12	60	163	80	33	10	7	61	52	50	406	5	5	0	0	0	0	0	0	10	173	39	27	19	7	67	75	53	407	883
1 Hr	77	29	20	23	1	27	58	44	235	600	390	155	59	40	243	214	254	1701	19	10	2	0	0	2	1	2	34	690	169	98	73	20	239	331	191	1620	3590
09:00	17	5	1	7	0	6	10	8	46	164	90	47	27	14	40	53	88	435	6	3	1	0	0	1	0	1	11	168	63	32	3	7	50	45	42	368	860
09:15	15	12	3	5	0	6	1	8	42	167	88	41	20	18	54	37	79	425	9	6	3	0	0	3	1	3	22	198	55	34	18	7	37	17	59	366	855
09:30	15	3	2	3	0	4	3	5	30	178	80	46	18	14	29	18	78	383	5	5	0	0	0	0	0	0	10	195	58	21	15	5	24	25	41	343	766
09:45	18	12	6	4	0	2	1	10	43	175	73	39	23	19	27	15	81	371	4	2	0	0	0	2	0	0	8	187	57	33	11	9	27	15	53	339	761
1 Hr	65	32	12	19	0	18	15	31	161	684	331	173	88	65	150	123	326	1614	24	16	4	0	0	6	1	4	51	748	233	120	47	28	138	102	195	1416	3242
10:00	15	5	6	2	4	0	5	12	37	162	89	36	21	17	23	10	74	358	7	6	1	0	0	2	1	1	17	184	63	29	16	10	19	5	55	326	738
10:15	14	5	7	6	2	1	2	15	37	181	69	36	33	21	26	10	90	376	2	4	0	0	0	3	1	0	10	181	56	41	15	7	9	4	63	313	736
10:30	9	17	5	3	1	4	1	9	40	167	86	29	17	19	25	10	65	353	5	2	3	0	0	2	0	3	12	162	57	30	13	13	6	2	56	283	688
10:45	11	8	6	3	0	1	2	9	31	204	66	29	20	20	11	8	69	358	4	4	0	0	0	1	0	0	9	166	72	20	19	10	14	6	49	307	705
1 Hr	49	35	24	14	7	6	10	45	145	714	310	130	91	77	85	38	298	1445	18	16	4	0	0	8	2	4	48	693	248	120	63	40	48	17	223	1229	2867
11:00	15	9	3	4	0	0	1	7	32	200	80	17	19	10	23	4	46	353	7	3	2	0	0	0	0	2	12	185	60	40	21	9	18	7	70	340	737
11:15	17	8	3	5	0	1	0	8	34	195	68	29	16	20	23	6	65	357	5	5	1	0	0	3	0	1	14	152	66	32	15	7	10	3	54	285	690
11:30	12	9	7	1	0	4	2	8	35	186	62	47	18	11	21	6	76	351	6	2	2	0	0	4	2	2	16	150	79	34	9	5	16	4	48	297	699
11:45	16	7	7	10	0	3	1	17	44	180	69	28	16	11	13	3	55	320	12	1	0	0	0	1	1	0	15	158	76	36	13	6	22	2	55	313	692
1 Hr	60	33	20	20	0	8	4	40	145	761	279	121	69	52	80	19	242	1381	30	11	5	0	0	8	3	5	57	645	281	142	58	27	66	16	227	1235	2818
12:00	11	8	5	4	0	2	2	9	32	173	58	25	21	13	25	8	59	323	5	5	0	0	0	0	0	0	10	156	65	39	9	7	11	3	55	290	655
12:15	14	12	5	5	2	4	3	12	45	206	64	27	16	8	15	10	51	346	8	4	2	0	0	2	1	2	17	176	81	33	18	5	22	5	56	340	748
12:30	20	7	3	7	0	4	0	10	41	174	48	37	9	16	13	5	62	302	3	2	1	0	0	0	0	1	6	175	72	29	14	3	16	4	46	313	662
12:45	18	8	4	5	0	0	3	9	38	231	57	35	25	10	17	7	70	382	6	2	1	0	0	2	0	1	11	208	90	42	17	5	24	0	64	386	817
1 Hr	63	35	17	21	2	10	8	40	156	784	227	124	71	47	70	30	242	1353	22	13	4	0	0	4	1	4	44	715	308	143	58	20	73	12	221	1329	2882
13:00	28	5	3	6	1	2	4	10	49	197	39	23	20	12	26	9	55	326	6	2	2	0	0	0	0	2	10	145	64	30	20	11	13	5	61	288	673
13:15	15	4	4	3	0	0	0	7	26	188	57	32	28	11	18	9	71	343	2	3	2	0	0	0	1	2	8	221	86	37	16	7	13	5	60	385	762
13:30	18	7	6	9	0	2	3	15	45	209	47	18	30	12	21	11	60	348	6	1	0	0	0	1	0	0	8	176	79	30	11	6	22	3	47	327	728
13:45	21	9	4	6	0	2	0	10	42	194	52	19	25	13	17	3	57	323	4	3	0	0	0	2	0	0	9	170	70	35	20	8	17	9	63	329	703
1 Hr	82	25	17	24	1	6	7	42	162	788	195	92	103	48	82	32	243	1340	18	9	4	0	0	3	1	4	35	712	299	132	67	32	65	22	231	1329	2866
14:00	24	9	2	6	0	0	0	8	41	178	51	23	29	8	19	6	60	314	9	1	1	0	0	2	0	1	13	222	88	34	18	11	20	8	63	401	769
14:15	16	9	0	10	0	2	1	10	38	199	43	17	19	15	17	9	71	319	5	3	0	0	0	1	0	0	9	148	76	28	15	8	17	8	51	300	666
14:30	19	9	2	6	0	0	0	8	36	222	58	24	14	15	21	8	53	362	0	2	1	0	0	1	0	1	4	200	91	22	18	9	21	8	49	369	771
14:45	15	10	4	6	1	3	1	11	40	168	52	16	13	11	8	7	40	275	3	4	0	0	0	0	0	0	7	166	72	30	18	7	19	8	55	320	642
1 Hr	74	37	8	28	1	5	2	37	155	767	204	80	75	49	65	30	204	1270	17	10	2	0	0	4	0	2	33	736	327	114	69	35	77	32	218	1390	2848
15:00	13	10	5	7	0	2	1	12	38	181	49	18	13	16	17	13	47	307	5	2	0	0	0	0	0	7	155	89	28	16	9	18	7	53	322	674	
15:15	17	16	4	5	1	1	5	10	49	199	43	20	7	15	14	4	42	302	8	0	0	0	0	1	0	0	9	98	61	17	7	4	28	8	28	223	583
15:30	12	7	5	6	0	3	2	11	35	209	48	19	3	19	20	14	41	332	5	2	0	0	0	1	1	0	9	135	81	14	17	9	24	12	40	292	668
15:45	21	6	5	8	0	5	0	13	45	196	41	16	2	15	12	6	33	288	4	0	1	0	0	2	0	1	7	115	64	21	9	8	22	7	38	246	586
1 Hr	63	39	19	26	1	11	8	46	167	785	181	73	25	65	63	37	163	1229																			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Time	Destination : A - Arthur Street									Destination : B - Upper Thames Street east									Destination : C - Swan Lane									Destination : D - Upper Thames Street west									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	2	1	2	2	5	170	45	8	11	2	27	25	21	288	4	0	0	0	0	1	3	0	8	137	117	45	39	3	31	27	87	399	700
07:15	1	0	1	0	2	0	2	3	6	184	51	17	21	3	39	32	41	347	7	2	1	0	0	1	0	1	11	129	116	50	40	9	71	35	99	450	814
07:30	2	0	0	0	2	0	10	2	14	193	59	19	18	3	30	49	40	371	3	1	0	0	0	0	2	0	6	163	136	30	38	8	63	31	76	469	860
07:45	3	0	0	0	3	1	8	3	15	174	42	37	12	3	50	49	52	367	4	3	0	0	0	1	3	0	11	160	109	49	16	5	61	31	70	431	824
1 Hr	6	0	1	0	9	2	22	10	40	721	197	81	62	11	146	155	154	1373	18	6	1	0	0	3	8	1	36	589	478	174	133	25	226	124	332	1749	3198
08:00	6	0	0	0	2	1	8	2	17	185	50	27	23	1	51	77	51	414	6	5	0	0	0	0	13	0	24	174	109	34	18	9	60	39	61	443	898
08:15	2	0	1	0	2	0	14	3	19	167	39	27	18	3	60	75	48	389	5	1	3	0	0	5	7	3	21	148	110	42	17	11	58	63	70	449	878
08:30	4	3	0	0	2	5	17	2	31	172	48	21	32	3	56	63	56	395	8	3	0	0	0	5	7	0	23	154	98	52	15	13	73	77	80	482	931
08:45	2	2	1	0	2	0	14	3	21	178	42	29	22	5	68	66	56	410	6	2	0	0	0	4	9	0	21	169	86	38	10	8	65	55	56	431	883
1 Hr	14	5	2	0	8	6	53	10	88	702	179	104	95	12	235	281	211	1608	25	11	3	0	0	14	36	3	89	645	403	166	60	41	256	234	267	1805	3590
09:00	1	2	0	0	2	3	3	2	11	177	62	34	10	5	49	45	49	382	5	4	1	1	0	4	4	2	19	172	93	46	26	14	41	56	86	448	860
09:15	1	3	1	0	4	0	3	5	12	207	62	35	22	4	39	15	61	384	10	3	2	0	0	2	1	2	18	171	93	43	21	17	59	37	81	441	855
09:30	2	3	0	0	3	0	0	3	8	198	60	23	18	3	27	25	44	354	6	6	0	0	0	0	0	0	12	187	77	46	18	13	30	21	77	392	766
09:45	4	0	1	0	4	0	1	5	10	195	61	38	14	7	28	14	59	357	6	4	0	0	0	3	1	0	14	179	79	39	24	17	27	15	80	380	761
1 Hr	8	8	2	0	13	3	7	15	41	777	245	130	64	19	143	99	213	1477	27	17	3	1	0	9	6	4	63	709	342	174	89	61	157	129	324	1661	3242
10:00	1	2	0	0	2	3	0	2	8	195	61	34	18	12	19	5	64	344	5	5	2	0	0	1	2	2	15	167	95	36	21	17	21	14	74	371	738
10:15	2	2	0	0	3	0	0	3	7	189	60	46	21	6	11	3	73	336	2	0	2	0	0	3	3	2	10	185	72	36	33	21	25	11	90	383	736
10:30	0	0	2	0	4	1	0	6	7	169	65	33	16	11	7	2	60	303	5	2	0	0	0	1	0	0	8	169	95	32	17	18	28	11	67	370	688
10:45	2	1	0	0	3	0	1	3	7	167	82	23	22	7	14	5	52	320	4	4	1	0	0	0	0	1	9	212	63	31	20	20	13	10	71	369	705
1 Hr	5	5	2	0	12	4	1	14	29	720	268	136	77	36	51	15	249	1303	16	11	5	0	0	5	5	5	42	733	325	135	91	76	87	46	302	1493	2867
11:00	2	3	0	0	3	0	1	3	9	189	61	44	25	6	18	6	75	349	4	3	2	0	0	1	0	2	10	212	85	16	19	10	22	5	45	369	737
11:15	1	2	0	0	1	1	0	1	5	160	71	33	20	6	11	3	59	304	7	5	0	0	0	3	0	0	15	201	69	32	16	20	22	6	68	366	690
11:30	4	0	1	0	4	1	2	5	12	156	84	41	10	1	17	3	52	312	5	1	3	0	0	2	3	3	14	189	67	45	18	11	25	6	74	361	699
11:45	1	2	0	0	2	0	1	2	6	165	78	42	23	4	25	2	69	339	11	4	0	0	0	0	0	0	15	189	69	29	16	11	14	4	56	332	692
1 Hr	8	7	1	0	10	2	4	11	32	670	294	160	78	17	71	14	255	1304	27	13	5	0	0	6	3	5	54	791	290	122	69	52	83	21	243	1428	2818
12:00	0	2	0	0	2	1	0	2	5	156	67	43	13	5	11	3	61	298	7	3	0	0	0	0	1	0	11	182	64	26	21	13	26	9	60	341	655
12:15	2	0	1	0	2	1	2	3	8	183	90	37	22	5	22	4	64	363	6	3	3	0	0	1	1	3	14	213	68	26	17	8	19	12	51	363	748
12:30	3	2	0	0	3	0	1	3	9	177	77	31	21	1	17	3	53	327	2	2	1	0	0	0	1	1	6	190	48	38	9	15	16	4	62	320	662
12:45	2	2	0	0	3	0	0	3	7	218	93	44	22	3	24	0	69	404	6	3	1	0	0	1	2	1	13	237	59	37	25	9	18	8	71	393	817
1 Hr	7	6	1	0	10	2	3	11	29	734	327	155	78	14	74	10	247	1392	21	11	5	0	0	2	5	5	44	822	239	127	72	45	79	33	244	1417	2882
13:00	2	1	0	0	3	0	0	3	6	153	65	33	26	8	14	5	67	304	4	1	0	0	0	0	2	0	7	217	43	25	20	13	27	11	58	356	673
13:15	4	2	1	0	2	0	2	3	11	221	86	38	19	5	13	4	62	386	5	3	1	0	0	0	1	1	10	196	59	35	28	11	18	8	74	355	762
13:30	2	1	1	0	2	1	0	3	7	184	82	32	20	4	22	4	56	348	6	2	0	0	0	1	1	0	10	217	49	21	30	12	22	12	63	363	728
13:45	1	1	0	0	3	0	1	3	6	174	71	39	26	5	20	8	70	343	7	3	0	0	0	2	0	0	12	207	59	19	25	13	16	3	57	342	703
1 Hr	9	5	2	0	10	1	3	12	30	732	304	142	91	22	69	21	255	1381	22	9	1	0	0	3	4	1	39	837	210	100	103	49	83	34	252	1416	2866
14:00	2	0	0	0	4	0	0	4	6	229	92	36	24	7	21	8	67	417	4	0	1	0	0	1	0	1	6	198	57	23	29	8	19	6	60	340	769
14:15	1	0	1	0	2	0	0	3	4	151	81	27	25	7	17	6	59	314	6	2	0	0	0	1	3	0	12	210	48	17	19	14	19	9	50	336	666
14:30	2	2	0	0	3	0	0	3	7	202	97	25	24	6	22	8	55	384	0	4	1	0	0	1	0	1	6	237	57	23	14	15	20	8	52	374	771
14:45	2	1	0	0	2	0	2	2	7	166	81	33	24	6	21	6	63	337	3	2	0	0	0	0	0	0	5	181	54	17	13	11	9	8	41	293	642
1 Hr	7	3	1	0	11	0	2	12	24	748	351	121	97	26	81	28	244	1452	13	8	2	0	0	3	3	2	29	826	216	80	75	48	67	31	203	1343	2848
15:00	2	2	1	0	2	0	1	3	8	157	93	30	23	7	18	6	60	334	5	1	0	0	0	1	1	0	8	190	54	20	13	16	18	13	49	324	674
15:15	1	1	0	0	4	1	0	4	7	104	71	21	12	1	28	8	34	245	5	0	0	0	0	1	0	0	6	212	48	20	7	15	14	9	42	325	583
15:30	4	2	0	0	4	0	1	4	11	139	86	18	23	5	24	11	46	306	7	1	1	0	0	1	3	1	13	211	49	19	3	19	23	14	41	338	668
15:45	1	0	1	0	2	1	0	3	5	126	69	23	17	6	26	7	46	274	3	0	1	0	0	0	0	1	4	206	42	18	2	15	14	6	35	303	586
1 Hr	8	5	2	0	12	2	2	14	31	526	319	92	75	19	96	32	186	1159	20	2	2	0	0	3	4	2	31	819	193	77	25	65	69	42			





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 2  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Arthur Street

	Destination : A - Arthur Street									Destination : B - King William Street north									Destination : C - King William Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	2	4	0	0	0	0	0	0	0	0	0	4	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
07:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	8	10	0	0	0	0	0	0	0	0	0	10	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	4	0	0	0	0	0	0	0	0	0	4	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	14	3	17	0	0	0	0	0	0	0	0	0	17	
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4	6	0	0	0	0	0	0	0	0	0	6	
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	2	7	0	0	0	0	0	0	0	0	0	7	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	25	7	34	0	0	0	0	0	0	0	0	0	34	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	2	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	5	7	0	0	0	0	0	0	0	0	0	7	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	4	0	0	0	0	0	0	0	0	0	4	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0	0	0	0	0	0	0	0	0	5	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	13	0	4	14	18	0	0	0	0	0	0	0	0	0	18	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	4	0	0	0	0	0	0	0	0	0	4	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	10	12	0	0	0	0	0	0	0	0	0	12	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	0	5	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	0	0	0	4	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	4	0	0	0	0	0	0	0	0	0	4	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	9	0	4	9	14	0	0	0	0	0	0	0	0	0	14	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	2	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	4	6	0	0	0	0	0	0	0	0	0	6	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	10	0	2	10	13	0	0	0	0	0	0	0	0	0	13	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	10	0	0	0	0	0	0	0	0	0	10	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	3	4	0	0	0	0	0	0	0	0	0	4	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	11	12	0	0	0	0	0	0	0	0	0	12	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	2	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	4	5	0	0	0	0	0	0	0	0	0	5	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	6	0	0	0	0	0	0	0	0	0	6	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	4	0	0	0	0	0	0	0	0	0	4	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	10	1	5	11	17	0	0	0	0	0	0	0	0	0	17	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	2	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	3	5	0	0	0	0	0	0	0	0	0	5	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	2	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	5	7	0	0	0	0	0	0	0	0	0	7	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	11	0	3	11	16	0	0	0	0	0	0	0	0	0	16	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	3	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	4	5	0	0	0	0	0	0	0	0	0	5	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	5	6	0	0	0	0	0	0	0	0	0	6	
17:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	7	0	0	0	0	0	0	0	0	0	7	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	15	0	5	15	21	0	0	0	0	0	0	0	0	0	21	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	2	1	6	2	9	0	0	0	0	0	0	0	0	0	9	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6	4	10	0	0	0	0	0	0	0	0	0	10	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	3	0	0	0	0	0	0	0	0	0	3	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	0	5	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	10	1	16	10	27	0	0	0	0	0	0	0	0	0	27	
Total	0	0	0	0	0	0	0	0	0	0	0	0	5	1	3	0	123	7	65	126	204	0	0	0	0	0	204	

Entry : B - King William Street north

	Destination : A - Arthur Street									Destination : B - King William Street north									Destination : C - King William Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	37	19	1	20	13	37	40	219	219
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	39	16	0	34	18	39	50	217	217
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	42	13	0	25	19	58	38	230	230
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	40	12	0	26	22	54	38	261	261
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	343	158	60	1	105	72	188	166	927	927
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	27	15	1	26	22	76	42	258	258
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	26	15	0	33	22	95	48	272	272
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	30	10	1	23	43	125	34	327	327
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	21	13	1	27	24	139	41	307	307
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	349	104	53	3	109	111	435	165	1164	1164
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	26	11	1	30	24	123	42	300	300
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	28	7	0	29	20	102	36	260	260
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	30	8	1	28	17	58	37	225	225
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	32	9	0	33	19	75	42	262	262
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	336	116	35	2	120	80	358	157	1047	1047
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	40	17	1	29	15	35	47	235	235
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	34	10	2	27	15	29	39	203	203
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	31	9	1	32	11	25	42	191	191
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	33	10	0	25	15	32	35	217	217
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	138	46	4	113	56	121	163	846	846
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	34	7	0	33	11	18	40	190	190
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	36	17	2	24	13	22	43	190	190
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	42	17	0	23	15	19	40	204	204
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	32	9	1	30	11	24	40	212	212
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	356	144	50	3	110	50	83	163	796	796
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	34	11	0	29	9	25	40	196	196
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	38	11	0	29	21	17	40	197	197
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	37	11	1	22	9	21	34	199	199
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	39	15	0	24	17	24	39	210	210
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358	148	48	1	104	56	87	153	802	802
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94	40	7	0	24	15	33	31	213	213
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	24	12	0	27	19	24	39	203	203
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	31	10	1	35	18	17	46	199	199
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	37	10	0	21	15	37	31	225	225
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383	132	39	1	107	67	111	147	840	840
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	29	7	0	32	13	23	39	196	196
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	20	9	0	32	13	38	41	207	207
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	47	8	0	26	21	27	34	228	228
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	30	9	0	34	11	24	43	198	198
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	376	126	33	0	124	58	112	157	829	829
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	28	6	0	28	16	37	34	232	232
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	27	9	0	32	21	35	41	240	240
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	29	11	0	25	29	34	36	233	233
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	30	7	1	22	26	45	30	237	237
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	444	114	33	1	107	92	151	141	942	942
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	32	8	1	31	33	58	40	264	264
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	36	5	0	29	23	46	34	239	239
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	37	4	0	30	31	53	34	268	268
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	25	5	0	35	20	75	40	275	275
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	429	130	22	1	125	107	232	148	1046	1046
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	29	4	0	33	43	95	37	326	326
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	25	3	0	36	57	139	39	370	370
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	20	2	0	31	58	175	33	395	395
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	15	6	0	33	64	204	39	425	425
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	444	89	15	0	133	222	613	148	1516	1516
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	18	1	1	29	52	189	31	414	414
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	12	4	0	27	55	184	31	407	407
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	22	1	0	31	45	154	32	389	389
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	15	2	0	21	42	150	23	381	381
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	536	67	8	1	108	194	677	117	1591	1591
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4722	1466	442	18	1365	1165	3168	1825	12346	12346



ORIGIN SUMMARY

	Origin : A - Arthur Street									Origin : B - King William Street north									Origin : C - King William Street south									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	2	1	1	2	4	92	37	19	1	20	13	37	40	219	133	43	10	0	28	43	87	38	344	567
07:15	0	0	0	0	2	0	0	2	2	71	39	16	0	34	18	39	50	217	89	36	14	7	30	45	157	51	378	597
07:30	0	0	0	0	2	0	0	2	2	73	42	13	0	25	19	58	38	230	94	43	13	9	26	54	148	48	387	619
07:45	0	0	0	0	2	0	0	2	2	107	40	12	0	26	22	54	38	261	103	32	20	5	29	63	188	54	440	703
1 Hr	0	0	0	0	8	1	1	8	10	343	158	60	1	105	72	188	166	927	419	154	57	21	113	205	580	191	1549	2486
08:00	0	0	0	0	2	0	2	2	4	91	27	15	1	26	22	76	42	258	118	36	11	4	31	67	241	46	508	770
08:15	0	0	0	0	3	0	14	3	17	81	26	15	0	33	22	95	48	272	98	45	15	4	25	64	265	44	516	805
08:30	1	0	0	0	0	1	4	0	6	95	30	10	1	23	43	125	34	327	90	36	11	11	30	75	315	52	568	901
08:45	0	0	1	0	1	0	5	2	7	82	21	13	1	27	24	139	41	307	116	32	14	5	33	78	295	52	573	887
1 Hr	1	0	1	0	6	1	25	7	34	349	104	53	3	109	111	435	165	1164	422	149	51	24	119	284	1116	194	2165	3363
09:00	0	0	0	0	1	0	1	1	2	85	26	11	1	30	24	123	42	300	103	36	11	7	31	56	198	49	442	744
09:15	0	0	0	0	5	0	2	5	7	74	28	7	0	29	20	102	36	260	103	45	10	7	28	42	144	45	379	646
09:30	0	0	1	0	2	0	1	3	4	83	30	8	1	28	17	58	37	225	98	42	13	5	24	34	94	42	310	539
09:45	0	0	0	0	5	0	0	5	5	94	32	9	0	33	19	75	42	262	100	50	9	2	21	45	72	32	299	566
1 Hr	0	0	1	0	13	0	4	14	18	336	116	35	2	120	80	358	157	1047	404	173	43	21	104	177	508	168	1430	2495
10:00	0	0	0	0	2	2	0	2	4	98	40	17	1	29	15	35	47	235	87	37	16	4	29	23	42	49	238	477
10:15	0	0	0	0	3	0	0	3	3	86	34	10	2	27	15	29	39	203	103	41	14	7	22	28	39	43	254	460
10:30	0	0	0	0	3	0	0	3	3	82	31	9	1	32	11	25	42	191	86	38	13	4	19	27	41	36	228	422
10:45	0	0	0	0	2	0	0	2	2	102	33	10	0	25	15	32	35	217	120	29	17	3	26	9	29	46	233	452
1 Hr	0	0	0	0	10	2	0	10	12	368	138	46	4	113	56	121	163	846	396	145	60	18	96	87	151	174	953	1811
11:00	0	0	0	0	3	0	2	3	5	87	34	7	0	33	11	18	40	190	86	32	10	5	20	17	29	35	199	394
11:15	0	0	0	0	0	0	1	0	1	76	36	17	2	24	13	22	43	190	107	43	14	5	21	9	22	40	221	412
11:30	0	0	0	0	4	0	0	4	4	88	42	17	0	23	15	19	40	204	111	46	19	5	25	15	32	49	253	461
11:45	0	1	0	0	2	0	1	2	4	105	32	9	1	30	11	24	40	212	122	32	19	9	15	19	22	43	238	454
1 Hr	0	1	0	0	9	0	4	9	14	356	144	50	3	110	50	83	163	796	426	153	62	24	81	60	105	167	911	1721
12:00	0	0	0	0	2	0	0	2	2	88	34	11	0	29	9	25	40	196	100	40	15	5	20	22	26	40	228	426
12:15	0	0	0	0	1	0	1	1	2	81	38	11	0	29	21	17	40	197	98	37	16	3	21	17	30	40	222	421
12:30	1	0	0	0	4	0	1	4	6	98	37	11	1	22	9	21	34	199	114	35	19	8	29	25	29	56	259	464
12:45	0	0	0	0	3	0	0	3	3	91	39	15	0	24	17	24	39	210	126	39	11	8	18	12	40	37	254	467
1 Hr	1	0	0	0	10	0	2	10	13	358	148	48	1	104	56	87	153	802	438	151	61	24	88	76	125	173	963	1778
13:00	0	0	0	0	3	0	0	3	3	94	40	7	0	24	15	33	31	213	110	38	10	9	23	28	28	42	246	462
13:15	0	0	0	0	2	0	0	2	2	97	24	12	0	27	19	24	39	203	125	36	13	2	18	14	33	33	241	446
13:30	0	0	0	0	2	0	0	2	2	87	31	10	1	35	18	17	46	199	113	39	10	9	23	19	31	42	244	445
13:45	0	0	0	0	3	0	0	3	3	105	37	10	0	21	15	37	31	225	111	30	10	9	18	16	13	37	207	435
1 Hr	0	0	0	0	10	0	0	10	10	383	132	39	1	107	67	111	147	840	459	143	43	29	82	77	105	154	938	1788
14:00	0	0	0	0	3	0	0	3	3	92	29	7	0	32	13	23	39	196	131	32	6	5	26	27	19	37	246	445
14:15	0	0	0	0	3	0	0	3	3	95	20	9	0	32	13	38	41	207	126	35	7	9	17	14	27	33	235	445
14:30	0	0	0	0	3	1	0	3	4	99	47	8	0	26	21	27	34	228	121	33	13	8	26	14	34	47	249	481
14:45	0	0	0	0	2	0	0	2	2	90	30	9	0	34	11	24	43	198	118	56	7	8	17	29	20	32	255	455
1 Hr	0	0	0	0	11	1	0	11	12	376	126	33	0	124	58	112	157	829	496	156	33	30	86	84	100	149	985	1826
15:00	0	0	0	0	1	0	1	1	2	117	28	6	0	28	16	37	34	232	135	49	11	7	21	22	23	39	268	502
15:15	0	0	0	0	4	0	1	4	5	116	27	9	0	32	21	35	41	240	117	51	8	8	24	12	39	40	259	504
15:30	0	0	0	0	3	0	3	3	6	105	29	11	0	25	29	34	36	233	121	40	16	8	21	15	30	45	251	490
15:45	0	0	1	0	2	1	0	3	4	106	30	7	1	22	26	45	30	237	124	36	11	10	25	26	33	46	265	506
1 Hr	0	0	1	0	10	1	5	11	17	444	114	33	1	107	92	151	141	942	497	176	46	33	91	75	125	170	1043	2002
16:00	0	0	0	0	1	0	1	1	2	101	32	8	1	31	33	58	40	264	146	46	14	7	29	21	37	50	300	566
16:15	1	0	0	0	3	0	1	3	5	100	36	5	0	29	23	46	34	239	152	40	11	4	25	23	44	40	299	543
16:30	0	0	0	0	2	0	0	2	2	113	37	4	0	30	31	53	34	268	131	38	14	3	34	26	36	51	282	552
16:45	1	0	0	0	5	0	1	5	7	115	25	5	0	35	20	75	40	275	148	29	7	1	26	24	52	34	287	569
1 Hr	2	0	0	0	11	0	3	11	16	429	130	22	1	125	107	232	148	1046	577	153	46	15	114	94	169	175	1168	2230
17:00	0	0	0	0	3	0	0	3	3	122	29	4	0	33	43	95	37	326	148	31	5	2	31	27	59	38	303	632
17:15	0	0	0	0	4	0	1	4	5	110	25	3	0	36	57	139	39	370	162	33	6	2	27	25	88	35	343	718
17:30	0	0	0	0	5	0	1	5	6	109	20	2	0	31	58	175	33	395	157	27	3	2	31	35	101	36	356	757
17:45	1	0	0	0	3	0	3	3	7	103	15	6	0	33	64	204	39	425	155	28	8	1	29	45	109	38	375	807
1 Hr	1	0	0	0	15	0	5	15	21	444	89	15	0	133	222	613	148	1516	622	119	22	7	118	132	357	147	1377	2914
18:00	0	0	0	0	2	1	6	2	9	124	18	1	1	29	52	189	31	414	155	20	4	1	25	35	108	30	348	771
18:15	0	0	0	0	4	0	6	4	10	125	12	4	0	27	55	184	31	407	159	21	6	1	16	22	135	23	360	777
18:30	0	0	0	0	1	0	2	1	3	136	22	1	0	31	45	154	32	389	198	21	4	0	28	36	109	32	396	788
18:45	0	0	0	0	3	0	2	3	5	1																		

DESTINATION SUMMARY

	Destination : A - Arthur Street									Destination : B - King William Street north									Destination : C - King William Street south									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	23	3	2	0	0	4	3	2	35	110	40	8	0	30	40	85	38	313	92	37	19	1	20	13	37	40	219	567
07:15	13	6	2	7	0	7	6	9	41	76	30	12	0	32	38	151	44	339	71	39	16	0	34	18	39	50	217	597
07:30	9	4	1	8	0	4	3	9	29	85	39	12	1	28	50	145	41	360	73	42	13	0	25	19	58	38	230	619
07:45	13	4	8	5	0	5	5	13	40	90	28	12	0	31	58	183	43	402	107	40	12	0	26	22	54	38	261	703
1 Hr	58	17	13	20	0	20	17	33	145	361	137	44	1	121	186	564	166	1414	343	158	60	1	105	72	188	166	927	2486
08:00	16	6	4	4	1	10	4	9	45	102	30	7	0	32	57	239	39	467	91	27	15	1	26	22	76	42	258	770
08:15	17	4	4	4	0	2	15	8	46	81	41	11	0	28	62	264	39	487	81	26	15	0	33	22	95	48	272	805
08:30	14	5	1	10	0	4	12	11	46	77	31	10	1	30	72	307	41	528	95	30	10	1	23	43	125	34	327	901
08:45	12	5	7	5	1	9	19	13	58	104	27	8	0	33	69	281	41	522	82	21	13	1	27	24	139	41	307	887
1 Hr	59	20	16	23	2	25	50	41	195	364	129	36	1	123	260	1091	160	2004	349	104	53	3	109	111	435	165	1164	3363
09:00	15	4	1	6	0	6	11	7	43	88	32	10	1	32	50	188	43	401	85	26	11	1	30	24	123	42	300	744
09:15	13	7	2	6	0	5	1	8	34	90	38	8	1	33	37	145	42	352	74	28	7	0	29	20	102	36	260	646
09:30	12	6	2	5	0	4	4	7	33	86	36	12	0	26	30	91	38	281	83	30	8	1	28	17	58	37	225	539
09:45	14	7	5	2	0	3	1	7	32	86	43	4	0	26	42	71	30	272	94	32	9	0	33	19	75	42	262	566
1 Hr	54	24	10	19	0	18	17	29	142	350	149	34	2	117	159	495	153	1306	336	116	35	2	120	80	358	157	1047	2495
10:00	14	7	8	3	4	1	3	15	40	73	30	8	1	27	24	39	36	202	98	40	17	1	29	15	35	47	235	477
10:15	15	5	6	6	2	1	1	14	36	88	36	8	1	23	27	38	32	221	86	34	10	2	27	15	29	39	203	460
10:30	9	13	2	3	1	4	2	6	34	77	25	11	1	21	23	39	33	197	82	31	9	1	32	11	25	42	191	422
10:45	7	7	5	3	1	0	3	9	26	113	22	12	0	27	9	26	39	209	102	33	10	0	25	15	32	35	217	452
1 Hr	45	32	21	15	8	6	9	44	136	351	113	39	3	98	83	142	140	829	368	138	46	4	113	56	121	163	846	1811
11:00	15	5	3	4	0	0	2	7	29	71	27	7	1	23	17	29	31	175	87	34	7	0	33	11	18	40	190	394
11:15	13	6	3	5	0	2	0	8	29	94	37	11	0	21	7	23	32	193	76	36	17	2	24	13	22	43	190	412
11:30	14	11	8	3	2	3	2	13	43	97	35	11	2	27	12	30	40	214	88	42	17	0	23	15	19	40	204	461
11:45	13	4	7	9	0	3	1	16	37	109	29	12	0	17	16	22	29	205	105	32	9	1	30	11	24	40	212	454
1 Hr	55	26	21	21	2	8	5	44	138	371	128	41	3	88	52	104	132	787	356	144	50	3	110	50	83	163	796	1721
12:00	12	9	3	5	0	2	1	8	32	88	31	12	0	22	20	25	34	198	88	34	11	0	29	9	25	40	196	426
12:15	11	7	4	3	2	3	2	9	32	87	30	12	0	20	14	29	32	192	81	38	11	0	29	21	17	40	197	421
12:30	19	6	5	7	0	3	1	12	41	96	29	14	1	33	22	29	48	224	98	37	11	1	22	9	21	34	199	464
12:45	18	8	4	5	0	0	4	9	39	108	31	7	3	21	12	36	31	218	91	39	15	0	24	17	24	39	210	467
1 Hr	60	30	16	20	2	8	8	38	144	379	121	45	4	96	68	119	145	832	358	148	48	1	104	56	87	153	802	1778
13:00	25	4	3	7	2	2	4	12	47	85	34	7	2	24	26	24	33	202	94	40	7	0	24	15	33	31	213	462
13:15	15	2	3	2	0	0	0	5	22	110	34	10	0	20	14	33	30	221	97	24	12	0	27	19	24	39	203	446
13:30	15	6	4	9	0	2	4	13	40	98	33	6	0	25	17	27	31	206	87	31	10	1	35	18	17	46	199	445
13:45	20	7	4	8	0	1	0	12	40	91	23	6	1	21	15	13	28	170	105	37	10	0	21	15	37	31	225	435
1 Hr	75	19	14	26	2	5	8	42	149	384	124	29	3	90	72	97	122	799	383	132	39	1	107	67	111	147	840	1788
14:00	19	9	2	5	0	2	1	7	38	112	23	4	0	29	25	18	33	211	92	29	7	0	32	13	23	39	196	445
14:15	16	10	0	9	1	0	2	10	38	110	25	7	0	19	14	25	26	200	95	20	9	0	32	13	38	41	207	445
14:30	17	9	3	6	0	0	1	9	36	104	24	10	2	29	15	33	41	217	99	47	8	0	26	21	27	34	228	481
14:45	15	9	2	7	1	2	0	10	36	103	47	5	1	18	27	20	24	221	90	30	9	0	34	11	24	43	198	455
1 Hr	67	37	7	27	2	4	4	36	148	429	119	26	3	95	81	96	124	849	376	126	33	0	124	58	112	157	829	1826
15:00	13	8	5	6	1	2	3	12	38	122	41	6	1	21	20	21	28	232	117	28	6	0	28	16	37	34	232	502
15:15	14	13	3	5	1	1	3	9	40	103	38	5	3	27	11	37	35	224	116	27	9	0	32	21	35	41	240	504
15:30	14	5	5	8	1	5	1	14	39	107	35	11	0	23	10	32	34	218	105	29	11	0	25	29	34	36	233	490
15:45	13	6	5	7	0	4	1	12	36	111	30	7	3	27	23	32	37	233	106	30	7	1	22	26	45	30	237	506
1 Hr	54	32	18	26	3	12	8	47	153	443	144	29	7	98	64	122	134	907	444	114	33	1	107	92	151	141	942	2002
16:00	23	7	5	5	0	1	1	10	42	123	39	9	2	30	20	37	41	260	101	32	8	1	31	33	58	40	264	566
16:15	45	3	0	4	0	1	3	4	56	108	37	11	0	28	22	42	39	248	100	36	5	0	29	23	46	34	239	543
16:30	14	3	4	3	0	3	0	7	27	117	35	10	0	36	23	36	46	257	113	37	4	0	30	31	53	34	268	552
16:45	22	7	1	1	1	4	2	3	38	127	22	6	0	30	20	51	36	256	115	25	5	0	35	20	75	40	275	569
1 Hr	104	20	10	13	1	9	6	24	163	475	133	36	2	124	85	166	162	1021	429	130	22	1	125	107	232	148	1046	2230
17:00	21	6	3	1	1	5	4	5	41	127	25	2	1	33	22	55	36	265	122	29	4	0	33	43	95	37	326	632
17:15	36	3	2	1	0	2	0	3	44	126	30	4	1	31	23	89	36	304	110	25	3	0	36	57	139	39	370	718
17:30	31	6	2	0	1	4	0	3	44	126	21	1	2	35	31	102	38	318	109	20	2	0	31	58	175	33	395	757
17:45	33	6	4	1	0	5	5	5	54	123	22	4	0	32	40	107	36	328	103	15	6	0	33	64	204	39	425	807
1 Hr	121	21	11	3	2	16	9	16	183	502	98	11	4	131	116	353	146	1215	444	89	15	0	133	222	613	148	1516	2914
18:00	34	2	1	0	0	5	3	1	45	121	18	3	1	27	31	111	31	312	124	18	1	1	29	52	189	31	414	771
18:15	36	4	2	0	0	2	1	2	45	123	17	4	1	20	20	140	25	325	125	12	4	0	27	55	184	31	407	777
18:30	48	7	0	0	0	1	0	0	56	150	14	4	0	29	35	111	33	343	136	22	1	0	31	45				



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 3  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Gracechurch Street

	Destination : A - Gracechurch Street								Destination : B - Eastcheap								Destination : C - King William Street south								Destination : D - Cannon Street								Destination : E - King William Street north								Arm Totals						
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2		Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	3	4	1	0	0	2	2	1	12	47	22	6	2	9	10	19	17	115	9	4	2	0	2	1	1	4	19	1	1	0	0	0	0	0	2	148		
07:15	0	0	0	0	0	0	0	0	0	2	4	0	0	0	6	0	0	12	36	25	11	1	17	8	20	29	118	9	1	1	0	6	2	3	7	22	0	1	3	0	0	0	2	3	6	158	
07:30	0	0	0	0	0	0	0	0	0	3	6	5	0	0	3	0	5	17	35	23	7	0	14	10	40	21	129	7	12	0	0	5	3	8	5	35	0	0	0	0	0	1	1	0	2	183	
07:45	0	0	0	0	0	0	0	0	0	0	3	1	0	0	3	3	1	10	61	19	8	0	11	12	42	19	153	9	5	1	0	4	0	7	5	26	0	1	1	0	0	1	0	1	3	192	
1 Hr	0	0	0	0	0	0	0	0	0	8	17	7	0	0	14	5	7	51	179	89	32	3	51	40	121	86	515	34	22	4	0	17	6	19	21	102	1	3	4	0	0	2	3	4	13	681	
08:00	0	0	0	0	0	0	0	0	0	4	7	4	0	0	1	7	4	23	45	19	6	1	11	11	50	18	143	7	4	2	0	4	1	9	6	27	0	0	0	0	0	0	0	0	0	193	
08:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	4	0	10	42	13	9	0	14	9	63	23	150	7	8	1	0	6	3	9	7	34	1	2	0	0	0	0	0	0	0	3	197
08:30	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	6	1	11	41	16	6	1	10	26	91	17	191	9	6	0	1	6	0	5	7	27	1	2	0	0	0	0	0	0	0	3	232
08:45	0	0	0	0	0	0	0	0	0	10	5	2	0	0	2	7	2	26	38	16	7	0	10	13	104	17	188	8	3	1	0	8	1	11	9	32	0	0	0	0	0	0	1	0	1	247	
1 Hr	0	0	0	0	0	0	0	0	0	16	16	7	0	0	7	24	7	70	166	64	28	2	45	59	308	75	672	31	21	4	1	24	5	34	29	120	2	4	0	0	0	0	1	0	7	869	
09:00	0	0	0	0	0	0	0	0	0	3	5	4	1	0	0	2	5	15	34	15	5	2	11	17	78	18	162	5	3	2	1	8	3	9	11	31	1	0	0	0	0	0	0	0	0	1	209
09:15	0	0	0	0	0	0	0	0	0	3	4	1	0	0	2	2	1	12	42	11	4	0	14	8	67	18	146	3	4	1	0	2	0	10	3	20	1	3	0	0	0	0	0	0	4	182	
09:30	0	0	0	0	0	0	0	0	0	3	3	8	1	0	1	0	9	16	42	12	6	0	13	8	35	19	116	10	7	0	1	1	2	4	2	25	1	1	1	0	0	0	0	1	3	160	
09:45	0	0	0	0	0	0	0	0	0	2	6	4	0	0	3	2	4	17	43	10	6	0	18	7	49	24	133	7	4	4	0	0	2	3	4	20	0	3	1	0	0	0	0	1	4	174	
1 Hr	0	0	0	0	0	0	0	0	0	11	18	17	2	0	6	6	19	60	161	48	21	2	56	40	229	79	557	25	18	7	2	11	7	26	20	96	3	7	2	0	0	0	0	2	12	725	
10:00	0	0	0	0	0	0	0	0	0	6	4	2	0	0	3	2	2	17	40	16	10	0	11	8	23	21	108	7	6	2	0	0	0	1	2	16	1	1	1	0	0	1	0	1	4	145	
10:15	0	0	0	0	0	0	0	0	0	4	10	3	0	0	3	0	3	20	46	16	6	2	13	13	26	21	122	12	6	4	0	0	2	1	4	25	1	1	0	1	0	0	0	1	3	170	
10:30	0	0	0	0	0	0	0	0	0	4	4	2	1	0	0	1	3	12	38	17	6	1	14	0	22	21	98	10	10	0	1	0	4	1	1	26	0	1	1	0	0	1	0	1	3	139	
10:45	0	0	0	0	0	0	0	0	0	6	10	3	0	0	0	3	3	22	43	14	2	0	10	9	19	12	97	11	9	2	0	0	1	3	2	26	0	0	1	0	0	0	0	1	1	146	
1 Hr	0	0	0	0	0	0	0	0	0	20	28	10	1	0	6	6	11	71	167	63	24	3	48	30	90	75	425	40	31	8	1	0	7	6	9	93	2	3	3	1	0	2	0	4	11	600	
11:00	0	0	0	0	0	0	0	0	0	6	7	0	0	0	1	1	0	15	49	22	3	0	11	3	11	14	99	5	7	2	1	0	0	1	3	16	0	2	1	0	0	0	0	1	3	133	
11:15	0	0	0	0	0	0	0	0	0	4	10	3	0	0	3	2	3	22	27	19	6	1	10	3	12	17	78	13	5	4	0	0	2	2	4	26	1	4	2	0	0	1	0	2	8	134	
11:30	0	0	0	0	0	0	0	0	0	4	7	5	0	0	2	1	5	19	47	16	6	0	14	7	11	20	101	15	5	4	0	0	1	1	4	26	0	3	1	0	0	1	0	1	5	151	
11:45	0	0	0	0	0	0	0	0	0	2	6	2	0	0	0	0	2	19	56	18	5	1	13	2	20	19	115	11	5	1	0	0	1	3	1	21	0	0	0	0	0	0	0	0	0	1	146
1 Hr	0	0	0	0	0	0	0	0	0	16	30	10	0	0	6	4	10	66	179	75	20	2	48	15	54	70	393	44	22	11	1	0	4	7	12	89	1	9	4	0	0	2	0	4	16	564	
12:00	0	0	0	0	0	0	0	0	0	5	5	4	0	0	0	2	4	16	36	22	8	1	10	6	17	19	100	14	3	2	0	1	0	1	3	21	0	2	0	0	0	1	0	0	3	140	
12:15	0	0	0	0	0	0	0	0	0	4	7	6	0	0	0	2	6	19	37	17	5	0	11	8	12	16	90	9	5	0	0	0	4	4	0	22	2	1	0	0	0	0	0	0	3	134	
12:30	0	0	0	0	0	0	0	0	0	3	1	2	1	0	1	6	3	14	40	15	4	1	9	1	15	14	85	16	3	2	0	2	4	2	4	29	2	2	0	0	0	0	0	0	4	132	
12:45	0	0	0	0	0	0	0	0	0	4	6	2	0	0	2	0	2	14	44	24	7	0	11	6	11	18	103	13	3	1	0	0	2	6	1	25	0	0	1	0	0	0	0	1	1	143	
1 Hr	0	0	0	0	0	0	0	0	0	16	19	14	1	0	3	10	15	63	157	78	24	2	41	21	55	67	378	52	14	5	0	3	10	13	8	97	4	5	1	0	0	1	0	1	11	549	
13:00	0	0	0	0	0	0	0	0	0	4	8	2	0	0	0	1	2	15	38	13	6	0	12	8	24	18	101	11	4	1	0	0	1	0	1	17	2	1	0	0	0	0	0	0	3	136	
13:15	0	0	0	0	0	0	0	0	0	6	4	3	1	0	3	1	4	18	47	12	6	0	12	10	17	18	104	14	2	0	0	0	4	0	0	20	0	0	0	1	0	0	0	1	1	143	
13:30	0	0	0	0	0	0	0	0	0	4	5	2	0	0	1	1	2	13	39	9	4	0	11	5	7	15	75	12	3	1	0	2	1	0	3	19	1	1	0	0	0	0	0	0	2	109	
13:45	0	0	0	0	0	0	0	0	0	6	2	7	0	0	1	4	7	20	48	8	6	0	9	4	32	15	107	11	5	1	0	0	0	1	1	18	0	0	0	0	0	1	0	0	1	146	
1 Hr	0	0	0	0	0	0	0	0	0	20	19	14	1	0	5	7	15	66	172	42	22	0	44	27	80	66	387	48	14	3	0	2	6	1	5	74	3	2	0	1	0	1	0	1	7	534	
14:00	0	0	0	0	0	0	0	0	0	6	7	3	0	0	2	2	3	20	46	18	4	0	12	5	12	16	97	17	1	1	0	0	1	4	1	24	0	1	0	0	0	0	0	0	0	1	142
14:15	0	0	0	0	0	0	0	0	0	7	9	2	0	0	1	2	2	21	32	11	6	0	15	12	31	21	107	10	6	4	0	0	3	3	4	26	1	1	0	0	0	0	0	0	0	2	156
14:30	0	0	0	0	0	0	0	0	0	7	3	1	0	0	1	2	1	14	46	19	6	0	8	7	11	14	97	11	4	1	1	0	1	2	2	20	1	0	0	0	0	0	0	0	0	1	132
14:45	0	0	0	0	0	0	0	0	0	2	5	3	0	0	2	0	3	12																													



Entry : C - King William Street south

	Destination : A - Gracechurch Street									Destination : B - Eastcheap									Destination : C - King William Street south									Destination : D - Cannon Street									Destination : E - King William Street north									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	74	20	7	0	12	12	16	19	141	5	6	0	0	0	5	3	0	19	0	0	0	0	0	0	0	0	16	1	0	0	6	7	25	6	55	18	14	1	0	12	10	38	13	93	308	
07:15	51	10	3	0	15	10	76	18	165	10	3	3	0	0	9	7	3	32	0	0	0	0	0	0	0	0	10	4	2	0	5	13	17	7	51	13	14	4	0	12	9	50	16	102	350	
07:30	63	22	9	0	13	20	69	22	196	4	7	1	0	0	5	10	1	27	0	0	0	0	0	0	0	0	10	1	0	0	7	12	10	7	40	13	13	2	1	9	11	59	12	108	371	
07:45	52	12	6	0	12	25	71	18	178	4	3	2	0	0	6	13	2	28	0	0	0	0	0	0	0	0	7	2	0	0	7	14	14	7	44	24	11	4	0	12	23	88	16	162	412	
1 Hr	240	64	25	0	52	67	232	77	680	23	19	6	0	0	25	33	6	106	0	0	0	0	0	0	0	0	43	8	2	0	25	46	66	27	190	68	52	11	1	45	53	235	57	465	1441	
08:00	54	16	1	0	12	25	82	13	190	11	4	0	0	0	1	34	0	50	0	0	0	0	0	0	0	0	15	1	1	0	8	4	11	9	40	24	11	3	0	9	33	109	12	189	469	
08:15	49	11	7	0	11	27	122	18	227	7	4	1	0	0	3	28	1	43	0	0	0	0	0	0	0	0	17	5	0	0	6	11	22	6	61	16	15	4	0	12	20	95	16	162	493	
08:30	39	16	2	0	14	23	146	16	240	14	6	0	0	0	7	25	0	52	0	0	0	0	0	0	0	6	3	4	1	7	12	23	12	56	16	6	4	0	10	23	110	14	169	517		
08:45	59	13	2	0	13	33	124	15	244	11	5	0	0	0	7	22	0	45	0	0	0	0	0	0	0	7	4	1	0	8	6	19	9	45	25	5	3	0	10	16	111	13	170	504		
1 Hr	201	56	12	0	50	108	474	62	901	43	19	1	0	0	18	109	1	190	0	0	0	0	0	0	0	0	45	13	6	1	29	33	75	36	202	81	37	14	0	41	92	425	55	690	1983	
09:00	44	10	3	0	12	21	84	15	174	11	8	1	0	0	6	15	1	41	0	0	0	0	0	0	0	0	12	0	2	0	9	6	3	11	32	21	11	5	1	15	10	88	21	151	398	
09:15	40	15	3	1	14	15	77	18	165	18	6	1	0	1	1	6	2	33	0	0	0	0	0	0	0	0	10	1	2	0	8	11	15	10	47	22	13	2	0	9	11	52	11	109	354	
09:30	46	14	5	0	11	13	42	16	131	11	4	0	0	0	3	5	0	23	0	0	0	0	0	0	0	0	15	2	2	0	6	5	11	8	41	16	13	4	0	10	9	29	14	81	276	
09:45	56	21	0	0	13	20	32	13	142	6	6	2	0	0	1	5	2	20	0	0	0	0	0	0	0	0	12	4	0	0	10	6	11	10	43	23	9	1	0	8	12	25	9	78	283	
1 Hr	186	60	11	1	50	69	235	62	612	46	24	4	0	1	11	31	5	117	0	0	0	0	0	0	0	0	49	7	6	0	33	28	40	39	163	82	46	12	1	42	42	194	55	419	1311	
10:00	33	11	4	0	15	9	13	19	85	14	4	2	0	0	4	3	2	27	0	0	0	0	0	0	0	0	9	1	0	0	3	4	13	3	30	23	12	2	0	8	7	12	10	64	206	
10:15	51	10	4	2	13	9	22	19	111	4	7	2	0	0	4	0	2	17	0	0	0	0	0	0	0	0	13	4	0	0	4	7	0	4	28	20	13	2	0	6	6	15	8	62	218	
10:30	40	11	4	0	10	11	18	14	94	5	3	2	0	0	2	1	2	13	0	0	0	0	0	0	0	0	13	3	1	1	3	7	2	5	30	13	5	2	0	8	5	16	10	49	186	
10:45	59	12	4	0	14	7	9	18	105	10	3	2	0	0	2	1	2	18	0	0	0	0	0	0	0	0	15	3	2	0	5	0	2	7	27	28	8	3	0	9	2	6	12	56	206	
1 Hr	183	44	16	2	52	36	62	70	395	33	17	8	0	0	12	5	8	75	0	0	0	0	0	0	0	50	11	3	1	15	18	17	19	115	84	38	9	0	31	20	49	40	231	816		
11:00	30	10	8	0	12	4	7	20	71	12	9	0	0	0	1	2	0	24	0	0	0	0	0	0	0	0	15	2	0	0	2	2	8	2	29	11	6	2	0	10	6	6	12	41	165	
11:15	50	15	4	1	10	5	12	15	97	12	7	5	0	0	1	2	5	27	0	0	0	0	0	0	0	9	2	0	0	2	1	5	2	19	18	13	3	0	10	0	4	13	48	191		
11:30	54	15	6	2	14	2	15	22	108	11	6	1	0	0	1	3	1	22	0	0	0	0	0	0	0	16	3	0	0	3	4	3	3	29	23	7	4	0	9	4	6	13	53	212		
11:45	52	15	5	0	5	10	6	10	93	16	4	0	0	0	0	1	0	21	0	0	0	0	0	0	0	21	3	3	0	2	2	8	5	39	20	6	3	0	5	2	5	8	4	194		
1 Hr	186	55	23	3	41	21	40	67	369	51	26	6	0	0	3	8	6	94	0	0	0	0	0	0	0	61	10	3	0	9	9	24	12	116	72	32	12	0	34	12	21	46	183	762		
12:00	48	15	8	0	12	8	15	20	106	4	5	2	0	0	1	0	2	12	0	0	0	0	0	0	0	17	2	0	0	5	2	8	5	34	15	8	1	0	7	7	3	8	41	193		
12:15	45	12	6	0	8	8	18	14	97	10	3	1	0	0	4	3	1	21	0	0	0	0	0	0	0	22	1	3	0	4	5	4	7	39	16	11	2	0	9	3	8	11	49	206		
12:30	42	13	5	1	12	5	22	18	100	11	5	2	0	0	2	0	2	20	0	0	0	0	0	0	0	16	1	3	0	5	2	2	8	29	23	6	6	0	8	9	5	14	57	206		
12:45	57	11	4	3	7	10	18	14	110	8	4	0	0	0	1	1	0	14	0	0	0	0	0	0	0	15	3	2	0	4	2	5	6	31	27	9	1	0	7	4	11	8	59	214		
1 Hr	192	51	23	4	39	31	73	66	413	33	17	5	0	0	8	4	5	67	0	0	0	0	0	0	0	70	7	8	0	18	11	19	26	133	81	34	10	0	31	23	27	41	206	819		
13:00	42	17	2	1	11	5	17	14	95	12	6	2	0	0	3	3	2	26	0	0	0	0	0	0	0	13	4	1	0	5	6	1	6	30	20	7	2	1	9	5	2	12	46	197		
13:15	58	16	3	0	11	5	16	14	109	16	6	3	0	0	1	0	3	26	0	0	0	0	0	0	0	9	4	1	0	3	4	3	4	24	23	7	1	0	6	3	6	7	46	205		
13:30	37	15	1	0	11	11	8	12	83	23	6	2	0	0	3	2	2	36	0	0	0	0	0	0	0	14	4	0	0	5	0	4	5	27	14	4	0	0	8	5	10	13	58	204		
13:45	44	9	3	0	11	10	4	14	81	12	8	3	0	1	0	1	4	25	1	0	0	0	0	0	0	13	1	0	0	3	0	6	3	23	26	4	0	0	7	4	4	7	45	175		
1 Hr	181	57	9	1	44	31	45	54	368	63	26	10	0	1	7	6	11	113	1	0	0	0	0	0	0	49	13	2	0	16	10	14	18	104	92	25	8	1	30	17	22	39	195	781		
14:00	54	10	1	1	13	8	6	15	93	14	6	1	0	0	2	3	1	26	0	0	0	0	0	0	0	14	0	1	0	5	1	3	6	24	26	7	1	0	9	11	3	10	57	200		
14:15	49	8	3	0	12	9	9	15	90	18	8	1	0	0	0	4	1	31	0	0	0	0	0	0	0	13	2	2	0	3	2	4	5	26	24	8	2	0	8	3	3	10	48	195		
14:30	50	15	5	1	14	7	14	20	106	15	8	2	0	0	0	3	2	28	0	0	0	0	0	0	0	15	0	2	0	4	3	5	6	29	22	5	1	0	10	5	7	11	50	213		
14:45	55	21	3	0	10	14	5	13	108	22	13	2	2	0	1	4	4	44	0	0	0	0	0	0	0	13	2	0	0	4	2	2	4	23	20	12	0	0	8	10	5	8	55	230		
1 Hr	208	54	12	2	49	38	34	63	397	69	35	6	2	0	3																															







ORIGIN SUMMARY

	Origin : A - Gracechurch Street										Origin : B - Eastcheap										Origin : C - King William Street south										Origin : D - Cannon Street										Origin : E - King William Street north										Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total						
07:00	60	31	9	2	11	13	22	22	148	2	7	4	0	2	3	8	6	26	113	41	8	0	30	34	82	38	308	26	11	6	0	5	3	8	11	59	29	15	8	0	9	3	15	17	79	620					
07:15	47	31	15	1	23	16	25	39	158	8	7	5	0	2	0	4	7	26	84	31	12	0	32	41	150	44	350	28	20	5	0	10	5	10	15	78	14	12	4	3	13	4	9	20	59	671					
07:30	45	41	12	0	19	17	49	31	183	4	4	1	0	1	0	15	2	25	90	43	12	1	29	48	148	42	371	28	16	8	0	6	8	19	14	85	27	8	8	2	7	6	17	17	75	739					
07:45	70	28	11	0	15	16	52	26	192	10	8	2	0	3	1	14	5	38	87	28	12	0	31	68	186	43	412	40	17	6	0	11	4	15	17	93	25	7	2	1	12	7	16	15	70	805					
1 Hr	222	131	47	3	68	62	148	118	681	24	26	12	0	8	4	41	20	115	374	143	44	1	122	191	566	167	1441	122	64	25	0	32	20	52	57	315	95	42	22	6	41	20	57	69	283	2835					
08:00	56	30	12	1	15	13	66	28	193	9	8	4	0	4	0	19	8	44	104	32	5	0	29	63	236	34	469	42	19	4	0	7	4	16	11	92	22	11	5	0	9	13	26	14	86	884					
08:15	52	24	10	0	20	15	76	30	197	3	6	5	0	3	1	27	8	45	89	35	12	0	29	61	267	41	493	38	16	9	0	12	8	26	21	109	17	13	3	0	12	8	28	15	81	925					
08:30	51	27	7	2	16	27	102	25	232	8	8	1	0	1	4	23	2	45	75	31	10	1	31	65	304	42	517	37	11	7	0	10	8	22	17	95	26	11	5	0	11	5	29	16	87	976					
08:45	56	24	10	0	18	16	123	28	247	13	5	3	0	4	0	29	7	54	102	27	6	0	31	62	276	37	504	26	11	4	1	10	13	25	15	90	26	6	12	0	8	5	27	20	84	979					
1 Hr	215	105	39	3	69	71	367	111	869	33	27	13	0	12	5	98	25	188	370	125	33	1	120	251	1083	154	1983	143	57	24	1	39	33	89	64	386	91	41	25	0	40	31	110	65	338	3764					
09:00	43	23	11	4	19	20	89	34	209	10	9	3	0	2	1	25	5	50	88	29	11	1	36	43	190	48	398	33	8	5	0	14	5	15	19	80	18	11	6	0	11	6	29	17	81	818					
09:15	49	22	6	0	16	10	79	22	182	8	9	4	0	2	1	14	6	38	90	35	8	1	32	38	150	41	354	20	17	11	0	12	7	14	23	81	13	11	3	2	9	3	26	14	67	722					
09:30	56	23	15	2	14	11	39	31	160	11	17	3	0	2	1	13	5	47	88	33	11	0	27	30	87	38	276	19	9	3	0	6	5	6	9	48	22	10	6	1	11	2	17	18	69	600					
09:45	52	23	15	0	18	12	54	33	174	13	5	4	1	4	3	9	9	39	97	40	3	0	31	39	73	34	283	33	17	10	0	12	5	8	22	85	30	13	3	1	8	3	22	12	80	661					
1 Hr	200	91	47	6	67	53	261	120	725	42	40	14	1	10	6	61	25	174	363	137	33	2	126	150	500	161	1311	105	51	29	0	44	22	43	73	294	83	45	18	4	39	14	94	61	297	2801					
10:00	54	27	15	0	11	12	26	26	145	10	4	3	0	3	3	5	6	28	79	28	8	0	26	24	41	34	206	45	16	9	1	8	5	5	18	89	25	8	4	1	12	1	9	17	60	528					
10:15	63	33	13	3	13	18	27	29	170	16	10	4	0	3	5	2	7	40	88	34	8	2	23	26	37	33	218	52	21	12	1	12	4	5	25	107	26	10	3	0	9	3	7	12	58	593					
10:30	52	32	9	3	14	5	24	26	139	9	8	1	0	3	1	5	4	27	71	22	9	1	21	25	37	31	186	48	21	7	0	13	7	4	20	100	18	8	3	0	12	2	6	15	49	501					
10:45	60	33	8	0	10	10	25	18	146	14	12	1	0	2	3	10	3	42	112	26	11	0	28	11	18	39	206	43	24	7	0	11	5	2	18	92	26	16	8	0	9	3	7	17	69	555					
1 Hr	229	125	45	6	48	45	102	99	600	49	34	9	0	11	12	22	20	137	350	110	36	3	98	86	133	137	816	188	82	35	2	44	21	16	81	388	95	42	18	1	42	9	29	61	236	2177					
11:00	60	38	6	1	11	4	13	18	133	14	12	5	0	3	3	3	8	40	68	27	10	0	24	13	23	34	165	38	20	5	1	8	9	3	14	84	19	8	12	0	17	2	5	29	63	485					
11:15	45	38	15	1	10	9	16	26	134	9	7	5	0	3	4	6	8	34	89	37	12	1	22	7	23	35	191	32	28	12	2	10	3	2	24	89	29	18	10	0	11	1	2	21	71	519					
11:30	66	31	16	0	14	11	13	30	151	15	15	5	0	1	3	7	6	46	104	31	11	2	26	11	27	39	212	44	26	10	1	5	4	3	16	93	20	19	11	1	11	2	1	23	65	567					
11:45	69	29	8	1	13	3	23	22	146	21	12	5	0	5	2	1	10	46	109	28	11	0	12	14	20	23	194	49	19	10	0	12	4	2	22	96	16	19	4	0	12	2	3	16	56	538					
1 Hr	240	136	45	3	48	27	65	96	564	59	46	20	0	12	12	17	32	166	370	123	44	3	84	45	93	131	762	163	93	37	4	35	20	10	76	362	84	64	37	1	51	7	11	89	255	2109					
12:00	55	32	14	1	11	7	20	26	140	11	6	3	0	3	4	4	6	31	84	30	11	0	24	18	26	35	193	48	24	7	0	8	8	4	15	99	26	14	7	0	12	2	1	19	62	525					
12:15	52	30	11	0	11	12	18	22	134	19	10	5	0	3	4	2	8	43	93	27	12	0	21	20	33	33	206	37	26	13	0	10	11	8	23	105	32	18	5	0	12	3	2	17	72	560					
12:30	61	21	8	2	11	6	23	21	132	20	7	1	1	0	4	4	2	37	92	25	16	1	25	18	29	42	206	43	19	7	0	6	5	4	13	84	38	15	6	0	13	4	2	19	78	537					
12:45	61	33	11	0	11	10	17	22	143	17	9	0	1	3	5	5	4	40	107	27	7	3	18	17	35	28	214	37	25	8	0	9	5	4	17	88	27	13	6	0	10	1	5	16	62	547					
1 Hr	229	116	44	3	44	35	78	91	549	67	32	9	2	9	17	15	20	151	376	109	46	4	88	73	123	138	819	165	94	35	0	33	29	20	68	376	123	60	24	0	47	10	10	71	274	2169					
13:00	55	26	9	0	12	9	25	21	136	17	5	0	1	4	3	1	5	31	87	34	7	2	25	19	23	34	197	50	19	5	0	6	6	2	11	88	28	19	7	0	8	2	5	15	69	521					
13:15	67	18	9	2	12	17	18	23	143	20	6	6	0	1	6	0	7	39	106	33	8	0	20	13	25	28	205	52	11	0	0	7	3	9	7	82	27	16	11	2	13	4	10	26	83	552					
13:30	56	18	7	0	13	7	8	20	109	24	1	3	0	4	2	1	7	35	97	32	8	0	24	19	24	32	204	33	14	10	0	11	7	4	21	79	27	16	7	1	20	4	11	28	86	513					
13:45	65	15	14	0	9	6	37	23	146	18	10	1	0	4	2	2	5	37	96	22	6	0	22	14	15	28	175	62	23	2	0	7	9	8	9	111	41	11	7	0	9	5	5	16	78	547					
1 Hr	243	77	39	2	46	39	88	87	534	79	22	10	1	13	13	4	24	142	386	121	29	2	91	65	87	122	781	197	67	17	0	31	25	23	48	360	123	62	32	3	50	15	31	85	316	2133					
14:00	69	27	8	0	12	8	18	20	142	25	11	3	0	3	3	1	6	46	108	23	4	1	27	22	15	32	200	44	22	8	0	9	6	1	17	90	28	13	1	2	14	6	8	17	72	550					
14:15	50	27	12	0	15	16	36	27	156	17	8	1	0	1	2	1	2																																		

DESTINATION SUMMARY

	Destination : A - Gracechurch Street										Destination : B - Eastcheap										Destination : C - King William Street south										Destination : D - Cannon Street										Destination : E - King William Street north										Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total						
07:00	86	26	14	0	12	13	18	26	169	17	21	3	0	2	8	8	5	59	82	34	13	2	21	17	40	36	209	26	9	3	0	10	8	30	13	86	19	15	2	0	12	10	39	14	97	620					
07:15	65	17	5	0	16	11	78	21	192	23	18	6	3	1	16	10	10	77	57	41	16	1	38	15	34	55	202	23	8	4	0	13	15	24	17	87	13	17	10	0	12	9	52	22	113	671					
07:30	72	30	15	0	13	23	76	28	229	18	22	11	2	1	12	17	14	83	71	31	13	0	26	17	66	39	224	20	16	0	0	13	15	29	13	93	13	13	2	1	9	12	60	12	110	739					
07:45	66	14	10	1	12	25	75	23	203	21	17	5	0	3	10	22	8	78	100	34	10	0	31	23	64	41	262	20	10	2	0	14	14	34	16	94	25	13	6	0	12	24	88	18	168	805					
1 Hr	289	87	44	1	53	72	247	98	793	79	78	25	5	7	46	57	37	297	310	140	52	3	116	72	204	171	897	89	43	9	0	50	52	117	59	360	70	58	20	1	45	55	239	66	488	2835					
08:00	67	20	3	0	12	27	86	15	215	33	25	5	0	1	6	49	6	119	85	36	12	1	26	22	82	39	264	24	7	6	0	16	5	37	22	95	24	12	4	0	9	33	109	13	191	884					
08:15	64	20	11	0	11	30	125	22	261	23	15	4	0	2	8	51	6	103	70	25	17	0	37	21	95	54	265	24	13	2	0	14	14	58	16	125	18	21	5	0	12	20	95	17	171	925					
08:30	58	21	6	0	15	25	154	21	279	25	16	5	0	3	11	44	8	104	79	28	10	1	27	36	122	38	303	16	14	4	2	14	13	50	20	113	19	9	5	0	10	24	110	15	177	976					
08:45	72	15	9	0	13	38	133	22	280	30	20	7	1	0	11	39	8	108	75	25	12	0	28	24	139	40	303	21	8	3	0	20	7	57	23	116	25	5	4	0	10	16	112	14	172	979					
1 Hr	261	76	29	0	51	120	498	80	1035	111	76	21	1	6	36	183	28	434	309	114	51	2	118	103	438	171	1135	85	42	15	2	64	39	202	81	449	86	47	18	0	41	93	426	59	711	3764					
09:00	58	14	6	0	12	21	85	18	196	27	21	9	1	3	9	25	13	95	66	23	9	2	33	25	115	44	273	19	7	6	1	19	10	33	26	95	22	15	6	1	15	10	90	22	159	818					
09:15	50	23	8	2	14	17	80	24	194	25	20	9	1	3	6	10	13	74	66	23	6	0	33	13	102	39	243	15	9	5	0	12	12	38	17	91	24	19	4	0	9	11	53	13	120	722					
09:30	56	19	8	0	11	16	44	19	154	24	15	10	2	2	4	6	14	63	69	22	10	0	28	12	58	38	199	29	18	4	1	9	8	25	14	94	18	18	6	0	10	9	29	16	90	600					
09:45	76	26	6	1	13	20	33	20	175	20	25	7	0	2	6	10	9	70	82	23	13	0	36	13	76	49	243	23	9	5	0	14	11	22	19	84	24	15	4	1	8	12	25	13	89	661					
1 Hr	240	82	28	3	50	74	242	81	719	96	81	35	4	10	25	51	49	302	283	91	38	2	130	63	351	170	958	86	43	20	2	54	41	118	76	364	88	67	20	2	42	42	197	64	458	2801					
10:00	51	16	8	2	15	11	13	25	116	38	15	8	0	2	9	8	10	80	79	28	16	0	29	11	35	45	198	19	10	2	0	6	6	18	8	61	26	14	5	0	8	8	12	13	73	528					
10:15	82	18	8	3	13	9	22	24	155	29	26	11	0	3	9	3	14	81	77	33	12	2	31	19	35	45	209	33	15	6	0	7	12	3	13	76	24	16	3	1	6	7	15	10	72	593					
10:30	61	22	8	0	10	14	19	18	134	29	12	8	1	3	2	4	12	59	66	32	8	1	36	6	33	45	182	27	15	1	2	6	12	4	9	67	15	10	4	0	8	6	16	12	59	501					
10:45	75	27	9	0	15	9	12	24	147	35	24	11	0	3	2	4	14	79	85	34	6	0	26	15	27	32	193	30	16	5	0	7	4	13	12	75	30	10	4	0	9	2	6	13	61	555					
1 Hr	269	83	33	5	53	43	66	91	552	131	77	38	1	11	22	19	50	299	307	127	42	3	122	51	130	167	782	109	56	14	2	26	34	38	42	279	95	50	16	1	31	23	49	48	265	2177					
11:00	49	18	13	1	12	6	8	26	107	31	24	6	0	2	4	4	8	71	81	37	9	0	34	11	17	43	189	27	13	6	1	5	4	12	12	68	11	13	4	0	10	6	6	14	50	485					
11:15	64	28	8	1	10	7	12	19	130	34	31	17	1	4	4	4	22	95	61	41	18	2	27	6	18	47	173	24	11	4	0	5	5	11	9	60	21	17	7	0	10	2	4	17	61	519					
11:30	72	23	10	3	14	3	15	27	140	29	32	17	1	2	4	7	20	92	83	39	14	0	28	11	12	42	187	41	12	4	0	4	7	11	8	79	24	16	8	0	9	6	6	17	69	567					
11:45	72	18	8	0	5	10	6	13	119	35	30	9	0	4	2	2	13	82	94	37	11	1	33	7	24	45	207	41	9	6	0	7	3	12	13	78	22	13	4	0	5	3	5	9	52	538					
1 Hr	257	87	39	5	41	26	41	85	496	129	117	49	2	12	14	17	63	340	319	154	52	3	122	35	71	177	756	133	45	20	1	21	19	46	42	285	78	59	23	0	34	17	21	57	232	2109					
12:00	62	22	13	0	12	11	16	25	136	40	25	11	0	2	4	2	13	84	68	39	12	1	28	11	21	41	180	37	6	3	0	9	3	13	12	71	17	14	3	0	7	10	3	10	54	525					
12:15	60	19	8	0	8	9	19	16	123	36	29	15	0	2	9	10	17	101	78	38	14	0	31	16	16	45	193	40	11	4	0	7	12	10	11	84	19	14	5	0	9	4	8	14	59	560					
12:30	63	19	9	1	13	7	22	23	134	30	18	9	1	3	6	9	13	76	96	36	8	1	24	5	18	33	188	37	6	6	1	7	10	8	14	75	28	8	6	0	8	9	5	14	64	537					
12:45	69	19	8	3	7	11	18	18	135	32	28	5	0	3	5	4	8	77	82	39	14	0	27	9	17	41	188	36	9	3	1	7	7	16	11	79	30	12	2	0	7	6	11	9	68	547					
1 Hr	254	79	38	4	40	38	75	82	528	138	100	40	1	10	24	25	51	338	324	152	48	2	110	41	72	160	749	150	32	16	2	30	32	47	48	309	94	48	16	0	31	29	27	47	245	2169					
13:00	70	24	7	1	11	6	17	19	136	36	25	8	0	2	6	4	10	81	74	37	9	0	24	12	31	33	187	34	9	2	1	9	10	2	12	67	23	8	2	1	9	5	2	12	50	521					
13:15	76	21	4	0	11	7	17	15	136	49	19	11	3	2	4	4	16	92	91	27	13	0	30	17	32	43	210	32	10	3	0	4	12	3	7	64	24	7	3	1	6	3	6	10	50	552					
13:30	53	22	4	0	11	13	8	15	111	41	21	11	0	5	6	6	16	90	78	22	13	1	37	12	19	51	182	38	8	2	0	11	3	5	13	67	27	8	5	0	8	5	10	13	63	513					
13:45	69	16	4	0	11	10	6	15	116	58	26	15	0	3	7	7	18	116	93	25	10	0	23	13	41	33	205	36	8	1	0	7	1	9	8	62	26	6	0	0	7	5	4	7	48	547					
1 Hr	268	83	19	1	44	36	48	64	499	184	91	45	3	12	23	21	60	379	336	111	45	1	114	54	123	160	784	140	35	8	1	31	26	19	40	260	100	29	10	2	30	18	22	42	211	2133					
14:00	72	16	5	1	13	10	6	19	123	42	29	8	2	3	8	7	13	99	86	34	5	0	32	11	19	37	187	47	4	4	0	8	5	8	12	76	27	13	2	0	9	11	3	11	65	550					
14:15	69	13	5	0	12	11	13	17																																											



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 4  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Cannon Street east

	Destination : A - Cannon Street east									Destination : B - Nicholas Lane									Destination : C - Cannon Street west									Arm Totals	
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total		
07:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	29	10	7	0	6	3	15	13	70	71
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	27	22	6	0	10	2	14	16	81	82
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	28	11	9	0	5	8	24	14	85	89
07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	16	7	0	11	3	21	18	95	96
1 Hr	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	121	59	29	0	32	16	74	61	331	338
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	38	19	3	0	9	7	26	12	102	104
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	39	15	8	0	10	6	35	18	113	115
08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	39	13	8	0	10	9	35	18	114	118	
08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	21	9	3	1	12	9	27	16	82	85	
1 Hr	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7	137	56	22	1	41	31	123	64	411	422	
09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	33	10	5	0	13	6	18	18	85	88	
09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	15	12	0	11	7	10	23	78	81	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11	4	0	7	4	8	11	48	48	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	38	19	9	0	12	3	9	21	90	91	
1 Hr	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	5	108	55	30	0	43	20	45	73	301	308	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	44	21	10	0	8	1	3	18	87	88	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	20	13	0	13	4	4	26	106	106	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	20	8	0	10	9	3	18	103	103	
10:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	42	24	6	0	10	5	7	16	94	97	
1 Hr	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	191	85	37	0	41	19	17	78	390	394	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	37	18	7	1	9	6	5	17	83	86	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	26	13	2	9	5	7	24	97	97	
11:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	42	24	12	1	5	6	8	18	98	100	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	19	9	0	12	5	8	21	102	102	
1 Hr	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	4	163	87	41	4	35	22	28	80	380	385	
12:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50	21	7	0	10	7	7	17	102	104	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	23	12	0	11	7	7	23	101	102	
12:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	18	8	0	7	8	9	15	90	91	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	34	23	7	0	9	7	12	16	92	93	
1 Hr	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	165	85	34	0	37	29	35	71	385	390		
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	18	4	1	6	7	7	11	95	96	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	53	13	0	0	7	3	9	7	85	87	
13:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35	21	9	0	11	8	4	20	88	90	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	25	3	0	7	7	6	10	109	110	
1 Hr	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	201	77	16	1	31	25	26	48	377	383	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	46	19	9	0	11	6	7	20	98	100	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	56	13	7	0	9	9	15	16	109	113	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	31	7	0	9	7	10	16	112	112	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	57	11	6	1	11	4	10	18	100	101	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	207	74	29	1	40	26	42	70	419	426	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	63	20	5	1	7	12	10	13	118	119	
15:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59	21	3	3	8	3	11	14	108	112	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	25	5	0	9	10	18	14	120	120	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	64	23	6	1	7	7	19	14	127	129	
1 Hr	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	239	89	19	5	31	32	58	55	473	480	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	21	4	0	15	10	11	19	117	117	
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	24	2	0	13	10	21	15	121	121	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	23	3	1	11	7	19	15	119	119	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	11	3	1	19	10	15	23	108	108	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	79	12	2	58	37	66	72	465	465	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	22	5	0	15	8	24	20	104	104	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	17	2	0	18	8	33	20	116	116	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	51	9	1	1	17	11	41	19	131	133	
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	41	11	2	1	24	13	49	27	141	143	
1 Hr	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3	160	59	10	2	74	40	147	86	492	496	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	5	1	0	18	14	51	19	142	142	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	3	2	1	14	11	62	17	129	129	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	62	14	1	0	15	17	41	16	150	151	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	84	5	2	1	12	7	52	15	163	164	
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	235	27	6	2	59	49	206	67	584	586	
Total	18	2	0	0	0	0	0	1	0	21	8	18	3	1	0	6	8	4	2138	832	285	18	522	346	867	825	5008	5073	

Entry : B - Nicholas Lane

	Destination : A - Cannon Street east									Destination : B - Nicholas Lane									Destination : C - Cannon Street west									Arm Totals		
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total			
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	0	0	0	0		
07:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
07:30	0	1	1	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
07:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
1 Hr	0	2	2	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2		
08:30	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	6		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1		
1 Hr	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	9		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
09:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	3		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
11:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1			
11:30	0	0	1	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
11:45	1	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
1 Hr	1	1	1	0	0	2	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	8		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1 Hr	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
14:00	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5		
14:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:45	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	4		
1 Hr	2	1	0	0	0	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5	10		
15:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3		
15:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
15:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2		
15:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
1 Hr	2	0	2	0	0	1	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	8		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2		
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
16:45	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
1 Hr	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	5		
17:00	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3		
17:15	2	1	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		
17:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2		
17:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
1 Hr	4	2	1	0	0	0	3	1	10	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	13		
18:00	1	0	0	0	0	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
18:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
18:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
18:45	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	3		
1 Hr	2	0	0	0	0	3	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	10		
Total	13	9	6	0	0	10	9	6	47	0	0	0	0	0	0	0	0	0	0	0	8	5	1	0	0	3	15	1	32	79



ORIGIN SUMMARY

	Origin : A - Cannon Street east									Origin : B - Nicholas Lane									Origin : C - Cannon Street west									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	29	11	7	0	6	3	15	13	71	0	0	0	0	0	0	0	0	0	25	15	3	0	9	4	20	12	76	
07:15	27	22	6	1	10	2	14	17	82	1	0	1	0	0	0	0	1	2	18	13	4	0	13	6	24	17	78	
07:30	28	14	9	0	5	8	25	14	89	0	1	1	0	0	0	1	1	3	14	18	1	0	13	6	30	14	82	
07:45	38	16	7	0	11	3	21	18	96	1	1	0	0	0	0	0	0	2	22	13	3	0	14	7	34	17	93	
1 Hr	122	63	29	1	32	16	75	62	338	2	2	2	0	0	0	1	2	7	79	59	11	0	49	23	108	60	329	
08:00	39	19	3	0	9	7	27	12	104	0	0	0	0	0	0	0	0	0	25	9	6	0	17	6	39	23	102	
08:15	39	16	9	0	10	6	35	19	115	0	0	0	0	0	1	1	0	2	24	12	3	0	16	13	57	19	125	
08:30	41	13	9	0	10	9	36	19	118	0	0	0	0	0	2	4	0	6	18	14	4	1	12	7	51	17	107	
08:45	22	9	4	1	12	9	28	17	85	0	0	0	0	0	0	1	0	1	18	7	3	0	20	7	48	23	103	
1 Hr	141	57	25	1	41	31	126	67	422	0	0	0	0	0	3	6	0	9	85	42	16	1	65	33	195	82	437	
09:00	34	11	5	0	13	6	19	18	88	0	0	0	0	0	1	0	0	1	20	8	6	1	19	7	42	26	103	
09:15	24	17	12	0	11	7	10	23	81	0	0	0	0	0	0	1	0	1	22	8	6	0	13	11	35	19	95	
09:30	14	11	4	0	7	4	8	11	48	1	0	0	0	0	0	0	0	1	27	17	5	1	11	4	23	17	88	
09:45	38	19	9	0	12	4	9	21	91	0	0	0	0	0	0	0	0	0	20	10	5	0	19	7	16	24	77	
1 Hr	110	58	30	0	43	21	46	73	308	1	0	0	0	0	1	1	0	3	89	43	22	2	62	29	116	86	363	
10:00	44	21	10	0	8	2	3	18	88	0	0	0	0	0	0	0	0	0	20	12	2	0	7	3	13	9	57	
10:15	52	20	13	0	13	4	4	26	106	0	0	0	0	0	0	0	0	0	36	18	7	0	6	8	11	13	86	
10:30	53	20	8	0	10	9	3	18	103	0	0	0	0	0	0	0	0	0	25	15	5	1	8	8	4	14	66	
10:45	44	25	6	0	10	5	7	16	97	0	0	1	0	0	0	0	1	1	42	14	5	0	7	5	16	12	89	
1 Hr	193	86	37	0	41	20	17	78	394	0	0	1	0	0	0	0	1	1	123	59	19	1	28	24	44	48	298	
11:00	38	19	7	1	9	7	5	17	86	1	1	0	0	0	0	0	0	2	25	11	6	1	5	2	14	12	64	
11:15	35	26	13	2	9	5	7	24	97	0	0	0	0	0	1	0	0	1	30	12	4	0	6	4	8	10	64	
11:30	43	24	12	1	5	6	9	18	100	0	1	1	0	0	1	0	1	3	38	16	4	0	4	9	16	8	87	
11:45	49	19	9	0	12	5	8	21	102	1	0	0	0	0	1	0	0	2	32	10	4	0	7	1	11	11	65	
1 Hr	165	88	41	4	35	23	29	80	385	2	2	1	0	0	3	0	1	8	125	49	18	1	22	16	49	41	280	
12:00	52	21	7	0	10	7	7	17	104	0	0	0	0	0	0	0	0	0	40	8	3	0	8	5	11	11	75	
12:15	42	23	12	0	11	7	7	23	102	2	0	0	0	0	0	0	0	2	39	16	2	0	6	7	11	8	81	
12:30	41	18	8	0	7	8	9	15	91	2	0	0	0	0	0	0	0	2	35	10	6	0	6	3	15	12	75	
12:45	34	23	7	0	9	7	13	16	93	0	0	0	0	0	0	0	0	0	35	11	4	1	6	7	17	11	81	
1 Hr	169	85	34	0	37	29	36	71	390	4	0	0	0	0	0	0	0	4	149	45	15	1	26	22	54	42	312	
13:00	53	18	4	1	6	7	7	11	96	0	0	0	0	0	0	0	0	0	30	9	1	0	8	9	8	9	65	
13:15	54	14	0	0	7	3	9	7	87	0	0	0	0	0	0	0	0	0	28	11	2	0	2	5	10	4	58	
13:30	37	21	9	0	11	8	4	20	90	0	0	0	0	0	0	0	0	0	42	4	2	0	10	3	6	12	67	
13:45	61	25	3	0	7	7	7	10	110	0	1	0	0	0	0	0	0	1	35	6	1	0	7	2	12	8	63	
1 Hr	205	78	16	1	31	25	27	48	383	0	1	0	0	0	0	0	0	1	135	30	6	0	27	19	36	33	253	
14:00	47	20	9	0	11	6	7	20	100	0	3	0	0	0	1	1	0	5	46	6	3	0	7	5	8	10	75	
14:15	57	16	7	0	9	9	15	16	113	0	1	0	0	0	0	0	0	1	38	10	5	0	4	3	11	9	71	
14:30	48	31	7	0	9	7	10	16	112	0	0	0	0	0	0	0	0	0	33	8	5	1	8	1	13	14	69	
14:45	57	12	6	1	11	4	10	18	101	3	0	0	0	0	0	1	0	4	36	7	1	0	6	3	9	7	62	
1 Hr	209	79	29	1	40	26	42	70	426	3	4	0	0	0	1	2	0	10	153	31	14	1	25	12	41	40	277	
15:00	63	21	5	1	7	12	10	13	119	1	0	0	0	0	0	2	0	3	44	8	2	0	7	1	9	9	71	
15:15	62	21	3	3	8	4	11	14	112	0	0	2	0	0	0	0	2	2	37	11	2	0	6	6	10	8	72	
15:30	53	25	5	0	9	10	18	14	120	0	0	0	0	0	1	1	0	2	33	8	3	0	5	2	9	8	60	
15:45	65	24	6	1	7	7	19	14	129	1	0	0	0	0	0	0	0	1	33	5	1	0	8	7	8	9	62	
1 Hr	243	91	19	5	31	33	58	55	480	2	0	2	0	0	1	3	2	8	147	32	8	0	26	16	36	34	265	
16:00	56	21	4	0	15	10	11	19	117	0	0	0	0	0	0	0	0	0	32	6	2	1	8	2	18	11	69	
16:15	51	24	2	0	13	10	21	15	121	1	0	0	0	0	0	1	0	2	24	5	1	0	12	5	9	13	56	
16:30	55	23	3	1	11	7	19	15	119	0	0	0	0	0	1	0	0	1	42	10	1	0	11	3	12	12	79	
16:45	49	11	3	1	19	10	15	23	108	0	2	0	0	0	0	0	0	2	33	5	0	0	9	6	15	9	68	
1 Hr	211	79	12	2	58	37	66	72	465	1	2	0	0	0	1	1	0	5	131	26	4	1	40	16	54	45	272	
17:00	30	22	5	0	15	8	24	20	104	0	1	1	0	0	0	1	1	3	24	3	1	0	12	4	8	13	52	
17:15	38	17	2	0	18	8	33	20	116	2	1	0	0	0	0	3	0	6	30	7	1	1	12	5	21	14	77	
17:30	51	10	1	1	17	11	42	19	133	1	0	0	0	0	0	1	0	2	42	5	0	0	11	8	23	11	89	
17:45	42	11	2	1	24	14	49	27	143	1	1	0	0	0	0	0	0	2	28	4	0	0	11	4	35	11	82	
1 Hr	161	60	10	2	74	41	148	86	496	4	3	1	0	0	0	5	1	13	124	19	2	1	46	21	87	49	300	
18:00	53	5	1	0	18	14	51	19	142	1	0	0	0	0	1	2	0	4	24	1	1	0	8	8	30	9	72	
18:15	36	3	2	1	14	11	62	17	129	0	0	0	0	0	1	0	0	1	23	3	0	0	9	6	23	9	64	
18:30	62	15	1	0	15	17	41	16	151	1	0	0	0	0	0	1	0	2	22	4	1	0	11	4	19	12	61	
18:45	84	5	2	1	12	8	52	15	164	0	0	0	0	0	1	2	0	3	34	1	0	0	8	3	28	8	74	
1 Hr	235	28	6	2	59	50	206	67	586	2	0	0	0	0	3	5	0	10	103	9	2	0	36	21	100	38	271	
Total	2164	852	288	19	522	352	876	829	5073	21	14	7	0	0	13	24	7	79	1443	444	137	9	452	252	920	598	3657	8809



DESTINATION SUMMARY

	Destination : A - Cannon Street east									Destination : B - Nicholas Lane									Destination : C - Cannon Street west									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	25	15	3	0	9	4	20	12	76	0	1	0	0	0	0	0	0	1	29	10	7	0	6	3	15	13	70	147
07:15	17	13	5	0	13	6	24	18	78	1	0	0	1	0	0	0	1	2	28	22	6	0	10	2	14	16	82	162
07:30	14	21	2	0	13	6	30	15	86	0	1	0	0	0	0	2	0	3	28	11	9	0	5	8	24	14	85	174
07:45	23	13	3	0	14	7	34	17	94	0	1	0	0	0	0	0	0	1	38	16	7	0	11	3	21	18	96	191
1 Hr	79	62	13	0	49	23	108	62	334	1	3	0	1	0	0	2	1	7	123	59	29	0	32	16	74	61	333	674
08:00	26	9	6	0	17	6	39	23	103	0	0	0	0	0	0	1	0	1	38	19	3	0	9	7	26	12	102	206
08:15	23	12	3	0	16	13	57	19	124	1	1	1	0	0	1	0	1	4	39	15	8	0	10	6	36	18	114	242
08:30	20	14	4	1	12	9	51	17	111	0	0	1	0	0	0	1	1	2	39	13	8	0	10	9	39	18	118	231
08:45	19	7	3	0	20	7	48	23	104	0	0	1	0	0	0	1	1	2	21	9	3	1	12	9	28	16	83	189
1 Hr	88	42	16	1	65	35	195	82	442	1	1	3	0	0	1	3	3	9	137	56	22	1	41	31	129	64	417	868
09:00	21	8	6	1	19	7	42	26	104	0	1	0	0	0	0	1	0	2	33	10	5	0	13	7	18	18	86	192
09:15	23	8	6	0	13	10	36	19	96	0	2	0	0	0	1	0	0	3	23	15	12	0	11	7	10	23	78	177
09:30	26	17	5	1	11	4	23	17	87	1	0	0	0	0	0	0	0	1	15	11	4	0	7	4	8	11	49	137
09:45	20	10	4	0	19	6	16	23	75	0	0	1	0	0	2	0	1	3	38	19	9	0	12	3	9	21	90	168
1 Hr	90	43	21	2	62	27	117	85	362	1	3	1	0	0	3	1	1	9	109	55	30	0	43	21	45	73	303	674
10:00	20	12	2	0	7	3	13	9	57	0	0	0	0	0	1	0	0	1	44	21	10	0	8	1	3	18	87	145
10:15	36	18	7	0	6	8	11	13	86	0	0	0	0	0	0	0	0	0	52	20	13	0	13	4	4	26	106	192
10:30	25	15	5	1	8	8	4	14	66	0	0	0	0	0	0	0	0	0	53	20	8	0	10	9	3	18	103	169
10:45	44	13	5	0	7	5	16	12	90	0	2	0	0	0	0	0	0	2	42	24	7	0	10	5	7	17	95	187
1 Hr	125	58	19	1	28	24	44	48	299	0	2	0	0	0	1	0	0	3	191	85	38	0	41	19	17	79	391	693
11:00	24	12	4	1	5	2	14	10	62	2	1	2	0	0	1	0	2	6	38	18	7	1	9	6	5	17	84	152
11:15	30	12	4	0	6	4	8	10	64	0	0	0	0	0	0	0	0	0	35	26	13	2	9	6	7	24	98	162
11:30	39	15	5	0	4	10	16	9	89	0	1	0	0	0	0	1	0	2	42	25	12	1	5	6	8	18	99	190
11:45	33	9	4	0	7	2	11	11	66	0	1	0	0	0	0	0	0	1	49	19	9	0	12	5	8	21	102	169
1 Hr	126	48	17	1	22	18	49	40	281	2	3	2	0	0	1	1	2	9	164	88	41	4	35	23	28	80	383	673
12:00	41	8	2	0	8	5	11	10	75	1	0	1	0	0	0	0	1	2	50	21	7	0	10	7	7	17	102	179
12:15	40	16	2	0	6	6	11	8	81	1	0	0	0	0	1	0	0	2	42	23	12	0	11	7	7	23	102	185
12:30	36	9	6	0	6	3	14	12	74	0	1	0	0	0	0	1	0	2	42	18	8	0	7	8	9	15	92	168
12:45	35	11	4	1	6	7	17	11	81	0	0	0	0	0	0	1	0	1	34	23	7	0	9	7	12	16	92	174
1 Hr	152	44	14	1	26	21	53	41	311	2	1	1	0	0	1	2	1	7	168	85	34	0	37	29	35	71	388	706
13:00	31	9	1	0	8	8	8	9	65	0	0	0	0	0	1	0	0	1	52	18	4	1	6	7	7	11	95	161
13:15	28	11	2	0	2	5	10	4	58	1	1	0	0	0	0	0	0	2	53	13	0	0	7	3	9	7	85	145
13:30	43	4	2	0	10	3	6	12	68	1	0	0	0	0	0	0	0	1	35	21	9	0	11	8	4	20	88	157
13:45	35	7	1	0	7	2	13	8	65	0	0	0	0	0	0	0	0	0	61	25	3	0	7	7	6	10	109	174
1 Hr	137	31	6	0	27	18	37	33	256	2	1	0	0	0	1	0	0	4	201	77	16	1	31	25	26	48	377	637
14:00	46	6	3	0	7	6	9	10	77	1	1	0	0	0	0	0	0	2	46	22	9	0	11	6	7	20	101	180
14:15	38	11	5	0	4	3	11	9	72	1	3	0	0	0	0	0	0	4	56	13	7	0	9	9	15	16	109	185
14:30	33	8	5	1	8	1	13	14	69	0	0	0	0	0	0	0	0	0	48	31	7	0	9	7	10	16	112	181
14:45	38	7	1	0	6	3	9	7	64	0	1	0	0	0	0	0	0	1	58	11	6	1	11	4	11	18	102	167
1 Hr	155	32	14	1	25	13	42	40	282	2	5	0	0	0	0	0	0	7	208	77	29	1	40	26	43	70	424	713
15:00	45	8	2	0	7	1	9	9	72	0	1	0	0	0	0	0	0	1	63	20	5	1	7	12	12	13	120	193
15:15	39	11	4	0	6	6	10	10	76	1	0	0	0	0	1	0	0	2	59	21	3	3	8	3	11	14	108	186
15:30	33	8	3	0	5	3	9	8	61	0	0	0	0	0	0	0	0	0	53	25	5	0	9	10	19	14	121	182
15:45	34	5	1	0	8	7	8	9	63	1	1	0	0	0	0	0	0	2	64	23	6	1	7	7	19	14	127	192
1 Hr	151	32	10	0	26	17	36	36	272	2	2	0	0	0	1	0	0	5	239	89	19	5	31	32	61	55	476	753
16:00	32	6	1	1	8	2	18	10	68	0	0	1	0	0	0	0	1	1	56	21	4	0	15	10	11	19	117	186
16:15	25	5	1	0	12	5	9	13	57	0	0	0	0	0	0	0	0	0	51	24	2	0	13	10	22	15	122	179
16:30	42	10	1	0	11	3	12	12	79	0	0	0	0	0	0	0	0	0	55	23	3	1	11	8	19	15	120	199
16:45	33	7	0	0	9	5	15	9	69	0	0	0	0	0	1	0	0	1	49	11	3	1	19	10	15	23	108	178
1 Hr	132	28	3	1	40	15	54	44	273	0	0	1	0	0	1	0	1	2	211	79	12	2	58	38	67	72	467	742
17:00	24	4	2	0	12	4	8	14	54	0	0	0	0	0	0	0	0	0	30	22	5	0	15	8	25	20	105	159
17:15	32	8	1	1	12	5	23	14	82	0	0	0	0	0	0	1	0	1	38	17	2	0	18	8	33	20	116	199
17:30	43	5	0	0	11	8	23	11	90	0	1	0	0	0	0	1	0	2	51	9	1	1	17	11	42	19	132	224
17:45	30	4	0	0	11	4	35	11	84	0	0	0	0	0	1	0	0	1	41	12	2	1	24	13	49	27	142	227
1 Hr	129	21	3	1	46	21	89	50	310	0	1	0	0	0	1	2	0	4	160	60	10	2	74	40	149	86	495	809
18:00	25	1	1	0	8	9	32	9	76	0	0	0	0	0	0	0	0	0	53	5	1	0	18	14	51	19	142	218
18:15	23	3	0	0	9	7	22	9	64	0	0	0	0	0	0	1	0	1	36	3	2	1	14	11	62	17	129	194
18:30	23	3	1	0	11	4	19	12	61	0	2	0	0	0	0	0	0	2	62	14	1	0	15	17	42	16	151	214
18:45	34	1	0	0	8	4	29	8	76	0	0	0	0	0	1	0	0	1	84	5	2	1	12	7	53	15	164	241
1 Hr	105	8	2	0	36	24	102	38	277	0	2	0	0	0	1	1	0	4	235	27	6	2	59	49	208	67	586	867
Total	1469	449	138	9	452	256	926	599	3699	13	24	8	1	0	12	12	9	70	2146	837	286	18	522	349	882	826	5040	8809



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Cannon Street east

	Destination : A - Cannon Street east									Destination : B - Abchurch Lane									Destination : C - Cannon Street west									Arm Totals	
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total		
07:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	32	13	8	0	6	2	17	14	78	81
07:15	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	0	5	22	22	5	1	10	3	13	16	76	81
07:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3	27	18	8	0	5	7	27	13	92	95
07:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	5	0	0	7	37	18	7	0	12	3	23	19	100	107
1 Hr	0	0	0	0	0	0	0	0	0	4	5	0	0	0	1	8	0	0	18	118	71	28	1	33	15	80	62	346	364
08:00	2	0	0	0	0	1	0	0	3	0	2	0	0	0	0	2	0	4	41	19	4	0	8	7	27	12	106	113	
08:15	3	0	0	0	0	0	0	0	3	0	2	1	0	0	3	1	1	7	37	15	8	0	10	9	34	18	113	123	
08:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	2	2	0	7	39	12	9	0	10	10	32	19	112	119	
08:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	2	1	5	23	12	4	1	13	10	27	18	90	95	
1 Hr	5	0	0	0	0	1	0	0	6	2	6	2	0	0	6	7	2	23	140	58	25	1	41	36	120	67	421	450	
09:00	1	0	0	0	0	0	0	0	1	2	0	0	0	0	2	1	0	5	33	11	5	0	13	6	17	18	85	91	
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	3	27	17	13	0	10	8	9	23	84	87	
09:30	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	4	12	12	2	0	8	5	10	10	49	53	
09:45	3	0	1	0	0	0	0	1	4	4	6	0	0	0	1	0	0	11	40	18	9	0	12	2	8	21	89	104	
1 Hr	4	0	1	0	0	0	0	1	5	8	8	0	0	0	4	3	0	23	112	58	29	0	43	21	44	72	307	335	
10:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	47	17	12	0	10	2	2	22	90	93	
10:15	0	0	0	0	0	1	0	0	1	2	5	0	0	0	1	1	0	9	46	21	15	1	10	6	5	26	104	114	
10:30	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	54	19	5	0	11	7	4	16	100	103	
10:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	45	26	6	0	9	4	6	15	96	98	
1 Hr	0	0	0	0	0	1	0	0	1	6	9	0	0	0	1	1	0	17	40	19	9	1	9	7	6	19	390	408	
11:00	2	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	1	3	40	19	9	1	9	7	6	19	91	96	
11:15	0	1	1	0	0	0	0	1	2	2	3	0	0	0	0	0	0	5	38	26	12	2	9	6	7	23	100	107	
11:30	1	0	0	0	0	0	0	0	1	1	1	0	0	0	1	1	0	4	45	22	11	1	6	5	7	18	97	102	
11:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	6	50	18	7	0	11	4	5	18	95	101	
1 Hr	3	1	1	0	0	0	0	1	5	3	10	1	0	0	1	3	1	18	173	85	39	4	35	22	25	78	383	406	
12:00	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	1	0	8	51	22	7	0	11	7	6	18	104	112	
12:15	0	0	0	0	0	0	0	0	0	0	4	1	0	0	2	0	1	7	47	26	12	0	12	11	8	24	116	123	
12:30	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	2	42	18	7	0	7	7	11	14	92	95	
12:45	0	1	1	0	0	0	0	1	2	2	2	1	0	0	2	0	1	7	40	19	7	0	8	6	11	15	91	100	
1 Hr	1	1	1	0	0	0	0	1	3	2	13	2	0	0	6	1	2	24	180	85	33	0	38	31	36	71	403	430	
13:00	0	1	0	0	0	0	0	0	1	3	1	0	0	0	2	0	0	6	53	17	5	1	6	8	6	12	96	103	
13:15	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	56	15	1	0	8	3	6	9	89	92	
13:30	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	1	2	5	35	20	9	0	12	7	6	21	89	94	
13:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	63	29	2	0	5	9	6	7	114	115	
1 Hr	2	1	0	0	0	0	0	0	3	6	1	2	0	0	3	1	2	13	207	81	17	1	31	27	24	49	388	404	
14:00	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2	3	45	17	10	0	11	6	7	21	96	100	
14:15	2	0	0	0	0	0	0	0	2	1	1	0	0	0	1	0	0	3	56	16	7	0	10	7	15	17	111	116	
14:30	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	1	3	60	31	7	0	9	7	11	16	125	128	
14:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	3	57	14	6	2	10	4	14	18	107	110	
1 Hr	2	1	0	0	0	0	0	0	3	5	2	3	0	0	1	1	3	12	218	78	30	2	40	24	47	72	439	454	
15:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	57	22	4	0	8	11	10	12	112	114	
15:15	1	0	0	0	0	0	0	0	1	1	0	0	0	0	4	0	0	5	60	21	3	3	7	7	13	13	114	120	
15:30	1	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	4	58	24	4	0	10	10	18	14	124	129	
15:45	1	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	3	60	29	8	0	8	7	13	16	125	129	
1 Hr	3	0	0	0	0	0	0	0	3	3	6	0	0	0	4	1	0	14	235	96	19	3	33	35	54	55	475	492	
16:00	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	1	0	5	55	24	3	0	15	10	14	18	121	126	
16:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	52	21	2	1	12	11	22	15	121	124	
16:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	54	21	4	0	12	7	18	16	116	118	
16:45	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3	52	13	1	1	19	12	15	21	113	116	
1 Hr	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	2	1	13	213	79	10	2	58	40	69	70	471	484	
17:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3	30	20	5	0	16	10	20	21	101	104	
17:15	0	0	0	0	0	0	0	0	0	2	0	1	0	0	2	2	1	7	44	16	2	0	19	9	32	21	122	129	
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	48	9	1	1	20	15	41	22	135	136	
17:45	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	2	40	9	1	1	19	9	39	21	118	121	
1 Hr	1	0	0	0	0	0	0	0	1	3	1	2	0	0	3	4	2	13	162	54	9	2	74	43	132	85	476	490	
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	6	1	1	20	15	49	22	138	138	
18:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	3	42	7	1	1	15	16	54	17	136	140	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	65	11	1	0	15	15	43	16	150	151	
18:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	1	0	5	81	6	3	0	12	8	45	15	155	160	
1 Hr	1	0	0	0	0	0	0	0	1	3	0	0	0	0	2	4	0	9	234	30	6	2	62	54	191	70	579	589	
Total	22	4	3	0	0	2	0	3	31	50	66	13	0	0	32	36	13	197	2032	794	254	19	497	355	828	770	5078	5306	







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - Cannon Street east										Origin : B - Abchurch Lane										Origin : C - Cannon Street west										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Totals			
07:00	33	14	8	0	6	3	17	14	81	0	0	0	0	0	0	0	0	23	15	3	0	9	5	22	12	77	158			
07:15	24	24	5	1	10	3	14	16	81	0	0	0	0	0	0	0	0	19	12	6	0	14	7	24	20	82	163			
07:30	27	19	8	0	5	7	29	13	95	0	0	0	0	0	0	0	0	17	21	1	0	14	7	31	15	91	186			
07:45	38	19	7	0	12	3	28	19	107	0	0	0	0	0	0	0	0	20	12	3	0	12	7	32	15	86	193			
1 Hr	122	76	28	1	33	16	88	62	364	0	0	0	0	0	0	0	0	79	60	13	0	49	26	109	62	336	700			
08:00	43	21	4	0	8	8	29	12	113	0	0	0	0	0	0	0	0	24	10	3	0	17	6	41	20	101	214			
08:15	40	17	9	0	10	12	35	19	123	0	0	0	0	0	0	0	0	22	13	3	0	16	12	57	19	123	246			
08:30	41	13	9	0	10	12	34	19	119	0	0	0	0	0	0	1	0	20	14	4	1	13	10	52	18	114	234			
08:45	23	13	5	1	13	11	29	19	95	0	0	0	0	0	0	1	0	18	7	4	0	20	6	52	24	107	203			
1 Hr	147	64	27	1	41	43	127	69	450	0	0	0	0	0	0	2	0	84	44	14	1	66	34	202	81	445	897			
09:00	36	11	5	0	13	8	18	18	91	0	0	0	0	0	0	0	0	22	8	5	1	18	6	49	24	109	200			
09:15	28	17	13	0	10	9	10	23	87	0	0	0	0	0	0	0	0	21	8	7	0	12	10	38	19	96	183			
09:30	13	14	2	0	8	5	11	10	53	0	0	0	0	0	0	0	0	25	16	4	1	11	4	23	16	84	137			
09:45	47	24	10	0	12	3	8	22	104	0	0	0	0	0	0	0	0	16	11	4	0	9	5	16	13	61	165			
1 Hr	124	66	30	0	43	25	47	73	335	0	0	0	0	0	0	0	0	84	43	20	2	50	25	126	72	350	685			
10:00	50	17	12	0	10	2	2	22	93	0	0	0	0	0	0	0	0	21	10	3	0	7	3	13	10	57	150			
10:15	48	26	15	1	10	8	6	26	114	0	0	0	0	0	0	0	0	38	18	8	0	6	10	10	14	90	204			
10:30	55	21	5	0	11	7	4	16	103	0	0	0	0	0	0	0	0	28	16	4	1	9	6	4	14	68	171			
10:45	45	28	6	0	9	4	6	15	98	0	0	0	0	0	0	0	0	40	13	5	0	7	4	17	12	86	184			
1 Hr	198	92	38	1	40	21	18	79	408	0	0	0	0	0	0	0	0	127	57	20	1	29	23	44	50	301	709			
11:00	42	21	10	1	9	7	6	20	96	0	0	0	0	0	0	0	0	25	13	4	1	5	3	13	10	64	160			
11:15	40	30	13	2	9	6	7	24	107	0	0	0	0	0	0	0	0	28	12	4	0	6	6	7	10	63	170			
11:30	47	23	11	1	6	6	8	18	102	0	0	0	0	0	0	0	0	41	12	4	0	4	9	15	8	85	187			
11:45	50	22	7	0	11	4	7	18	101	0	0	0	0	0	0	0	0	32	12	4	0	7	2	11	11	68	169			
1 Hr	179	96	41	4	35	23	28	80	406	0	0	0	0	0	0	0	0	126	49	16	1	22	20	46	39	280	686			
12:00	51	27	7	0	11	9	7	18	112	0	0	0	0	0	0	0	0	39	9	2	0	7	5	14	9	76	188			
12:15	47	30	13	0	12	13	8	25	123	0	0	0	0	0	0	1	0	39	17	4	0	7	6	10	11	83	207			
12:30	43	20	7	0	7	7	11	14	95	0	0	0	0	0	0	0	0	40	7	7	0	6	5	12	13	77	172			
12:45	42	22	9	0	8	8	11	17	100	0	0	0	0	0	0	0	0	32	17	2	1	6	7	14	9	79	179			
1 Hr	183	99	36	0	38	37	37	74	430	0	0	0	0	0	0	1	0	150	50	15	1	26	23	50	42	315	746			
13:00	56	19	5	1	6	10	6	12	103	0	0	0	0	0	0	0	0	31	10	1	0	8	9	6	9	65	168			
13:15	59	15	1	0	8	3	6	9	92	0	0	0	0	0	0	0	0	31	11	2	0	4	5	8	6	61	153			
13:30	36	20	11	0	12	8	7	23	94	0	0	0	0	0	0	0	0	41	4	2	0	10	2	7	12	66	160			
13:45	64	29	2	0	5	9	6	7	115	0	0	0	0	0	0	0	0	34	9	1	0	7	4	12	8	67	182			
1 Hr	215	83	19	1	31	30	25	51	404	0	0	0	0	0	0	0	0	137	34	6	0	29	20	33	35	259	663			
14:00	46	18	12	0	11	6	7	23	100	0	0	0	0	0	0	0	0	43	4	2	0	8	5	13	10	75	175			
14:15	59	17	7	0	10	8	15	17	116	0	0	0	0	0	0	0	0	39	10	3	0	4	5	10	7	71	187			
14:30	62	31	8	0	9	7	11	17	128	0	0	0	0	0	0	0	0	33	8	5	1	8	2	12	14	69	197			
14:45	58	15	6	2	10	4	15	18	110	0	0	0	0	0	0	0	0	37	10	1	0	6	4	9	7	67	177			
1 Hr	225	81	33	2	40	25	48	75	454	0	0	0	0	0	0	0	0	152	32	11	1	26	16	44	38	282	736			
15:00	57	23	4	0	8	11	11	12	114	0	0	0	0	0	0	0	0	48	4	2	0	7	3	12	9	76	190			
15:15	62	21	3	3	7	11	13	13	120	0	0	0	0	0	0	0	0	36	10	2	0	6	9	11	8	74	194			
15:30	59	28	4	0	10	10	18	14	129	0	0	0	0	0	0	1	0	34	9	5	0	5	4	9	10	66	196			
15:45	63	30	8	0	8	7	13	16	129	0	0	0	0	0	0	0	0	31	6	1	0	8	7	7	9	60	189			
1 Hr	241	102	19	3	33	39	55	55	492	0	0	0	0	0	0	1	0	149	29	10	0	26	23	39	36	276	769			
16:00	57	26	3	0	15	10	15	18	126	0	0	0	0	0	0	0	0	34	6	1	1	8	3	17	10	70	196			
16:15	54	22	2	1	12	11	22	15	124	0	0	0	0	0	0	0	0	27	6	1	0	12	5	10	13	61	185			
16:30	54	22	4	0	12	7	19	16	118	0	0	0	0	0	0	1	0	40	9	1	0	11	3	10	12	74	193			
16:45	53	14	2	1	19	12	15	22	116	0	0	0	0	0	0	0	0	31	8	0	0	9	7	20	9	75	191			
1 Hr	218	84	11	2	58	40	71	71	484	0	0	0	0	0	0	1	0	132	29	3	1	40	18	57	44	280	765			
17:00	31	20	6	0	16	11	20	22	104	0	0	0	0	0	0	0	0	25	4	2	0	12	6	12	14	61	165			
17:15	46	16	3	0	19	11	34	22	129	0	0	0	0	0	0	0	0	32	8	1	1	12	6	25	14	85	214			
17:30	48	9	1	1	20	15	42	22	136	0	0	0	0	0	0	0	0	43	5	0	0	11	7	24	11	90	226			
17:45	41	10	1	1	19	9	40	21	121	0	0	0	0	0	0	0	0	28	3	0	0	11	7	34	11	83	204			
1 Hr	166	55	11	2	74	46	136	87	490	0	0	0	0	0	0	0	0	128	20	3	1	46	26	95	50	319	809			
18:00	46	6	1	1	20	15	49	22	138	0	0	0	0	0	0	0	0	24	2	2	0	11	10	39	13	88	226			
18:15	43	7	1	1	15	17	56	17	140	0	0	0	0	0	0	0	0	23	4	0	0	9	5	37	9	78	218			
18:30	65	11	1	0	15	15	44	16	151	0	0	0	0	0	0	0	0	21	4	1	0	11	6	21	12	64	215			
18:45	84	6	3	0	12	9	46	15	160	0	0	0	0	0	0	1	0	32	2	0	0	8	5	32	8	79	240			
1 Hr	238	30	6	2	62	56	195	70	589	0	0	0	0	0	0	1	0	100	12	3	0	39	26	129	42	309	899			
Total	2256	928	299	19	528	401	875	846	5306	0	0	0	0	0	0	6	0	1448	459	134	9	448	280	974	591	3752	9064			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Cannon Street east										Destination : B - Abchurch Lane										Destination : C - Cannon Street west										Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	23	14	3	0	9	5	22	12	76	1	2	0	0	0	1	0	0	4	32	13	8	0	6	2	17	14	78	158		
07:15	19	12	5	0	14	7	24	19	81	2	2	1	0	0	0	1	1	6	22	22	5	1	10	3	13	16	76	163		
07:30	17	21	1	0	14	7	31	15	91	0	1	0	0	0	0	0	2	3	27	18	8	0	5	7	27	13	92	186		
07:45	18	12	3	0	12	6	32	15	83	2	1	0	0	0	1	5	0	9	38	18	7	0	12	3	23	19	101	193		
1 Hr	77	59	12	0	49	25	109	61	331	5	6	1	0	0	2	8	1	22	119	71	28	1	33	15	80	62	347	700		
08:00	26	9	3	0	17	5	40	20	100	0	3	0	0	0	2	3	0	8	41	19	4	0	8	7	27	12	106	214		
08:15	25	12	3	0	16	12	55	19	123	0	3	1	0	0	3	3	1	10	37	15	8	0	10	9	34	18	113	246		
08:30	20	14	4	1	13	7	52	18	111	2	1	0	0	0	5	2	0	10	39	12	9	0	10	10	33	19	113	234		
08:45	18	6	4	0	20	6	53	24	107	0	2	1	0	0	1	2	1	6	23	12	4	1	13	10	27	18	90	203		
1 Hr	89	41	14	1	66	30	200	81	441	2	9	2	0	0	11	10	2	34	140	58	25	1	41	36	121	67	422	897		
09:00	23	8	5	1	18	6	49	24	110	2	0	0	0	0	2	1	0	5	33	11	5	0	13	6	17	18	85	200		
09:15	20	7	7	0	12	10	38	19	94	2	1	0	0	0	1	1	0	5	27	17	13	0	10	8	9	23	84	183		
09:30	24	15	4	1	11	4	23	16	82	2	3	0	0	0	0	1	0	6	12	12	2	0	8	5	10	10	49	137		
09:45	19	10	5	0	9	5	16	14	64	4	7	0	0	0	1	0	0	12	40	18	9	0	12	2	8	21	89	165		
1 Hr	86	40	21	2	50	25	126	73	350	10	11	0	0	0	4	3	0	28	112	58	29	0	43	21	44	72	307	685		
10:00	21	8	2	0	7	3	13	9	54	3	2	1	0	0	0	0	1	6	47	17	12	0	10	2	2	22	90	150		
10:15	38	14	8	0	6	11	10	14	87	2	9	0	0	0	1	1	0	13	46	21	15	1	10	6	5	26	104	204		
10:30	26	15	4	1	9	6	4	14	65	3	3	0	0	0	0	0	0	6	54	19	5	0	11	7	4	16	100	171		
10:45	40	13	5	0	7	4	17	12	86	0	2	0	0	0	0	0	0	2	45	26	6	0	9	4	6	15	96	184		
1 Hr	125	50	19	1	29	24	44	49	292	8	16	1	0	0	1	1	1	27	192	83	38	1	40	19	17	79	390	709		
11:00	27	13	4	1	5	3	13	10	66	0	2	1	0	0	0	0	1	3	40	19	9	1	9	7	6	19	91	160		
11:15	28	13	5	0	6	6	7	11	65	2	3	0	0	0	0	0	0	5	38	26	12	2	9	6	7	23	100	170		
11:30	42	12	3	0	4	9	15	7	85	1	1	1	0	0	1	1	1	5	45	22	11	1	6	5	7	18	97	187		
11:45	32	11	4	0	7	2	11	11	67	0	5	0	0	0	0	2	0	7	50	18	7	0	11	4	5	18	95	169		
1 Hr	129	49	16	1	22	20	46	39	283	3	11	2	0	0	1	3	2	20	173	85	39	4	35	22	25	78	383	686		
12:00	38	9	2	0	7	5	14	9	75	1	5	0	0	0	2	1	0	9	51	22	7	0	11	7	6	18	104	188		
12:15	39	17	4	0	7	5	11	11	83	0	4	1	0	0	3	0	1	8	47	26	12	0	12	11	8	24	116	207		
12:30	41	7	7	0	6	5	12	13	78	0	2	0	0	0	0	0	0	2	42	18	7	0	7	7	11	14	92	172		
12:45	32	17	3	1	6	7	14	10	80	2	3	1	0	0	2	0	1	8	40	19	7	0	8	6	11	15	91	179		
1 Hr	150	50	16	1	26	22	51	43	316	3	14	2	0	0	7	1	2	27	180	85	33	0	38	31	36	71	403	746		
13:00	31	11	1	0	8	9	6	9	66	3	1	0	0	0	2	0	0	6	53	17	5	1	6	8	6	12	96	168		
13:15	33	11	2	0	4	5	8	6	63	1	0	0	0	0	0	0	0	1	56	15	1	0	8	3	6	9	89	153		
13:30	41	4	2	0	10	2	7	12	66	1	0	2	0	0	1	1	2	5	35	20	9	0	12	7	6	21	89	160		
13:45	34	9	1	0	7	4	12	8	67	1	0	0	0	0	0	0	0	1	63	29	2	0	5	9	6	7	114	182		
1 Hr	139	35	6	0	29	20	33	35	262	6	1	2	0	0	3	1	2	13	207	81	17	1	31	27	24	49	388	663		
14:00	43	5	2	0	8	5	13	10	76	1	0	2	0	0	0	0	2	3	45	17	10	0	11	6	7	21	96	175		
14:15	41	10	3	0	4	5	10	7	73	1	1	0	0	0	1	0	0	3	56	16	7	0	10	7	15	17	111	187		
14:30	33	7	4	1	8	2	12	13	67	2	1	2	0	0	0	0	2	5	60	31	7	0	9	7	11	16	125	197		
14:45	36	10	1	0	6	4	9	7	66	2	1	0	0	0	0	1	0	4	57	14	6	2	10	4	14	18	107	177		
1 Hr	153	32	10	1	26	16	44	37	282	6	3	4	0	0	1	1	4	15	218	78	30	2	40	24	47	72	439	736		
15:00	48	4	2	0	7	3	12	9	76	0	1	0	0	0	0	1	0	2	57	22	4	0	8	11	10	12	112	190		
15:15	37	10	2	0	6	8	11	8	74	1	0	0	0	0	5	0	0	6	60	21	3	3	7	7	13	13	114	194		
15:30	35	8	4	0	5	4	10	9	66	0	5	1	0	0	0	0	1	6	58	24	4	0	10	10	18	14	124	196		
15:45	32	6	1	0	8	7	7	9	61	2	1	0	0	0	0	0	0	3	60	29	8	0	8	7	13	16	125	189		
1 Hr	152	28	9	0	26	22	40	35	277	3	7	1	0	0	5	1	1	17	235	96	19	3	33	35	54	55	475	769		
16:00	33	6	1	1	8	3	17	10	69	3	2	0	0	0	0	1	0	6	55	24	3	0	15	10	14	18	121	196		
16:15	27	6	1	0	12	5	10	13	61	2	1	0	0	0	0	0	0	3	52	21	2	1	12	11	22	15	121	185		
16:30	40	9	1	0	11	3	11	12	75	0	1	0	0	0	0	1	0	2	54	21	4	0	12	7	18	16	116	193		
16:45	31	7	0	0	9	7	20	9	74	1	2	1	0	0	0	0	1	4	52	13	1	1	19	12	15	21	113	191		
1 Hr	131	28	3	1	40	18	58	44	279	6	6	1	0	0	0	2	1	15	213	79	10	2	58	40	69	70	471	765		
17:00	25	4	2	0	12	6	12	14	61	1	0	1	0	0	1	0	1	3	30	20	5	0	16	10	20	21	101	165		
17:15	32	8	1	1	12	6	25	14	85	2	0	1	0	0	2	2	1	7	44	16	2	0	19	9	32	21	122	214		
17:30	43	5	0	0	11	7	24	11	90	0	0	0	0	0	0	1	0	1	48	9	1	1	20	15	41	22	135	226		
17:45	29	3	0	0	11	6	34	11	83	0	1	0	0	0	1	1	0	3	40	9	1	1	19	9	39	21	118	204		
1 Hr	129	20	3	1	46	25	95	50	319	3	1	2	0	0	4	4	2	14	162	54	9	2	74	43	132	85	476	809		
18:00	24	2	2	0	11	10	39	13	88	0	0	0	0	0	0	0	0	0	46	6	1	1	20	15	49	22	138	226		
18:15	23	4	0	0	9	5	37	9	78	1	0	0	0	0	1	2	0	4	42	7	1	1	15	16	54	17	136	218		
18:30	20	4	1	0	11	6	21	12	63	0	0	0	0	0	0	1	0	1	66	11	1	0	15	15	43	16	151	215		
18:45	32	2	0	0	8	5	33	8	80	3	0	0	0	0	1	1	0	5	81	6	3	0	12	8	45	15	155	240		
1 Hr	99	12	3	0	39	26	130	42	309	4	0	0	0	0	2	4	0	10	235	30	6	2	62	54	191	70	580	899		
Total	1459	444	132	9																										



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 6  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - King William Street north

Destination : A - King William Street north										Destination : B - King William Street south										Destination : C - Abchurch Street										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	0	0	23	15	10	0	10	6	14	20	78	0	0	0	0	0	0	1	0	1	79			
07:15	0	0	0	0	0	0	0	0	13	12	5	3	13	9	9	21	64	0	0	0	0	0	0	0	0	0	64			
07:30	0	0	0	0	0	0	0	0	30	12	6	2	9	5	19	17	83	0	0	0	0	0	0	1	0	1	84			
07:45	0	0	0	0	0	0	0	0	29	10	2	0	12	4	18	14	75	0	0	0	0	0	0	0	0	0	75			
1 Hr	0	0	0	0	0	0	0	0	95	49	23	5	44	24	60	72	300	0	0	0	0	0	0	2	0	2	302			
08:00	1	0	0	0	0	0	0	0	22	11	5	1	7	12	33	13	91	0	0	0	0	0	0	1	0	1	93			
08:15	0	0	0	0	0	0	0	0	15	14	2	0	14	8	29	16	82	0	0	0	0	0	0	0	0	0	82			
08:30	0	0	0	0	0	0	0	0	25	9	6	0	10	8	36	16	94	0	0	0	0	0	0	0	0	0	94			
08:45	0	0	0	0	0	0	0	0	34	8	13	0	9	13	46	22	123	0	0	0	0	0	0	0	0	0	123			
1 Hr	1	0	0	0	0	0	0	0	96	42	26	1	40	41	144	67	390	0	0	0	0	0	0	1	0	1	392			
09:00	0	0	0	0	0	0	0	0	20	11	5	0	11	11	33	16	91	0	0	0	0	0	0	0	0	0	91			
09:15	0	0	0	0	0	0	0	0	20	12	4	3	6	9	30	13	84	0	0	0	0	0	0	0	0	0	84			
09:30	0	0	0	0	0	0	0	0	31	10	4	2	13	8	18	19	86	0	0	0	0	0	0	0	0	0	86			
09:45	0	0	0	0	0	0	0	0	34	14	3	1	10	5	22	14	89	0	0	0	0	0	0	0	0	0	89			
1 Hr	0	0	0	0	0	0	0	0	105	47	16	6	40	33	103	62	350	0	0	0	0	0	0	0	0	0	350			
10:00	0	0	0	0	0	0	0	0	34	10	4	0	11	4	12	15	75	0	0	0	0	0	0	0	0	0	75			
10:15	0	0	0	0	0	0	0	0	24	9	2	0	11	10	8	13	64	0	0	0	0	0	0	0	0	0	64			
10:30	0	0	0	0	0	0	0	0	19	12	6	1	11	11	11	18	71	0	0	1	0	0	0	0	1	1	72			
10:45	1	0	0	0	0	0	0	0	29	16	9	0	9	2	5	18	70	0	0	0	0	0	0	0	0	0	71			
1 Hr	1	0	0	0	0	0	0	0	106	47	21	1	42	27	36	64	280	0	0	1	0	0	0	0	1	1	282			
11:00	1	0	0	0	0	0	0	0	23	10	9	0	16	6	5	25	69	0	0	0	0	0	0	0	0	0	70			
11:15	0	0	0	0	0	0	0	0	32	17	9	0	10	2	6	19	76	0	0	0	0	0	0	0	0	0	76			
11:30	0	0	0	0	0	0	0	0	23	20	9	1	11	3	6	21	73	0	0	0	0	0	0	0	0	0	73			
11:45	1	0	0	0	0	0	0	0	21	17	4	0	12	7	6	16	67	0	0	0	0	0	0	0	0	0	68			
1 Hr	2	0	0	0	0	0	0	0	99	64	31	1	49	18	23	81	285	0	0	0	0	0	0	0	0	0	287			
12:00	0	0	0	0	0	0	0	0	31	13	9	0	11	7	5	20	76	0	0	0	0	0	0	0	0	0	76			
12:15	0	0	0	0	0	0	0	0	34	21	6	0	12	13	8	18	94	0	0	0	0	0	0	0	0	0	94			
12:30	1	0	0	0	0	0	0	0	35	21	4	1	12	7	7	17	87	0	0	0	0	0	0	0	0	0	88			
12:45	1	0	0	0	0	0	0	0	35	11	8	0	10	4	10	18	78	0	0	0	0	0	0	0	0	0	79			
1 Hr	2	0	0	0	0	0	0	0	135	66	27	1	45	31	30	73	335	0	0	0	0	0	0	0	0	0	337			
13:00	0	0	0	0	0	0	0	0	30	22	6	0	9	5	8	15	80	0	0	0	0	0	0	0	0	0	80			
13:15	1	0	0	0	0	0	0	0	25	12	12	2	16	6	11	30	84	0	0	0	0	0	0	0	0	0	85			
13:30	0	0	0	0	0	0	0	0	30	20	7	1	16	6	11	24	91	0	0	0	0	0	0	0	0	0	91			
13:45	0	0	0	0	0	0	0	0	36	15	8	0	10	14	6	18	89	0	0	0	0	0	0	0	0	0	89			
1 Hr	1	0	0	0	0	0	0	0	121	69	33	3	51	31	36	87	344	0	0	0	0	0	0	0	0	0	345			
14:00	0	0	0	0	0	0	0	0	29	13	2	2	14	4	16	18	80	0	0	0	0	0	0	0	0	0	80			
14:15	0	0	0	0	0	0	0	0	34	15	4	1	10	8	10	15	82	0	0	0	0	0	0	0	0	0	82			
14:30	0	0	0	0	0	0	0	0	36	18	8	0	14	9	7	22	92	0	0	0	0	0	0	0	0	0	92			
14:45	0	0	0	0	0	0	0	0	37	10	5	1	14	8	13	20	88	0	0	0	0	0	0	0	0	0	88			
1 Hr	0	0	0	0	0	0	0	0	136	56	19	4	52	29	46	75	342	0	0	0	0	0	0	0	0	0	342			
15:00	0	0	0	0	0	0	0	0	38	12	1	0	15	7	20	16	93	0	0	0	0	0	0	0	0	0	93			
15:15	0	0	0	0	0	0	0	0	36	14	3	1	14	11	18	18	97	0	0	0	0	0	0	0	0	0	97			
15:30	0	0	0	0	0	0	0	0	44	16	3	0	14	11	17	17	105	0	0	0	0	0	0	1	0	1	106			
15:45	0	0	0	0	0	1	0	0	38	16	3	1	10	15	18	14	101	0	0	0	0	0	0	0	0	0	102			
1 Hr	0	0	0	0	0	1	0	0	156	58	10	2	53	44	73	65	396	0	0	0	0	0	0	1	0	1	398			
16:00	0	0	0	0	0	0	0	0	40	14	1	1	10	12	30	12	108	0	0	0	0	0	0	0	0	0	108			
16:15	0	0	0	0	0	0	0	0	33	17	0	2	11	5	15	13	83	0	0	0	0	0	0	0	0	0	83			
16:30	1	0	0	0	0	0	0	0	35	11	2	1	15	9	18	18	91	0	0	0	0	0	0	0	0	0	92			
16:45	0	0	0	0	0	0	0	0	39	13	3	0	13	8	28	16	104	0	0	0	0	0	0	0	0	0	104			
1 Hr	1	0	0	0	0	0	0	0	147	55	6	4	49	34	91	59	386	0	0	0	0	0	0	0	0	0	387			
17:00	1	0	0	0	0	0	0	0	39	8	2	0	16	22	40	18	127	0	0	0	0	0	0	0	0	0	128			
17:15	0	0	0	0	0	0	0	0	45	10	2	0	11	23	61	13	152	0	0	0	0	0	0	0	0	0	152			
17:30	0	0	0	0	0	0	0	0	42	13	0	0	13	16	85	13	169	0	0	0	0	0	0	0	0	0	169			
17:45	1	0	0	0	0	0	0	0	40	5	0	0	14	28	82	14	169	0	0	0	0	0	0	0	0	0	170			
1 Hr	2	0	0	0	0	0	0	0	166	36	4	0	54	89	268	58	617	0	0	0	0	0	0	0	0	0	619			
18:00	0	0	0	0	0	0	0	0	28	6	0	0	10	21	71	10	136	0	0	0	0	0	0	0	0	0	136			
18:15	0	0	0	0	0	0	0	0	43	6	2	0	16	19	69	18	155	0	0	0	0	0	0	0	0	0	155			
18:30	1	0	0	0	0	0	0	0	47	6	1	1	10	15	68	12	148	0	0	0	0	0	0	0	0	0	149			
18:45	0	0	0	0	0	0	0	0	50	6	1	1	6	17	68	8	149	0	0	0	0	0	0	0	0	0	149			
1 Hr	1	0	0	0	0	0	0	0	168	24	4	2	42	72	276	48	588	0	0	0	0	0	0	0	0	0	589			
Total	11	0	0	0	0	1	0	0	1530	613	220	30	561	473	1186	811	4613	0	0	1	0	0	0	4	1	5	4630			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 6  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - King William Street south

Destination : A - King William Street north										Destination : B - King William Street south										Destination : C - Abchurch Street										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	23	13	3	0	12	3	41	15	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95			
07:15	12	18	9	1	12	15	50	22	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117			
07:30	16	13	2	1	10	15	57	13	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114			
07:45	24	15	4	0	12	28	86	16	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169			
1 Hr	75	59	18	2	46	61	234	66	495	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	495			
08:00	21	12	4	0	9	31	114	13	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	191			
08:15	17	20	7	0	10	23	99	17	176	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	177				
08:30	19	13	7	0	8	25	108	15	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180			
08:45	33	6	4	0	11	18	107	15	179	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179			
1 Hr	90	51	22	0	38	97	428	60	726	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	727				
09:00	26	13	8	1	15	12	90	24	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165			
09:15	22	16	3	0	9	14	47	12	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111			
09:30	20	20	4	1	10	10	37	15	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102			
09:45	27	15	4	1	8	18	24	13	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97			
1 Hr	95	64	19	3	42	54	198	64	475	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	475			
10:00	30	10	4	0	7	8	9	11	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
10:15	22	19	4	1	6	12	16	11	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80			
10:30	16	8	3	0	6	9	25	9	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
10:45	24	9	3	0	9	2	10	12	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57			
1 Hr	92	46	14	1	28	31	60	43	272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	272			
11:00	19	15	6	0	9	10	6	15	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65			
11:15	18	14	7	0	10	0	1	17	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50			
11:30	25	17	7	0	8	2	10	15	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69			
11:45	26	12	5	0	6	2	13	11	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64			
1 Hr	88	58	25	0	33	14	30	58	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248			
12:00	14	15	4	0	7	10	5	11	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	56				
12:15	20	11	6	0	9	6	12	15	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64			
12:30	27	6	6	0	8	13	7	14	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
12:45	29	13	2	0	8	6	13	10	71	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	72				
1 Hr	90	45	18	0	32	35	37	50	257	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	259				
13:00	26	11	4	0	9	8	9	13	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
13:15	27	8	3	2	5	5	11	10	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61			
13:30	28	8	7	0	10	5	9	17	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
13:45	27	7	0	0	7	7	5	7	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53			
1 Hr	108	34	14	2	31	25	34	47	248	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	248			
14:00	27	12	3	0	10	12	6	13	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70			
14:15	35	12	6	0	8	6	8	14	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75			
14:30	23	10	4	0	10	4	11	14	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62			
14:45	28	16	2	0	7	9	6	9	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
1 Hr	113	50	15	0	35	31	31	50	275	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	275			
15:00	34	11	1	0	8	5	6	9	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65			
15:15	29	12	2	1	11	8	15	14	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78			
15:30	25	11	5	0	7	3	6	12	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57			
15:45	30	4	0	0	11	9	11	11	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65			
1 Hr	118	38	8	1	37	25	38	46	265	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265			
16:00	33	8	5	0	9	5	8	14	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
16:15	27	8	2	0	9	4	12	11	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62			
16:30	19	6	3	0	12	7	6	15	53	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	55				
16:45	34	7	2	0	8	8	7	10	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66			
1 Hr	113	29	12	0	38	24	33	50	249	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	251			
17:00	30	6	1	0	10	13	15	11	75	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	76				
17:15	23	5	0	0	8	9	25	8	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70			
17:30	20	3	0	2	14	3	26	16	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
17:45	29	6	1	0	9	9	28	10	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82			
1 Hr	102	20	2	2	41	34	94	45	295	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	296			
18:00	34	3	0	1	7	16	30	8	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91			
18:15	24	1	4	1	5	6	26	10	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
18:30	49	1	2	0	10	14	35	12	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111			
18:45	48	5	2	0	7	10	32	9	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104			
1 Hr	155	10	8	2	29	46	123	39	373	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	373			
Total	1239	504	175	13	430	477	1340	618	4178	0	0	0	0	0	0	0	0	0	0	0	1	4	0	6	0	6	4184			







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 6  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - King William Street north										Origin : B - King William Street south										Origin : C - Abchurch Street										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Totals			
07:00	23	15	10	0	10	6	15	20	79	23	13	3	0	12	3	41	15	95	0	1	0	0	0	1	0	0	2	176		
07:15	13	12	5	3	13	9	9	21	64	12	18	9	1	12	15	50	22	117	3	3	1	0	0	0	1	1	8	189		
07:30	30	12	6	2	9	5	20	17	84	16	13	2	1	10	15	57	13	114	0	1	0	0	0	0	1	0	2	200		
07:45	29	10	2	0	12	4	18	14	75	24	15	4	0	12	28	86	16	169	1	2	0	0	0	0	3	0	6	250		
1 Hr	95	49	23	5	44	24	62	72	302	75	59	18	2	46	61	234	66	495	4	7	1	0	0	1	5	1	18	815		
08:00	23	11	5	1	7	12	34	13	93	21	12	4	0	9	31	114	13	191	0	3	0	0	0	0	1	0	4	288		
08:15	15	14	2	0	14	8	29	16	82	17	20	7	0	10	23	100	17	177	0	3	1	0	0	3	2	1	9	268		
08:30	25	9	6	0	10	8	36	16	94	19	13	7	0	8	25	108	15	180	2	1	0	0	0	0	0	0	3	277		
08:45	34	8	13	0	9	13	46	22	123	33	6	4	0	11	18	107	15	179	0	2	1	0	0	1	1	1	5	307		
1 Hr	97	42	26	1	40	41	145	67	392	90	51	22	0	38	97	429	60	727	2	9	2	0	0	4	4	2	21	1140		
09:00	20	11	5	0	11	11	33	16	91	26	13	8	1	15	12	90	24	165	2	0	0	0	0	2	1	0	5	261		
09:15	20	12	4	3	6	9	30	13	84	22	16	3	0	9	14	47	12	111	2	1	0	0	0	0	1	0	4	199		
09:30	31	10	4	2	13	8	18	19	86	20	20	4	1	10	10	37	15	102	1	4	0	0	0	0	0	0	5	193		
09:45	34	14	3	1	10	5	22	14	89	27	15	4	1	8	18	24	13	97	4	6	0	0	0	1	1	0	12	198		
1 Hr	105	47	16	6	40	33	103	62	350	95	64	19	3	42	54	198	64	475	9	11	0	0	0	3	3	0	26	851		
10:00	34	10	4	0	11	4	12	15	75	30	10	4	0	7	8	9	11	68	2	4	1	0	0	0	0	1	7	150		
10:15	24	9	2	0	11	10	8	13	64	22	19	4	1	6	12	16	11	80	1	4	0	0	0	1	0	0	6	150		
10:30	19	12	7	1	11	11	11	19	72	16	8	3	0	6	9	25	9	67	3	6	0	0	0	0	0	0	9	148		
10:45	30	16	9	0	9	2	5	18	71	24	9	3	0	9	2	10	12	57	0	2	1	0	0	0	0	1	3	131		
1 Hr	107	47	22	1	42	27	36	65	282	92	46	14	1	28	31	60	43	272	6	16	2	0	0	1	0	2	25	579		
11:00	24	10	9	0	16	6	5	25	70	19	15	6	0	9	10	6	15	65	0	1	1	0	0	0	0	1	2	137		
11:15	32	17	9	0	10	2	6	19	76	18	14	7	0	10	0	1	17	50	2	3	0	0	0	0	0	0	5	131		
11:30	23	20	9	1	11	3	6	21	73	25	17	7	0	8	2	10	15	69	3	1	0	0	0	0	0	0	4	146		
11:45	22	17	4	0	12	7	6	16	68	26	12	5	0	6	2	13	11	64	0	5	0	0	0	4	1	0	10	142		
1 Hr	101	64	31	1	49	18	23	81	287	88	58	25	0	33	14	30	58	248	5	10	1	0	0	4	1	1	21	556		
12:00	31	13	9	0	11	7	5	20	76	14	16	4	0	7	10	5	11	56	1	6	0	0	0	1	1	0	9	141		
12:15	34	21	6	0	12	13	8	18	94	20	11	6	0	9	6	12	15	64	0	2	1	0	0	1	0	1	4	162		
12:30	36	21	4	1	12	7	7	17	88	27	6	6	0	8	13	7	14	67	0	4	0	0	0	1	0	0	5	160		
12:45	36	11	8	0	10	4	10	18	79	29	13	2	0	8	6	14	10	72	2	3	1	0	0	2	0	1	8	159		
1 Hr	137	66	27	1	45	31	30	73	337	90	46	18	0	32	35	38	50	259	3	15	2	0	0	5	1	2	26	622		
13:00	30	22	6	0	9	5	8	15	80	26	11	4	0	9	8	9	13	67	2	2	0	0	0	2	1	0	7	154		
13:15	26	12	12	2	16	6	11	30	85	27	8	3	2	5	5	11	10	61	1	0	0	0	0	0	1	0	2	148		
13:30	30	20	7	1	16	6	11	24	91	28	8	7	0	10	5	9	17	67	1	0	2	0	0	0	1	2	4	162		
13:45	36	15	8	0	10	14	6	18	89	27	7	0	0	7	7	5	7	53	1	0	0	0	0	0	0	0	1	143		
1 Hr	122	69	33	3	51	31	36	87	345	108	34	14	2	31	25	34	47	248	5	2	2	0	0	2	3	2	14	607		
14:00	29	13	2	2	14	4	16	18	80	27	12	3	0	10	12	6	13	70	2	0	2	0	0	0	1	2	5	155		
14:15	34	15	4	1	10	8	10	15	82	35	12	6	0	8	6	8	14	75	1	1	0	0	0	1	0	0	3	160		
14:30	36	18	8	0	14	9	7	22	92	23	10	4	0	10	4	11	14	62	1	1	2	0	0	0	0	2	4	158		
14:45	37	10	5	1	14	8	13	20	88	28	16	2	0	7	9	6	9	68	1	1	0	0	0	0	0	0	2	158		
1 Hr	136	56	19	4	52	29	46	75	342	113	50	15	0	35	31	31	50	275	5	3	4	0	0	1	1	4	14	631		
15:00	38	12	1	0	15	7	20	16	93	34	11	1	0	8	5	6	9	65	1	2	0	0	0	0	1	0	4	162		
15:15	36	14	3	1	14	11	18	18	97	29	12	2	1	11	8	15	14	78	2	0	0	0	0	4	0	0	6	181		
15:30	44	16	3	0	14	11	18	17	106	25	11	5	0	7	3	6	12	57	0	5	0	0	0	1	0	0	6	169		
15:45	38	16	3	1	10	16	18	14	102	30	4	0	0	11	9	11	11	65	2	1	1	0	0	0	0	1	4	171		
1 Hr	156	58	10	2	53	45	74	65	398	118	38	8	1	37	25	38	46	265	5	8	1	0	0	5	1	1	20	683		
16:00	40	14	1	1	10	12	30	12	108	33	8	5	0	9	5	8	14	68	1	2	0	0	0	0	0	0	3	179		
16:15	33	17	0	2	11	5	15	13	83	27	8	2	0	9	4	12	11	62	3	1	1	0	0	0	0	1	5	150		
16:30	36	11	2	1	15	9	18	18	92	19	6	3	0	12	7	8	15	55	0	1	0	0	0	0	1	0	2	149		
16:45	39	13	3	0	13	8	28	16	104	34	7	2	0	8	8	7	10	66	1	0	2	0	0	0	0	2	3	173		
1 Hr	148	55	6	4	49	34	91	59	387	113	29	12	0	38	24	35	50	251	5	4	3	0	0	0	1	3	13	651		
17:00	40	8	2	0	16	22	40	18	128	30	6	1	0	10	14	15	11	76	2	0	0	0	0	2	0	0	4	208		
17:15	45	10	2	0	11	23	61	13	152	23	5	0	0	8	9	25	8	70	2	0	2	0	0	2	3	2	9	231		
17:30	42	13	0	0	13	16	85	13	169	20	3	0	2	14	3	26	16	68	0	0	0	0	0	0	0	0	0	237		
17:45	41	5	0	0	14	28	82	14	170	29	6	1	0	9	9	28	10	82	2	0	0	0	0	0	2	0	4	256		
1 Hr	168	36	4	0	54	89	268	58	619	102	20	2	2	41	35	94	45	296	6	0	2	0	0	4	5	2	17	932		
18:00	28	6	0	0	10	21	71	10	136	34	3	0	1	7	16	30	8	91	0	1	0	0	0	1	3	0	5	232		
18:15	43	6	2	0	16	19	69	18	155	24	1	4	1	5	6	26	10	67	1	0	0	0	0	2	1	0	4	226		
18:30	48	6	1	1	10	15	68	12	149	49	1	2	0	10	14	35	12	111	0	0	0	0	0	1	4	0	5	265		
18:45	50	6	1	1	6	17	68	8	149	48	5	2	0	7	10	32	9	104	3	0	0	0	0	1	1	0	5	258		
1 Hr	169	24	4	2	42	72	276	48	589	155	10	8	2	29	46	123	39	373	4	1	0	0	0	5	9	0	19	981		
Total																														





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - King William Street north

Destination : A - King William Street north										Destination : B - Nicholas Lane										Destination : C - King William Street south										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	23	15	10	0	10	6	14	20	78	79		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	14	14	5	3	13	9	9	21	67	68		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	12	6	2	9	5	20	17	84	84		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	29	11	2	0	12	4	18	14	76	78		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	96	52	23	5	44	24	61	72	305	309		
08:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	2	22	12	4	1	7	12	33	12	91	93		
08:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	15	13	2	0	14	8	30	16	82	83		
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	25	9	6	0	10	7	36	16	93	94		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	34	8	14	0	9	13	45	23	123	124		
1 Hr	0	0	0	0	0	0	0	0	0	1	1	0	0	1	2	1	5	5	96	42	26	1	40	40	144	67	389	394		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	20	11	5	0	11	11	33	16	91	92		
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	20	11	4	3	6	9	30	13	83	84		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	11	4	2	13	8	18	19	87	87		
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	15	3	1	10	5	23	14	91	91		
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	105	48	16	6	40	33	104	62	352	354		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	11	4	0	11	4	12	15	77	77		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	10	2	0	11	10	8	13	65	65		
10:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	2	19	14	5	1	11	11	11	17	72	74		
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	16	9	0	9	2	5	18	70	70		
1 Hr	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	2	107	51	20	1	42	27	36	63	284	286		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	23	10	9	0	16	6	4	25	68	69		
11:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	32	17	9	0	10	2	6	19	76	77		
11:30	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	22	20	9	1	11	3	6	21	72	73		
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	18	4	0	12	7	6	16	68	68		
1 Hr	1	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	2	2	98	65	31	1	49	18	22	81	284	287		
12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	31	14	9	0	11	6	5	20	76	78		
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	21	6	0	12	13	8	18	94	94		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	22	4	1	12	7	7	17	88	88		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	13	8	0	10	4	10	18	80	80		
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	2	135	70	27	1	45	30	30	73	338	340		
13:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30	21	6	0	9	5	8	15	79	80		
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	12	12	2	16	6	11	30	84	84		
13:30	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	29	19	7	1	16	6	12	24	90	92		
13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	36	14	8	0	10	14	6	18	88	89		
1 Hr	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	120	66	33	3	51	31	37	87	341	345		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	13	2	2	14	4	16	18	81	81		
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	15	4	1	10	8	10	15	82	82		
14:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	36	16	8	0	14	9	7	22	90	92		
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	11	5	1	14	8	13	20	89	89		
1 Hr	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2	137	55	19	4	52	29	46	75	342	344		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	38	13	1	0	15	7	20	16	94	95		
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	14	3	1	14	11	18	18	97	97		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	17	3	0	14	12	17	17	107	107		
15:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	38	15	4	1	10	15	18	15	101	102		
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2	2	156	59	11	2	53	45	73	66	399	401		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	14	1	1	10	12	30	12	109	109		
16:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	33	17	0	2	11	5	15	13	83	84		
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	11	2	1	15	9	18	18	91	91		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	13	4	0	13	8	28	17	105	105		
1 Hr	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	148	55	7	4	49	34	91	60	388	389		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	8	2	0	16	22	40	18	128	128		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	10	4	0	11	23	62	15	155	155		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	13	0	0	13	16	85	13	169	169		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	5	0	0	14	28	83	14	170	170		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	36	6	0	54	89	270	60	622	622		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	7	0	0	10	21	72	10	138	138		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	6	2	0	16	20	70	18	157	157		
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	6	1	1	10	15	69	12	149	149		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	6	1	1	6	17	68	8	150	150		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	25	4	2	42	73	279	48	594	594		
Total	2	1	0	0	0	0	0	3	2	9	2	0	0	4	7	2	24	24	1534	624	223	30	561	473	1193	814	4638	4665		





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - King William Street south

Destination : A - King William Street north										Destination : B - Nicholas Lane										Destination : C - King William Street south										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	23	13	3	0	12	3	41	15	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95				
07:15	12	18	9	1	12	15	50	22	117	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	120			
07:30	16	13	2	1	10	15	57	13	114	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	117			
07:45	24	15	4	0	12	28	86	16	169	0	0	1	0	0	0	4	1	5	0	0	0	0	0	0	0	0	174			
1 Hr	75	59	18	2	46	61	234	66	495	0	0	1	0	0	0	10	1	11	0	0	0	0	0	0	0	0	506			
08:00	21	12	4	0	9	31	113	13	190	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	193			
08:15	17	20	7	0	10	23	100	17	177	0	2	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	181			
08:30	19	13	7	0	8	25	108	15	180	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	182			
08:45	33	6	4	0	11	18	107	15	179	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	182			
1 Hr	90	51	22	0	38	97	428	60	726	3	3	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	738			
09:00	26	13	8	1	15	12	90	24	165	0	1	0	0	0	1	1	0	3	0	0	0	0	0	0	0	0	168			
09:15	22	16	3	0	9	14	47	12	111	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	1	112			
09:30	20	20	4	1	10	10	37	15	102	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	104			
09:45	27	15	4	1	8	18	24	13	97	0	1	1	0	0	1	0	1	3	0	0	0	0	0	0	0	0	100			
1 Hr	95	64	19	3	42	54	198	64	475	0	3	2	0	0	2	1	2	8	0	1	0	0	0	0	0	1	484			
10:00	30	10	4	0	7	8	9	11	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
10:15	22	19	4	1	6	12	16	11	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80			
10:30	16	8	3	0	6	9	25	9	67	0	4	0	0	0	0	1	0	5	0	0	0	0	0	0	0	0	72			
10:45	24	9	3	0	9	2	10	12	57	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	58			
1 Hr	92	46	14	1	28	31	60	43	272	0	5	0	0	0	0	1	0	6	0	0	0	0	0	0	0	0	278			
11:00	19	15	6	0	9	10	6	15	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65			
11:15	18	14	7	0	10	0	1	17	50	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	51			
11:30	24	17	7	0	8	2	10	15	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
11:45	26	12	5	0	6	2	13	11	64	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	66			
1 Hr	87	58	25	0	33	14	30	58	247	0	2	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	250			
12:00	14	15	4	0	7	10	5	11	55	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	57			
12:15	20	11	6	0	9	6	12	15	64	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	65			
12:30	27	6	6	0	8	13	7	14	67	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	70			
12:45	29	13	2	0	8	6	14	10	72	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	73			
1 Hr	90	45	18	0	32	35	38	50	258	0	5	0	0	0	2	0	0	7	0	0	0	0	0	0	0	0	265			
13:00	26	10	4	0	9	8	9	13	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66			
13:15	27	8	3	2	5	5	11	10	61	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	63			
13:30	27	8	7	0	10	5	9	17	66	0	1	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	68			
13:45	27	7	0	0	7	7	5	7	53	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	54			
1 Hr	107	33	14	2	31	25	34	47	246	1	1	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	251			
14:00	27	12	3	0	10	12	6	13	70	1	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	74			
14:15	35	12	6	0	8	6	8	14	75	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	78			
14:30	23	10	4	0	10	4	11	14	62	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	63			
14:45	28	16	2	0	7	9	6	9	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
1 Hr	113	50	15	0	35	31	31	50	275	2	3	0	0	0	0	1	0	6	0	2	0	0	0	0	0	2	283			
15:00	34	11	1	0	8	5	6	9	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65			
15:15	29	12	2	1	11	8	15	14	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78			
15:30	25	11	5	0	7	3	6	12	57	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	58			
15:45	30	4	0	0	11	9	11	11	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65			
1 Hr	118	38	8	1	37	25	38	46	265	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	266			
16:00	33	8	5	0	9	5	8	14	68	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	70			
16:15	27	8	2	0	9	4	12	11	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62			
16:30	19	6	3	0	12	7	8	15	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55			
16:45	34	7	2	0	8	8	7	10	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66			
1 Hr	113	29	12	0	38	24	35	50	251	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	253			
17:00	30	6	1	0	10	14	15	11	76	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	77			
17:15	23	5	0	0	8	9	25	8	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70			
17:30	20	3	0	2	14	3	26	16	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68			
17:45	29	6	1	0	9	9	28	10	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82			
1 Hr	102	20	2	2	41	35	94	45	296	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	297			
18:00	34	3	0	1	7	16	30	8	91	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	92			
18:15	24	1	4	1	5	6	26	10	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67			
18:30	49	1	2	0	10	14	35	12	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111			
18:45	48	5	2	0	7	10	32	9	104	1	1	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	107			
1 Hr	155	10	8	2	29	46	123	39	373	1	2	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	377			
Total	1237	503	175	13	430	478	1343	618	4179	7	28	3	0	0	5	23	3	66	0	3	0	0	0	0	0	0	4248			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - King William Street north										Origin : B - Nicholas Lane										Origin : C - King William Street south										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	23	15	10	0	10	7	14	20	79	0	0	0	0	0	0	0	0	0	23	13	3	0	12	3	41	15	95	174		
07:15	14	14	5	3	13	9	10	21	68	0	0	0	0	0	0	0	0	0	12	18	9	1	12	15	53	22	120	188		
07:30	30	12	6	2	9	5	20	17	84	0	0	0	0	0	0	0	0	0	16	13	2	1	10	15	60	13	117	201		
07:45	29	11	2	0	12	4	20	14	78	0	0	0	1	0	0	0	0	1	24	15	5	0	12	28	90	17	174	253		
1 Hr	96	52	23	5	44	25	64	72	309	0	0	0	1	0	0	0	1	1	75	59	19	2	46	61	244	67	506	816		
08:00	22	12	5	1	7	12	34	13	93	0	0	1	0	0	0	0	1	1	21	12	4	0	9	31	116	13	193	288		
08:15	15	14	2	0	14	8	30	16	83	0	0	0	0	0	0	0	0	0	17	22	7	0	10	23	102	17	181	264		
08:30	25	9	6	0	10	8	36	16	94	0	0	0	0	0	0	0	0	0	19	14	7	0	8	25	109	15	182	276		
08:45	34	8	14	0	9	13	46	23	124	0	0	0	0	0	0	0	0	0	36	6	4	0	11	18	107	15	182	306		
1 Hr	96	43	27	1	40	41	146	68	394	0	0	1	0	0	0	1	1	2	93	54	22	0	38	97	434	60	738	1134		
09:00	20	11	5	0	11	12	33	16	92	0	0	0	0	0	0	0	0	0	26	14	8	1	15	13	91	24	168	260		
09:15	20	12	4	3	6	9	30	13	84	0	0	0	0	0	0	0	0	0	22	17	3	0	9	14	47	12	112	196		
09:30	31	11	4	2	13	8	18	19	87	0	0	0	0	0	0	0	0	0	20	21	5	1	10	10	37	16	104	191		
09:45	34	15	3	1	10	5	23	14	91	0	0	0	0	0	0	0	0	0	27	16	5	1	8	19	24	14	100	191		
1 Hr	105	49	16	6	40	34	104	62	354	0	0	0	0	0	0	0	0	0	95	68	21	3	42	56	199	66	484	838		
10:00	35	11	4	0	11	4	12	15	77	0	0	0	0	0	0	0	0	0	30	10	4	0	7	8	9	11	68	145		
10:15	24	10	2	0	11	10	8	13	65	0	0	0	0	0	0	1	0	1	22	19	4	1	6	12	16	11	80	146		
10:30	20	14	6	1	11	11	11	18	74	0	0	0	0	0	0	0	0	0	16	12	3	0	6	9	26	9	72	146		
10:45	29	16	9	0	9	2	5	18	70	0	0	0	0	0	0	0	0	0	24	10	3	0	9	2	10	12	58	128		
1 Hr	108	51	21	1	42	27	36	64	286	0	0	0	0	0	0	1	0	1	92	51	14	1	28	31	61	43	278	565		
11:00	23	10	9	0	16	6	5	25	69	0	0	0	0	0	0	0	0	0	19	15	6	0	9	10	6	15	65	134		
11:15	32	18	9	0	10	2	6	19	77	0	0	0	0	0	0	0	0	0	18	15	7	0	10	0	1	17	51	128		
11:30	23	20	9	1	11	3	6	21	73	0	0	0	0	0	0	0	0	0	24	17	7	0	8	2	10	15	68	141		
11:45	21	18	4	0	12	7	6	16	68	0	0	0	0	0	0	0	0	0	26	13	5	0	6	3	13	11	66	134		
1 Hr	99	66	31	1	49	18	23	81	287	0	0	0	0	0	0	0	0	0	87	60	25	0	33	15	30	58	250	537		
12:00	31	15	9	0	11	7	5	20	78	0	1	0	0	0	0	0	0	0	14	15	4	0	7	12	5	11	57	136		
12:15	34	21	6	0	12	13	8	18	94	0	0	0	0	0	0	0	0	0	20	12	6	0	9	6	12	15	65	159		
12:30	35	22	4	1	12	7	7	17	88	0	0	0	0	0	0	0	0	0	27	9	6	0	8	13	7	14	70	158		
12:45	35	13	8	0	10	4	10	18	80	0	0	0	0	0	0	0	0	0	29	14	2	0	8	6	14	10	73	153		
1 Hr	135	71	27	1	45	31	30	73	340	0	1	0	0	0	0	0	0	1	90	50	18	0	32	37	38	50	265	606		
13:00	30	22	6	0	9	5	8	15	80	0	0	0	0	0	0	0	0	0	26	10	4	0	9	8	9	13	66	146		
13:15	25	12	12	2	16	6	11	30	84	0	0	0	0	0	0	0	0	0	28	8	3	2	5	5	12	10	63	147		
13:30	30	20	7	1	16	6	12	24	92	0	0	0	0	0	0	0	0	0	27	9	7	0	10	5	10	17	68	160		
13:45	36	15	8	0	10	14	6	18	89	0	0	0	0	0	0	0	0	0	27	7	0	0	7	7	6	7	54	143		
1 Hr	121	69	33	3	51	31	37	87	345	0	0	0	0	0	0	0	0	0	108	34	14	2	31	25	37	47	251	596		
14:00	30	13	2	2	14	4	16	18	81	0	0	0	0	0	0	0	0	0	28	15	3	0	10	12	6	13	74	155		
14:15	34	15	4	1	10	8	10	15	82	0	0	0	0	0	0	0	0	0	36	14	6	0	8	6	8	14	78	160		
14:30	36	18	8	0	14	9	7	22	92	0	0	0	0	0	0	0	0	0	23	10	4	0	10	4	12	14	63	155		
14:45	37	11	5	1	14	8	13	20	89	0	0	0	0	0	0	0	0	0	28	16	2	0	7	9	6	9	68	157		
1 Hr	137	57	19	4	52	29	46	75	344	0	0	0	0	0	0	0	0	0	115	55	15	0	35	31	32	50	283	627		
15:00	38	13	1	0	15	7	21	16	95	0	0	0	0	0	0	0	0	0	34	11	1	0	8	5	6	9	65	160		
15:15	36	14	3	1	14	11	18	18	97	0	0	0	0	0	0	0	0	0	29	12	2	1	11	8	15	14	78	175		
15:30	44	17	3	0	14	12	17	17	107	0	0	0	0	0	0	2	0	2	25	12	5	0	7	3	6	12	58	167		
15:45	38	16	4	1	10	15	18	15	102	0	0	0	0	0	0	0	0	0	30	4	0	0	11	9	11	11	65	167		
1 Hr	156	60	11	2	53	45	74	66	401	0	0	0	0	0	0	2	0	2	118	39	8	1	37	25	38	46	266	669		
16:00	41	14	1	1	10	12	30	12	109	0	0	0	0	0	0	0	0	0	33	10	5	0	9	5	8	14	70	179		
16:15	34	17	0	2	11	5	15	13	84	0	0	0	0	0	1	0	0	1	27	8	2	0	9	4	12	11	62	147		
16:30	35	11	2	1	15	9	18	18	91	0	0	0	0	0	0	0	0	0	19	6	3	0	12	7	8	15	55	146		
16:45	39	13	4	0	13	8	28	17	105	0	0	0	0	0	0	1	0	1	34	7	2	0	8	8	7	10	66	172		
1 Hr	149	55	7	4	49	34	91	60	389	0	0	0	0	0	1	1	0	2	113	31	12	0	38	24	35	50	253	644		
17:00	40	8	2	0	16	22	40	18	128	0	0	0	0	0	0	1	0	1	30	7	1	0	10	14	15	11	77	206		
17:15	45	10	4	0	11	23	62	15	155	0	0	0	0	0	0	1	0	1	23	5	0	0	8	9	25	8	70	226		
17:30	42	13	0	0	13	16	85	13	169	0	0	0	0	0	0	0	0	0	20	3	0	2	14	3	26	16	68	237		
17:45	40	5	0	0	14	28	83	14	170	0	0	0	0	0	0	2	0	2	29	6	1	0	9	9	28	10	82	254		
1 Hr	167	36	6	0	54	89	270	60	622	0	0	0	0	0	0	4	0	4	102	21	2	2	41	35	94	45	297	923		
18:00	28	7	0	0	10	21	72	10	138	0	0	0	0	0	1	1	0	2	34	4	0	1	7	16	30	8	92	232		
18:15	43	6	2	0	16	20	70	18	157	0	0	0	0	0	0	0	0	0	24	1	4	1	5	6	26	10	67	224		
18:30	47	6	1	1	10	15	69	12	149	0	0	0	0	0	0	0	0	0	49	1	2	0	10	14	35	12	111	260		
18:45	51	6	1	1	6	17	68	8	150	0	0	0	0	0	0	0	0	0	49	6	2	0	7	10	33	9	107	257		
1 Hr	169	25	4	2	42	73	279	48	594	0	0	0	0	0	1	1	0	2	156	12	8	2	29	46	124	39	377	973		
Total	1538	63																												



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - King William Street north										Destination : B - Nicholas Lane										Destination : C - King William Street south										Dest
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Totals			
07:00	23	13	3	0	12	3	41	15	95	0	0	0	0	0	1	0	0	1	23	15	10	0	10	6	14	20	78	174		
07:15	12	18	9	1	12	15	50	22	117	0	0	0	0	0	0	4	0	0	14	14	5	3	13	9	9	21	67	188		
07:30	16	13	2	1	10	15	57	13	114	0	0	0	0	0	0	3	0	0	30	30	12	6	2	9	5	20	17	84	201	
07:45	24	15	4	0	12	28	86	16	169	0	0	1	0	0	0	6	1	0	7	29	11	2	1	12	4	18	15	77	253	
1 Hr	75	59	18	2	46	61	234	66	495	0	0	1	0	0	1	13	1	0	15	96	52	23	6	44	24	61	73	306	816	
08:00	21	12	4	0	9	31	114	13	191	0	0	1	0	0	0	4	1	0	5	22	12	5	1	7	12	33	13	92	288	
08:15	17	20	7	0	10	23	100	17	177	0	3	0	0	0	0	2	0	0	5	15	13	2	0	14	8	30	16	82	264	
08:30	19	13	7	0	8	25	108	15	180	0	1	0	0	0	1	1	0	0	25	9	6	0	10	7	36	16	93	276		
08:45	33	6	4	0	11	18	107	15	179	3	0	0	0	0	0	1	0	0	34	8	14	0	9	13	45	23	123	306		
1 Hr	90	51	22	0	38	97	429	60	727	3	4	1	0	0	1	8	1	0	17	96	42	27	1	40	40	144	68	390	1134	
09:00	26	13	8	1	15	12	90	24	165	0	1	0	0	0	2	1	0	0	20	11	5	0	11	11	33	16	91	260		
09:15	22	16	3	0	9	14	47	12	111	0	1	0	0	0	0	0	0	0	20	12	4	3	6	9	30	13	84	196		
09:30	20	20	4	1	10	10	37	15	102	0	1	1	0	0	0	0	0	1	2	31	11	4	2	13	8	18	19	87	191	
09:45	27	15	4	1	8	18	24	13	97	0	1	1	0	0	1	0	1	0	3	34	15	3	1	10	5	23	14	91	191	
1 Hr	95	64	19	3	42	54	198	64	475	0	4	2	0	0	3	1	2	10	105	49	16	6	40	33	104	62	353	838		
10:00	30	10	4	0	7	8	9	11	68	0	0	0	0	0	0	0	0	0	35	11	4	0	11	4	12	15	77	145		
10:15	22	19	4	1	6	12	16	11	80	0	0	0	0	0	0	0	0	0	24	10	2	0	11	10	9	13	66	146		
10:30	16	8	3	0	6	9	25	9	67	1	4	1	0	0	0	1	1	7	19	14	5	1	11	11	11	17	72	146		
10:45	24	9	3	0	9	2	10	12	57	0	1	0	0	0	0	0	0	1	29	16	9	0	9	2	5	18	70	128		
1 Hr	92	46	14	1	28	31	60	43	272	1	5	1	0	0	0	1	1	8	107	51	20	1	42	27	37	63	285	565		
11:00	19	15	6	0	9	10	6	15	65	0	0	0	0	0	0	1	0	0	23	10	9	0	16	6	4	25	68	134		
11:15	18	14	7	0	10	0	1	17	50	0	2	0	0	0	0	0	0	2	32	17	9	0	10	2	6	19	76	128		
11:30	25	17	7	0	8	2	10	15	69	0	0	0	0	0	0	0	0	0	22	20	9	1	11	3	6	21	72	141		
11:45	26	12	5	0	6	2	13	11	64	0	1	0	0	0	1	0	0	2	21	18	4	0	12	7	6	16	68	134		
1 Hr	88	58	25	0	33	14	30	58	248	0	3	0	0	0	1	1	0	5	98	65	31	1	49	18	22	81	284	537		
12:00	14	16	4	0	7	10	5	11	56	0	1	0	0	0	3	0	0	4	31	14	9	0	11	6	5	20	76	136		
12:15	20	11	6	0	9	6	12	15	64	0	1	0	0	0	0	0	0	1	34	21	6	0	12	13	8	18	94	159		
12:30	27	6	6	0	8	13	7	14	67	0	3	0	0	0	0	0	0	3	35	22	4	1	12	7	7	17	88	158		
12:45	29	13	2	0	8	6	14	10	72	0	1	0	0	0	0	0	0	1	35	13	8	0	10	4	10	18	80	153		
1 Hr	90	46	18	0	32	35	38	50	259	0	6	0	0	0	3	0	0	9	135	70	27	1	45	30	30	73	338	606		
13:00	26	11	4	0	9	8	9	13	67	0	0	0	0	0	0	0	0	0	30	21	6	0	9	5	8	15	79	146		
13:15	27	8	3	2	5	5	11	10	61	1	0	0	0	0	0	1	0	2	25	12	12	2	16	6	11	30	84	147		
13:30	28	8	7	0	10	5	9	17	67	0	2	0	0	0	0	1	0	3	29	19	7	1	16	6	12	24	90	160		
13:45	27	7	0	0	7	7	5	7	53	0	1	0	0	0	0	1	0	2	36	14	8	0	10	14	6	18	88	143		
1 Hr	108	34	14	2	31	25	34	47	248	1	3	0	0	0	0	3	0	7	120	66	33	3	51	31	37	87	341	596		
14:00	27	12	3	0	10	12	6	13	70	1	1	0	0	0	0	0	0	2	30	15	2	2	14	4	16	18	83	155		
14:15	35	12	6	0	8	6	8	14	75	1	2	0	0	0	0	0	0	3	34	15	4	1	10	8	10	15	82	160		
14:30	23	10	4	0	10	4	11	14	62	0	2	0	0	0	0	1	0	3	36	16	8	0	14	9	7	22	90	155		
14:45	28	16	2	0	7	9	6	9	68	0	0	0	0	0	0	0	0	0	37	11	5	1	14	8	13	20	89	157		
1 Hr	113	50	15	0	35	31	31	50	275	2	5	0	0	0	0	1	0	8	137	57	19	4	52	29	46	75	344	627		
15:00	34	11	1	0	8	5	6	9	65	0	0	0	0	0	0	1	0	1	38	13	1	0	15	7	20	16	94	160		
15:15	29	12	2	1	11	8	15	14	78	0	0	0	0	0	0	0	0	0	36	14	3	1	14	11	18	18	97	175		
15:30	25	11	5	0	7	3	6	12	57	0	1	0	0	0	0	0	0	1	44	17	3	0	14	12	19	17	109	167		
15:45	30	4	0	0	11	9	11	11	65	0	1	0	0	0	0	0	0	1	38	15	4	1	10	15	18	15	101	167		
1 Hr	118	38	8	1	37	25	38	46	265	0	2	0	0	0	0	1	0	3	156	59	11	2	53	45	75	66	401	669		
16:00	33	8	5	0	9	5	8	14	68	0	2	0	0	0	0	0	0	2	41	14	1	1	10	12	30	12	109	179		
16:15	27	8	2	0	9	4	12	11	62	1	0	0	0	0	0	0	0	1	33	17	0	2	11	6	15	13	84	147		
16:30	19	6	3	0	12	7	8	15	55	0	0	0	0	0	0	0	0	0	35	11	2	1	15	9	18	18	91	146		
16:45	34	7	2	0	8	8	7	10	66	0	0	0	0	0	0	0	0	0	39	13	4	0	13	8	29	17	106	172		
1 Hr	113	29	12	0	38	24	35	50	251	1	2	0	0	0	0	0	0	3	148	55	7	4	49	35	92	60	390	644		
17:00	30	6	1	0	10	14	15	11	76	0	1	0	0	0	0	0	0	1	40	8	2	0	16	22	41	18	129	206		
17:15	23	5	0	0	8	9	25	8	70	0	0	0	0	0	0	0	0	0	45	10	4	0	11	23	63	15	156	226		
17:30	20	3	0	2	14	3	26	16	68	0	0	0	0	0	0	0	0	0	42	13	0	0	13	16	85	13	169	237		
17:45	29	6	1	0	9	9	28	10	82	0	0	0	0	0	0	0	0	0	40	5	0	0	14	28	85	14	172	254		
1 Hr	102	20	2	2	41	35	94	45	296	0	1	0	0	0	0	0	0	1	167	36	6	0	54	89	274	60	626	923		
18:00	34	3	0	1	7	16	30	8	91	0	1	0	0	0	0	0	0	1	28	7	0	0	10	22	73	10	140	232		
18:15	24	1	4	1	5	6	26	10	67	0	0	0	0	0	0	0	0	0	43	6	2	0	16	20	70	18	157	224		
18:30	49	1	2	0	10	14	35	12	111	0	0	0	0	0	0	0	0	0	47	6	1	1	10	15	69	12	149	260		
18:45	48	5	2	0	7	10	32	9	104	1	1	0	0	0	0	1	0	3	51	6	1	1	6	17	68	8	150	257		
1 Hr	155	10	8	2	29	46	123	39	373	1	2	0	0	0	0	1	0	4	169	25	4	2	42	74	280					





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 8  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - King William Street north

	Destination : A - King William Street north									Destination : B - King William Street south									Destination : C - King William Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	23	15	10	0	10	6	14	20	78	0	0	0	0	0	0	0	0	78	
07:15	0	0	0	0	0	0	0	0	0	13	14	4	3	13	9	9	20	65	1	0	1	0	0	0	0	1	2	67
07:30	0	0	0	0	0	0	0	0	0	30	11	5	2	9	5	19	16	81	0	1	1	0	0	0	1	1	3	84
07:45	0	0	0	0	0	0	0	0	0	28	11	2	1	12	4	18	15	76	1	0	0	0	0	0	0	0	1	77
1 Hr	0	0	0	0	0	0	0	0	0	94	51	21	6	44	24	60	71	300	2	1	2	0	0	0	1	2	6	306
08:00	0	0	0	0	0	0	0	0	0	22	12	5	1	7	12	33	13	92	0	0	0	0	0	0	0	0	0	92
08:15	0	0	0	0	0	0	0	0	0	15	13	2	0	14	7	29	16	80	0	0	0	0	0	1	1	0	2	82
08:30	0	0	0	0	0	0	0	0	0	25	9	6	0	10	5	32	16	87	0	0	0	0	0	2	4	0	6	93
08:45	0	0	0	0	0	0	0	0	0	34	8	14	0	9	13	44	23	122	0	0	0	0	0	0	1	0	1	123
1 Hr	0	0	0	0	0	0	0	0	0	96	42	27	1	40	37	138	68	381	0	0	0	0	0	3	6	0	9	390
09:00	0	0	0	0	0	0	0	0	0	20	11	5	0	11	10	33	16	90	0	0	0	0	0	1	0	0	1	91
09:15	0	0	0	0	0	0	0	0	0	20	12	4	3	6	9	29	13	83	0	0	0	0	0	0	1	0	1	84
09:30	0	0	0	0	0	0	0	0	0	30	11	4	2	13	8	18	19	86	1	0	0	0	0	0	0	0	1	87
09:45	0	0	0	0	0	0	0	0	0	34	15	3	1	10	5	23	14	91	0	0	0	0	0	0	0	0	0	91
1 Hr	0	0	0	0	0	0	0	0	0	104	49	16	6	40	32	103	62	350	1	0	0	0	0	1	1	0	3	353
10:00	0	0	0	0	0	0	0	0	0	35	11	4	0	11	4	12	15	77	0	0	0	0	0	0	0	0	0	77
10:15	0	0	0	0	0	0	0	0	0	24	10	2	0	11	10	9	13	66	0	0	0	0	0	0	0	0	0	66
10:30	0	0	0	0	0	0	0	0	0	19	14	5	1	11	11	11	17	72	0	0	0	0	0	0	0	0	0	72
10:45	0	0	0	0	0	0	0	0	0	29	16	8	0	9	2	5	17	69	0	0	1	0	0	0	0	1	1	70
1 Hr	0	0	0	0	0	0	0	0	0	107	51	19	1	42	27	37	62	284	0	0	1	0	0	0	0	1	1	285
11:00	0	0	0	0	0	0	0	0	0	22	9	9	0	16	6	4	25	66	1	1	0	0	0	0	0	0	2	68
11:15	0	0	0	0	0	0	0	0	0	32	17	9	0	10	1	6	19	75	0	0	0	0	0	1	0	0	1	76
11:30	0	0	0	0	0	0	0	0	0	22	19	8	1	11	2	6	20	69	0	1	1	0	0	1	0	1	3	72
11:45	0	0	0	0	0	0	0	0	0	20	18	4	0	12	6	6	16	66	1	0	0	0	0	1	0	0	2	68
1 Hr	0	0	0	0	0	0	0	0	0	96	63	30	1	49	15	22	80	276	2	2	1	0	0	3	0	1	8	284
12:00	0	0	0	0	0	0	0	0	0	31	14	9	0	11	6	5	20	76	0	0	0	0	0	0	0	0	0	76
12:15	0	0	0	0	0	0	0	0	0	32	21	6	0	12	13	8	18	92	2	0	0	0	0	0	0	0	2	94
12:30	0	0	0	0	0	0	0	0	0	33	22	4	1	12	7	7	17	86	2	0	0	0	0	0	0	0	2	88
12:45	0	0	0	0	0	0	0	0	0	35	13	8	0	10	4	10	18	80	0	0	0	0	0	0	0	0	0	80
1 Hr	0	0	0	0	0	0	0	0	0	131	70	27	1	45	30	30	73	334	4	0	0	0	0	0	0	0	4	338
13:00	0	0	0	0	0	0	0	0	0	30	21	6	0	9	5	8	15	79	0	0	0	0	0	0	0	0	0	79
13:15	0	0	0	0	0	0	0	0	0	25	12	12	2	16	6	11	30	84	0	0	0	0	0	0	0	0	0	84
13:30	0	0	0	0	0	0	0	0	0	29	19	7	1	16	6	12	24	90	0	0	0	0	0	0	0	0	0	90
13:45	0	0	0	0	0	0	0	0	0	36	13	8	0	10	14	6	18	87	0	1	0	0	0	0	0	0	1	88
1 Hr	0	0	0	0	0	0	0	0	0	120	65	33	3	51	31	37	87	340	0	1	0	0	0	0	0	0	1	341
14:00	0	0	0	0	0	0	0	0	0	30	12	2	2	14	3	15	18	78	0	3	0	0	0	1	1	0	5	83
14:15	0	0	0	0	0	0	0	0	0	34	14	4	1	10	8	10	15	81	0	1	0	0	0	0	0	0	1	82
14:30	0	0	0	0	0	0	0	0	0	36	16	8	0	14	9	7	22	90	0	0	0	0	0	0	0	0	0	90
14:45	0	0	0	0	0	0	0	0	0	35	11	5	1	14	8	12	20	86	2	0	0	0	0	0	1	0	3	89
1 Hr	0	0	0	0	0	0	0	0	0	135	53	19	4	52	28	44	75	335	2	4	0	0	0	1	2	0	9	344
15:00	0	0	0	0	0	0	0	0	0	37	13	1	0	15	7	18	16	91	1	0	0	0	0	0	2	0	3	94
15:15	0	0	0	0	0	0	0	0	0	36	14	1	1	14	11	18	16	95	0	0	2	0	0	0	0	2	2	97
15:30	0	0	0	0	0	0	0	0	0	44	17	3	0	14	11	19	17	108	0	0	0	0	0	1	0	0	1	109
15:45	0	0	0	0	0	0	0	0	0	37	15	4	1	10	15	18	15	100	1	0	0	0	0	0	0	0	1	101
1 Hr	0	0	0	0	0	0	0	0	0	154	59	9	2	53	44	73	64	394	2	0	2	0	0	1	2	2	7	401
16:00	0	0	0	0	0	0	0	0	0	41	14	1	1	10	12	30	12	109	0	0	0	0	0	0	0	0	0	109
16:15	0	0	0	0	0	0	0	0	0	32	17	0	2	11	6	14	13	82	1	0	0	0	0	0	1	0	2	84
16:30	0	0	0	0	0	0	0	0	0	35	11	2	1	15	8	18	18	90	0	0	0	0	0	1	0	0	1	91
16:45	0	0	0	0	0	0	0	0	0	39	11	4	0	13	8	29	17	104	0	2	0	0	0	0	0	0	2	106
1 Hr	0	0	0	0	0	0	0	0	0	147	53	7	4	49	34	91	60	385	1	2	0	0	0	1	1	0	5	390
17:00	0	0	0	0	0	0	0	0	0	40	7	1	0	16	22	40	17	126	0	1	1	0	0	0	1	1	3	129
17:15	0	0	0	0	0	0	0	0	0	44	10	4	0	11	23	61	15	153	1	0	0	0	0	0	2	0	3	156
17:30	0	0	0	0	0	0	0	0	0	41	13	0	0	13	16	84	13	167	1	0	0	0	0	0	1	0	2	169
17:45	0	0	0	0	0	0	0	0	0	39	4	0	0	14	28	85	14	170	1	1	0	0	0	0	0	0	2	172
1 Hr	0	0	0	0	0	0	0	0	0	164	34	5	0	54	89	270	59	616	3	2	1	0	0	0	4	1	10	626
18:00	0	0	0	0	0	0	0	0	0	27	7	0	0	10	21	72	10	137	1	0	0	0	0	1	1	0	3	140
18:15	0	0	0	0	0	0	0	0	0	43	6	2	0	16	19	70	18	156	0	0	0	0	0	1	0	0	1	157
18:30	0	0	0	0	0	0	0	0	0	46	6	1	1	10	15	68	12	147	1	0	0	0	0	0	1	0	2	149
18:45	0	0	0	0	0	0	0	0	0	51	6	1	1	6	16	66	8	147	0	0	0	0	0	1	2	0	3	150
1 Hr	0	0	0	0	0	0	0	0	0	167	25	4	2	42	71	276	48	587	2	0	0	0	0	3	4	0	9	596
Total	0	0	0	0	0	0	0	0	0	1515	615	217	31	561	462	1181	809	4582	19	12	7	0	0	13	21	7	72	4654





ORIGIN SUMMARY

	Origin : A - King William Street north									Origin : B - King William Street south									Origin : C - King William Street south									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	23	15	10	0	10	6	14	20	78	23	13	3	0	12	3	41	15	95	0	1	0	0	0	0	0	0	1	174
07:15	14	14	5	3	13	9	9	21	67	12	18	9	0	12	15	53	21	119	1	0	0	1	0	0	0	1	2	188
07:30	30	12	6	2	9	5	20	17	84	16	12	2	1	10	15	60	13	116	0	1	0	0	0	0	2	0	3	203
07:45	29	11	2	1	12	4	18	15	77	24	15	5	0	12	28	90	17	174	0	1	0	0	0	0	0	0	1	252
1 Hr	96	52	23	6	44	24	61	73	306	75	58	19	1	46	61	244	66	504	1	3	0	1	0	0	2	1	7	817
08:00	22	12	5	1	7	12	33	13	92	21	12	4	0	9	31	116	13	193	0	0	0	0	0	0	1	0	1	286
08:15	15	13	2	0	14	8	30	16	82	17	21	7	0	10	23	102	17	180	1	1	1	0	0	1	0	1	4	266
08:30	25	9	6	0	10	7	36	16	93	19	14	6	0	8	25	109	14	181	0	0	1	0	0	0	1	1	2	276
08:45	34	8	14	0	9	13	45	23	123	36	6	4	0	11	18	107	15	182	0	0	1	0	0	0	1	1	2	307
1 Hr	96	42	27	1	40	40	144	68	390	93	53	21	0	38	97	434	59	736	1	1	3	0	0	1	3	3	9	1135
09:00	20	11	5	0	11	11	33	16	91	26	14	8	1	15	13	91	24	168	0	1	0	0	0	0	1	0	2	261
09:15	20	12	4	3	6	9	30	13	84	22	16	3	0	9	14	47	12	111	0	2	0	0	0	1	0	0	3	198
09:30	31	11	4	2	13	8	18	19	87	20	21	5	1	10	10	37	16	104	1	0	0	0	0	0	0	0	1	192
09:45	34	15	3	1	10	5	23	14	91	27	16	5	1	8	18	24	14	99	0	0	1	0	0	2	0	1	3	193
1 Hr	105	49	16	6	40	33	104	62	353	95	67	21	3	42	55	199	66	482	1	3	1	0	0	3	1	1	9	844
10:00	35	11	4	0	11	4	12	15	77	30	10	4	0	7	8	9	11	68	0	0	0	0	0	1	0	0	1	146
10:15	24	10	2	0	11	10	9	13	66	22	19	4	1	6	12	16	11	80	0	0	0	0	0	0	0	0	0	146
10:30	19	14	5	1	11	11	11	17	72	16	12	3	0	6	9	26	9	72	0	0	0	0	0	0	0	0	0	144
10:45	29	16	9	0	9	2	5	18	70	24	9	3	0	9	2	10	12	57	0	2	0	0	0	0	0	0	2	129
1 Hr	107	51	20	1	42	27	37	63	285	92	50	14	1	28	31	61	43	277	0	2	0	0	0	1	0	0	3	565
11:00	23	10	9	0	16	6	4	25	68	17	15	6	0	9	9	6	15	62	2	1	2	0	0	1	0	2	6	136
11:15	32	17	9	0	10	2	6	19	76	18	15	7	0	10	0	1	17	51	0	0	0	0	0	0	0	0	0	127
11:30	22	20	9	1	11	3	6	21	72	24	17	7	0	8	2	10	15	68	0	1	0	0	0	0	1	0	2	142
11:45	21	18	4	0	12	7	6	16	68	26	13	5	0	6	3	13	11	66	0	1	0	0	0	0	0	0	1	135
1 Hr	98	65	31	1	49	18	22	81	284	85	60	25	0	33	14	30	58	247	2	3	2	0	0	1	1	2	9	540
12:00	31	14	9	0	11	6	5	20	76	14	15	3	0	7	12	5	10	56	1	0	1	0	0	0	0	1	2	134
12:15	34	21	6	0	12	13	8	18	94	19	12	6	0	9	5	12	15	63	1	0	0	0	0	1	0	0	2	159
12:30	35	22	4	1	12	7	7	17	88	27	9	6	0	8	13	7	14	70	0	1	0	0	0	0	1	0	2	160
12:45	35	13	8	0	10	4	10	18	80	29	14	2	0	8	6	14	10	73	0	0	0	0	0	0	1	0	1	154
1 Hr	135	70	27	1	45	30	30	73	338	89	50	17	0	32	36	38	49	262	2	1	1	0	0	1	2	1	7	607
13:00	30	21	6	0	9	5	8	15	79	26	10	4	0	9	8	9	13	66	0	0	0	0	0	1	0	0	1	146
13:15	25	12	12	2	16	6	11	30	84	27	7	3	2	5	5	12	10	61	1	1	0	0	0	0	0	0	2	147
13:30	29	19	7	1	16	6	12	24	90	27	9	7	0	10	5	10	17	68	1	0	0	0	0	0	0	0	1	159
13:45	36	14	8	0	10	14	6	18	88	27	7	0	0	7	7	6	7	54	0	0	0	0	0	0	0	0	0	142
1 Hr	120	66	33	3	51	31	37	87	341	107	33	14	2	31	25	37	47	249	2	1	0	0	0	1	0	0	4	594
14:00	30	15	2	2	14	4	16	18	83	27	14	3	0	10	12	6	13	72	1	1	0	0	0	0	0	0	2	157
14:15	34	15	4	1	10	8	10	15	82	35	12	6	0	8	6	8	14	75	1	3	0	0	0	0	0	0	4	161
14:30	36	16	8	0	14	9	7	22	90	23	10	4	0	10	4	12	14	63	0	0	0	0	0	0	0	0	0	153
14:45	37	11	5	1	14	8	13	20	89	29	15	2	0	7	9	6	9	68	0	1	0	0	0	0	0	0	1	158
1 Hr	137	57	19	4	52	29	46	75	344	114	51	15	0	35	31	32	50	278	2	5	0	0	0	0	0	0	7	629
15:00	38	13	1	0	15	7	20	16	94	34	11	1	0	8	5	6	9	65	0	1	0	0	0	0	0	0	1	160
15:15	36	14	3	1	14	11	18	18	97	28	12	2	1	11	8	15	14	77	1	0	0	0	0	1	0	0	2	176
15:30	44	17	3	0	14	12	19	17	109	25	12	5	0	7	3	7	12	59	0	0	0	0	0	0	0	0	0	168
15:45	38	15	4	1	10	15	18	15	101	30	4	0	0	11	9	11	11	65	1	1	0	0	0	0	0	0	2	168
1 Hr	156	59	11	2	53	45	75	66	401	117	39	8	1	37	25	39	46	266	2	2	0	0	0	1	0	0	5	672
16:00	41	14	1	1	10	12	30	12	109	33	10	4	0	9	5	8	13	69	0	0	1	0	0	0	0	1	1	179
16:15	33	17	0	2	11	6	15	13	84	27	8	2	0	9	4	12	11	62	0	0	0	0	0	0	0	0	0	146
16:30	35	11	2	1	15	9	18	18	91	19	6	3	0	12	7	8	15	55	0	0	0	0	0	0	0	0	0	146
16:45	39	13	4	0	13	8	29	17	106	34	7	2	0	8	7	7	10	65	0	0	0	0	0	1	0	0	1	172
1 Hr	148	55	7	4	49	35	92	60	390	113	31	11	0	38	23	35	49	251	0	0	1	0	0	1	0	1	2	643
17:00	40	8	2	0	16	22	41	18	129	30	7	1	0	10	14	15	11	77	0	0	0	0	0	0	0	0	0	206
17:15	45	10	4	0	11	23	63	15	156	24	6	0	0	8	9	26	8	73	0	0	0	0	0	0	1	0	1	230
17:30	42	13	0	0	13	16	85	13	169	20	3	0	2	14	3	26	16	68	0	1	0	0	0	0	1	0	2	239
17:45	40	5	0	0	14	28	85	14	172	29	6	1	0	9	9	28	10	82	0	0	0	0	0	1	0	0	1	255
1 Hr	167	36	6	0	54	89	274	60	626	103	22	2	2	41	35	95	45	300	0	1	0	0	0	1	2	0	4	930
18:00	28	7	0	0	10	22	73	10	140	34	4	0	1	7	16	31	8	93	0	0	0	0	0	0	0	0	0	233
18:15	43	6	2	0	16	20	70	18	157	24	1	4	1	5	6	26	10	67	0	0	0	0	0	0	1	0	1	225
18:30	47	6	1	1	10	15	69	12	149	49	1	2	0	10	14	35	12	111	0	2	0	0	0	0	0	0	2	262
18:45	51	6	1	1	6	17	68	8	150	49	6	2	0	7	10	33	9	107	0	0	0	0	0	1	0	0	1	258
1 Hr	169	25	4	2	42	74	280	48	596	156	12	8	2	29	46	125	39	378	0	2	0	0	0	1	1	0	4	978
Total	1534	627	224	31	561	475	1202	816	4654	1239	526	175	12	430	479	1369	617	4230	13	24	8	1	0	12	12</			

DESTINATION SUMMARY

	Destination : A - King William Street north										Destination : B - King William Street south										Destination : C - King William Street south										Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	23	13	3	0	12	3	41	15	95	23	16	10	0	10	6	14	20	79	0	0	0	0	0	0	0	0	174				
07:15	12	18	9	1	12	15	53	22	120	14	14	4	3	13	9	9	20	66	1	0	1	0	0	0	0	1	188				
07:30	16	13	2	1	10	15	60	13	117	30	11	5	2	9	5	21	16	83	0	1	1	0	0	0	1	1	203				
07:45	24	15	5	0	12	28	90	17	174	28	11	2	1	12	4	18	15	76	1	1	0	0	0	0	0	0	252				
1 Hr	75	59	19	2	46	61	244	67	506	95	52	21	6	44	24	62	71	304	2	2	2	0	0	0	1	2	817				
08:00	21	12	4	0	9	31	116	13	193	22	12	5	1	7	12	34	13	93	0	0	0	0	0	0	0	0	286				
08:15	17	22	7	0	10	23	102	17	181	16	13	3	0	14	8	29	17	83	0	0	0	0	0	1	1	0	266				
08:30	19	14	7	0	8	25	109	15	182	25	9	6	0	10	5	33	16	88	0	0	0	0	0	2	4	0	276				
08:45	36	6	4	0	11	18	107	15	182	34	8	15	0	9	13	45	24	124	0	0	0	0	0	0	1	0	307				
1 Hr	93	54	22	0	38	97	434	60	738	97	42	29	1	40	38	141	70	388	0	0	0	0	0	3	6	0	1135				
09:00	26	14	8	1	15	13	91	24	168	20	12	5	0	11	10	34	16	92	0	0	0	0	0	1	0	0	261				
09:15	22	17	3	0	9	14	47	12	112	20	13	4	3	6	10	29	13	85	0	0	0	0	0	0	1	0	198				
09:30	20	21	5	1	10	10	37	16	104	31	11	4	2	13	8	18	19	87	1	0	0	0	0	0	0	0	192				
09:45	27	16	5	1	8	19	24	14	100	34	15	4	1	10	6	23	15	93	0	0	0	0	0	0	0	0	193				
1 Hr	95	68	21	3	42	56	199	66	484	105	51	17	6	40	34	104	63	357	1	0	0	0	0	1	1	0	844				
10:00	30	10	4	0	7	8	9	11	68	35	11	4	0	11	5	12	15	78	0	0	0	0	0	0	0	0	146				
10:15	22	19	4	1	6	12	16	11	80	24	10	2	0	11	10	9	13	66	0	0	0	0	0	0	0	0	146				
10:30	16	12	3	0	6	9	26	9	72	19	14	5	1	11	11	11	17	72	0	0	0	0	0	0	0	0	144				
10:45	24	10	3	0	9	2	10	12	58	29	17	8	0	9	2	5	17	70	0	0	1	0	0	0	0	1	129				
1 Hr	92	51	14	1	28	31	61	43	278	107	52	19	1	42	28	37	62	286	0	0	1	0	0	0	0	1	565				
11:00	19	15	6	0	9	10	6	15	65	22	10	11	0	16	6	4	27	69	1	1	0	0	0	0	0	0	136				
11:15	18	15	7	0	10	0	1	17	51	32	17	9	0	10	1	6	19	75	0	0	0	0	0	1	0	0	127				
11:30	24	17	7	0	8	2	10	15	68	22	20	8	1	11	2	7	20	71	0	1	1	0	0	1	0	1	142				
11:45	26	13	5	0	6	3	13	11	66	20	19	4	0	12	6	6	16	67	1	0	0	0	0	1	0	0	135				
1 Hr	87	60	25	0	33	15	30	58	250	96	66	32	1	49	15	23	82	282	2	2	1	0	0	3	0	1	8	540			
12:00	14	15	4	0	7	12	5	11	57	32	14	9	0	11	6	5	20	77	0	0	0	0	0	0	0	0	134				
12:15	20	12	6	0	9	6	12	15	65	32	21	6	0	12	13	8	18	92	2	0	0	0	0	0	0	0	159				
12:30	27	9	6	0	8	13	7	14	70	33	23	4	1	12	7	8	17	88	2	0	0	0	0	0	0	0	160				
12:45	29	14	2	0	8	6	14	10	73	35	13	8	0	10	4	11	18	81	0	0	0	0	0	0	0	0	154				
1 Hr	90	50	18	0	32	37	38	50	265	132	71	27	1	45	30	32	73	338	4	0	0	0	0	0	0	0	607				
13:00	26	10	4	0	9	8	9	13	66	30	21	6	0	9	6	8	15	80	0	0	0	0	0	0	0	0	146				
13:15	28	8	3	2	5	5	12	10	63	25	12	12	2	16	6	11	30	84	0	0	0	0	0	0	0	0	147				
13:30	27	9	7	0	10	5	10	17	68	30	19	7	1	16	6	12	24	91	0	0	0	0	0	0	0	0	159				
13:45	27	7	0	0	7	7	6	7	54	36	13	8	0	10	14	6	18	87	0	1	0	0	0	0	0	0	142				
1 Hr	108	34	14	2	31	25	37	47	251	121	65	33	3	51	32	37	87	342	0	1	0	0	0	0	0	0	594				
14:00	28	15	3	0	10	12	6	13	74	30	12	2	2	14	3	15	18	78	0	3	0	0	0	1	1	0	157				
14:15	36	14	6	0	8	6	8	14	78	34	15	4	1	10	8	10	15	82	0	1	0	0	0	0	0	0	161				
14:30	23	10	4	0	10	4	12	14	63	36	16	8	0	14	9	7	22	90	0	0	0	0	0	0	0	0	153				
14:45	28	16	2	0	7	9	6	9	68	35	11	5	1	14	8	12	20	86	3	0	0	0	0	0	1	0	158				
1 Hr	115	55	15	0	35	31	32	50	283	135	54	19	4	52	28	44	75	336	3	4	0	0	0	1	2	0	629				
15:00	34	11	1	0	8	5	6	9	65	37	14	1	0	15	7	18	16	92	1	0	0	0	0	0	2	0	160				
15:15	29	12	2	1	11	8	15	14	78	36	14	1	1	14	12	18	16	96	0	0	2	0	0	0	0	2	176				
15:30	25	12	5	0	7	3	6	12	58	44	17	3	0	14	11	19	17	108	0	0	0	0	0	1	1	0	168				
15:45	30	4	0	0	11	9	11	11	65	38	16	4	1	10	15	18	15	102	1	0	0	0	0	0	0	0	168				
1 Hr	118	39	8	1	37	25	38	46	266	155	61	9	2	53	45	73	64	398	2	0	2	0	0	1	3	2	672				
16:00	33	10	5	0	9	5	8	14	70	41	14	1	1	10	12	30	12	109	0	0	0	0	0	0	0	0	179				
16:15	27	8	2	0	9	4	12	11	62	32	17	0	2	11	6	14	13	82	1	0	0	0	0	0	1	0	146				
16:30	19	6	3	0	12	7	8	15	55	35	11	2	1	15	8	18	18	90	0	0	0	0	0	1	0	0	146				
16:45	34	7	2	0	8	8	7	10	66	39	11	4	0	13	8	29	17	104	0	2	0	0	0	0	0	0	172				
1 Hr	113	31	12	0	38	24	35	50	253	147	53	7	4	49	34	91	60	385	1	2	0	0	0	1	1	0	643				
17:00	30	7	1	0	10	14	15	11	77	40	7	1	0	16	22	40	17	126	0	1	1	0	0	0	1	1	3	206			
17:15	23	5	0	0	8	9	25	8	70	44	10	4	0	11	23	62	15	154	2	1	0	0	0	0	3	0	6	230			
17:30	20	3	0	2	14	3	26	16	68	41	14	0	0	13	16	85	13	169	1	0	0	0	0	0	1	0	2	239			
17:45	29	6	1	0	9	9	28	10	82	39	4	0	0	14	29	85	14	171	1	1	0	0	0	0	0	0	2	255			
1 Hr	102	21	2	2	41	35	94	45	297	164	35	5	0	54	90	272	59	620	4	3	1	0	0	0	5	1	13	930			
18:00	34	4	0	1	7	16	30	8	92	27	7	0	0	10	21	72	10	137	1	0	0	0	0	1	2	0	4	233			
18:15	24	1	4	1	5	6	26	10	67	43	6	2	0	16	19	71	18	157	0	0	0	0	0	0	1	0	0	1	225		
18:30	49	1	2	0	10	14	35	12	111	46	8	1	1	10	15	68	12	149	1	0	0	0	0	0	1	0	2	262			
18:45	49	6	2	0	7	10	33	9	107	51	6	1	1	6	17	66	8	148	0	0	0	0	0	1	2	0	3	258			
1 Hr	156	12	8	2	29	46	124	39	377	167	27	4	2	42	72	277	48	591	2	0	0	0	0	3	5	0	10	978			
Total	1244	534	178	13	430	483	1366	621	4248	1521	629	222	31	561	470	1193	814	4627	21	14	7	0	0	13	24	7	79	8954			



**TRANS 002**



# Sky High-Count On Us



**Client:** Dragados  
**Project:** L0513NM Bank Station  
**Survey Date:** Thursday 24 October 2013  
**Survey Period:** 07:00-19:00  
**AM Weather:** Dry & bright  
**PM Weather:** Dry & bright

**Incidents / Observations:**



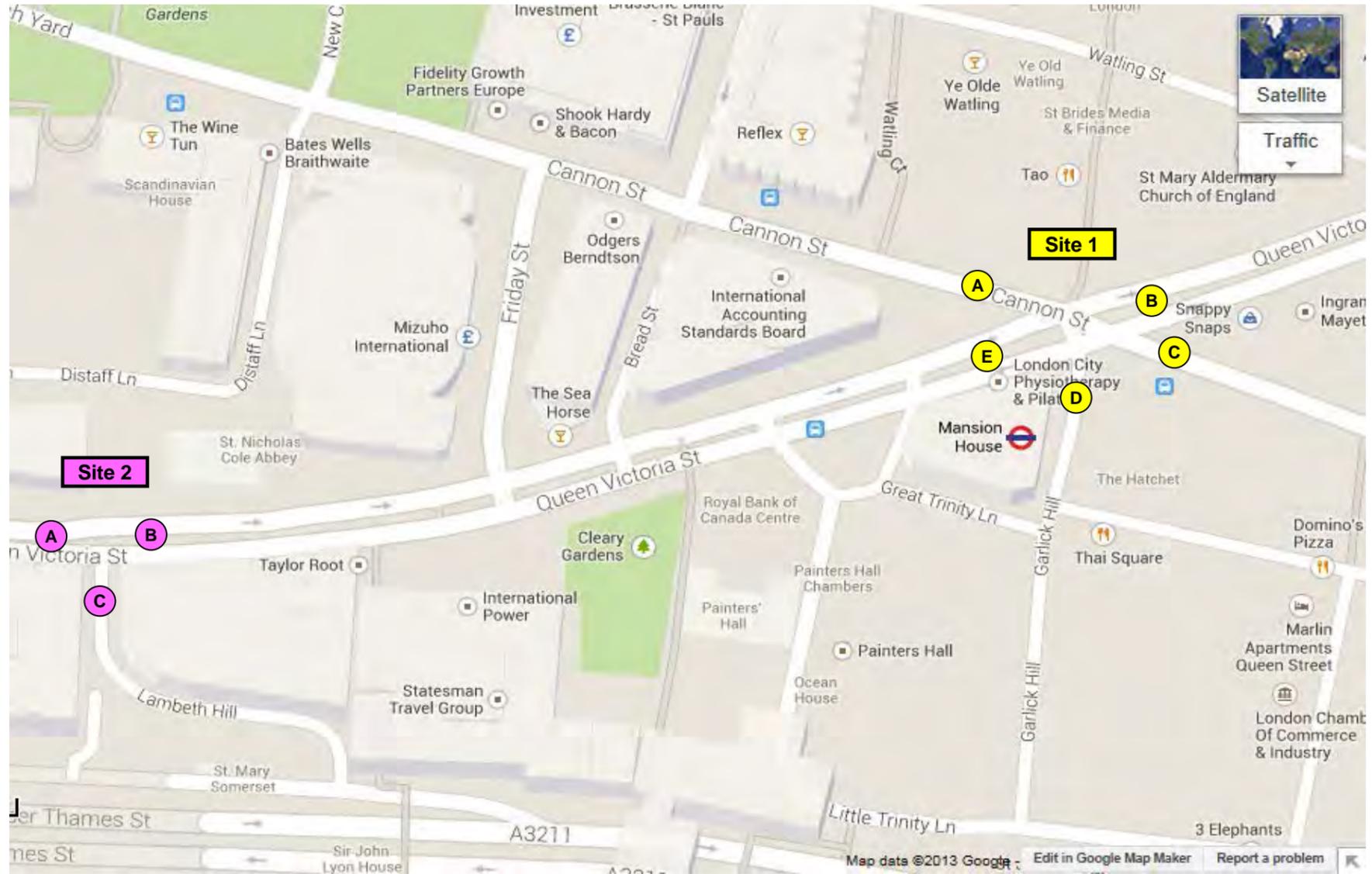


# Sky High-Count On Us



**Client :** Dragados  
**Project :** L0513NM Bank Station

Trans 002 sites: MCC origin/destinations



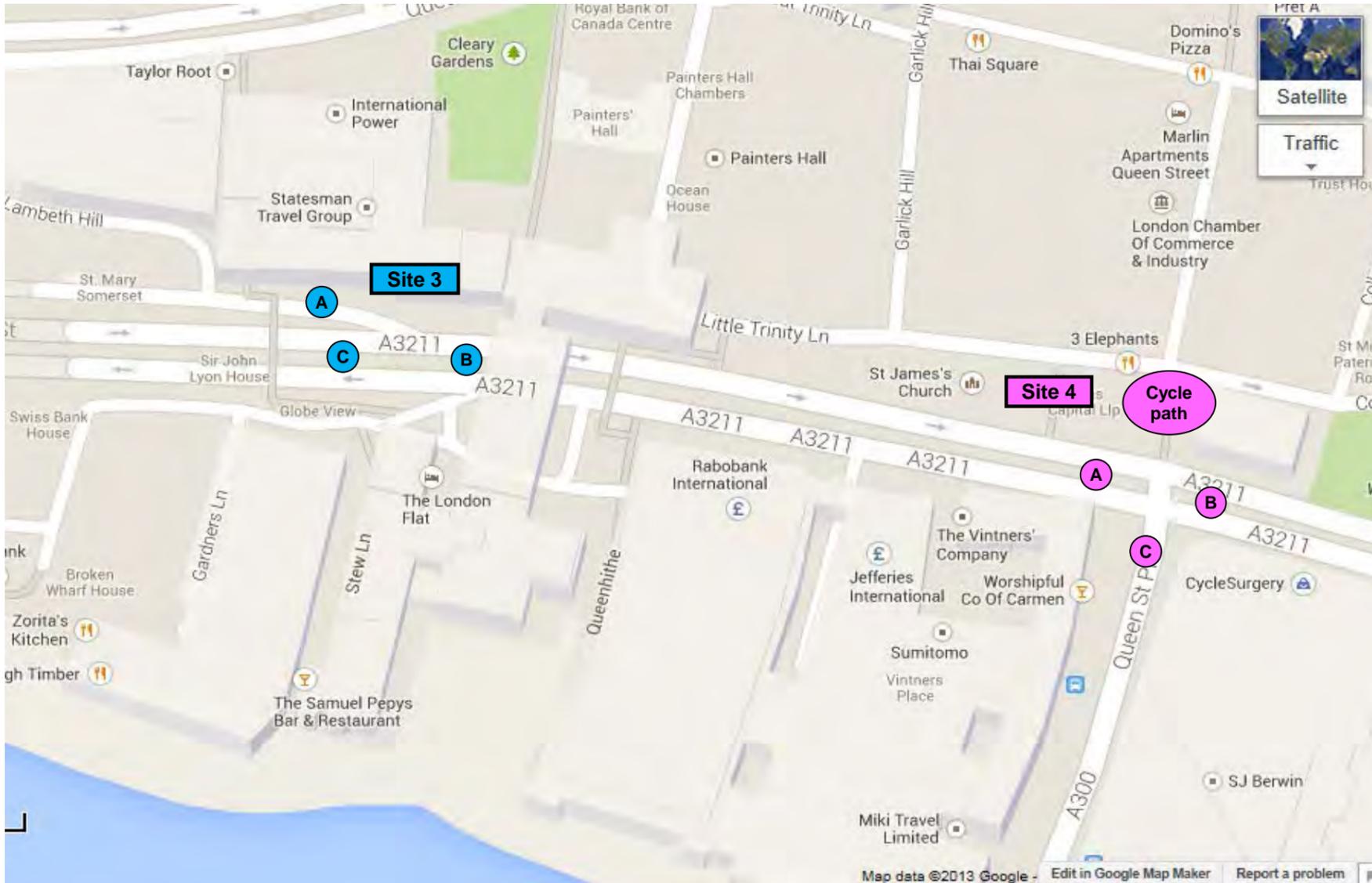


# Sky High-Count On Us



**Client :** Dragados  
**Project :** L0513NM Bank Station

Trans 002 sites: MCC origin/destinations





# Sky High-Count On Us



Client : Dragados

Project : L0513NM Bank Station

Trans 002 sites: MCC origin/destinations





# Sky High-Count On Us



**Client :** Dragados  
**Project :** L0513NM Bank Station

Trans 002 sites: MCC origin/destinations



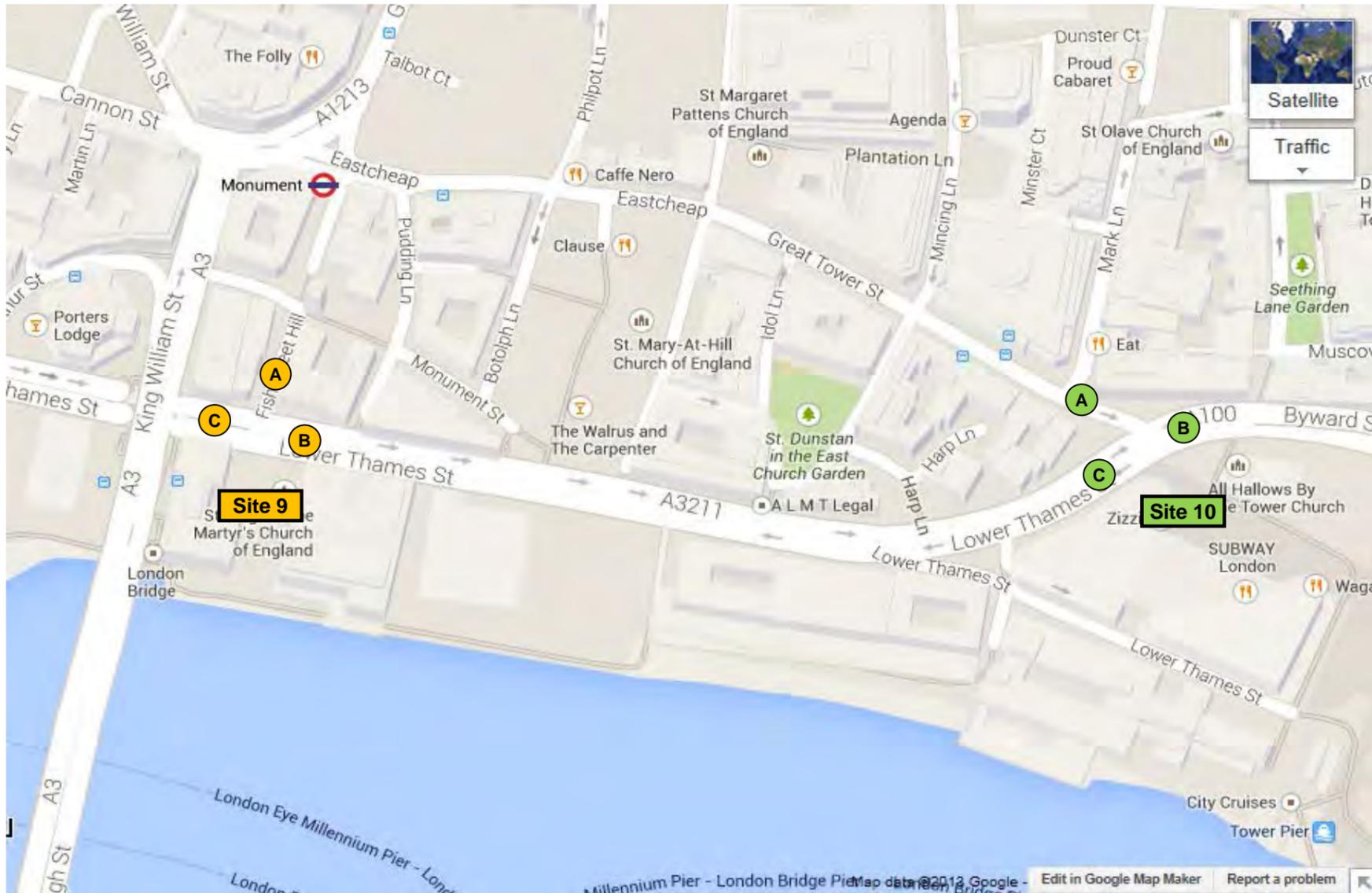


# Sky High-Count On Us



**Client :** Dragados  
**Project :** L0513NM Bank Station

Trans 002 sites: MCC origin/destinations







# Sky High-Count On Us



**Client :** Dragados  
**Project :** L0513NM Bank Station

Trans 002 sites: MCC origin/destinations



Client :	Dragados	Trans 002 sites: MCC origin/destinations
Project :	L0513NM Bank Station	

















Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - Cannon Street north										Origin : B - Queen Victoria Street east										Origin : C - Cannon Street south										Origin : D - Garlick Hill										Origin : E - Queen Victoria Street west										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total						
07:00	35	11	9	0	14	5	19	23	93	40	20	7	3	13	5	22	23	110	28	7	1	0	8	2	24	9	70	0	0	0	0	0	0	0	0	58	18	7	1	21	15	11	123	396						
07:15	39	20	9	0	15	2	15	24	100	32	9	1	3	15	12	21	19	93	26	13	4	0	14	3	26	18	86	0	0	0	0	0	0	0	0	79	17	7	1	27	34	15	172	451						
07:30	32	22	11	0	10	7	28	21	110	48	18	5	0	11	10	28	16	120	17	10	3	0	15	5	39	18	89	0	0	0	0	0	0	0	0	85	18	8	3	24	51	14	192	511						
07:45	47	28	12	0	22	5	22	34	136	39	8	5	0	12	8	24	17	96	26	14	4	0	12	3	47	16	106	0	0	0	0	0	0	0	0	96	12	6	0	32	58	8	206	544						
1 Hr	153	81	41	0	61	19	84	102	439	159	55	18	6	51	35	95	75	419	97	44	12	0	49	13	136	61	351	0	0	0	0	0	0	0	0	318	65	28	5	104	158	48	693	1902						
08:00	39	15	6	0	16	7	27	22	110	39	14	11	2	11	12	37	24	126	26	11	4	0	15	3	39	19	98	0	0	0	0	0	0	0	0	84	20	8	0	26	60	12	202	536						
08:15	35	21	9	0	21	2	55	30	143	50	10	6	0	12	7	49	18	134	31	10	6	0	16	5	62	22	130	0	0	0	0	0	0	0	0	89	18	9	1	26	52	15	200	607						
08:30	41	16	12	0	17	8	34	29	128	43	12	7	0	12	11	54	19	139	27	11	5	2	17	8	76	24	146	0	0	0	0	0	0	0	0	107	16	11	0	40	75	16	254	667						
08:45	35	15	7	0	18	12	46	25	133	51	16	5	0	10	8	70	15	160	22	7	2	0	15	5	65	17	116	0	0	0	0	0	0	0	0	103	24	10	0	35	42	12	216	625						
1 Hr	150	67	34	0	72	29	162	106	514	183	52	29	2	45	38	210	76	559	106	39	17	2	63	21	242	82	490	0	0	0	0	0	0	0	0	383	78	38	1	127	229	55	872	2435						
09:00	50	19	6	1	23	9	17	30	125	51	11	9	0	11	12	45	20	139	24	9	9	0	18	4	48	27	112	0	0	0	0	0	0	0	0	82	15	5	0	16	34	8	155	531						
09:15	43	11	7	1	19	7	17	27	105	40	17	5	3	12	7	37	20	121	20	13	5	0	15	7	47	20	107	0	0	0	0	0	0	0	0	68	17	13	1	21	27	17	150	483						
09:30	19	14	5	0	19	5	6	24	68	56	9	5	2	9	4	29	16	114	21	4	4	0	11	4	28	15	72	0	0	0	0	0	0	0	0	73	24	8	2	14	12	12	135	389						
09:45	64	20	7	1	28	3	18	36	141	56	21	5	1	11	6	21	17	121	29	15	4	1	11	6	18	16	84	0	0	0	0	0	0	0	0	81	26	9	1	9	8	11	135	481						
1 Hr	176	64	25	3	89	24	58	117	439	203	58	24	6	43	29	132	73	495	94	41	22	1	55	21	141	78	375	0	0	0	0	0	0	0	0	304	82	35	4	60	81	48	575	1884						
10:00	53	18	11	0	18	2	8	29	110	54	21	2	1	14	7	12	17	111	33	10	2	0	8	5	9	10	67	0	0	0	0	0	0	0	0	80	26	9	0	9	12	14	141	429						
10:15	44	26	12	0	23	8	6	35	119	60	23	10	0	11	7	12	21	123	36	11	5	0	7	5	10	12	74	0	0	0	0	0	0	0	0	76	19	10	0	7	3	13	118	434						
10:30	60	23	13	0	20	9	9	33	134	44	13	6	1	12	4	12	19	92	35	11	6	0	7	10	7	13	76	0	0	0	0	0	0	0	0	73	27	12	0	5	7	18	130	432						
10:45	57	17	9	1	23	7	9	33	123	46	14	6	0	9	2	8	15	85	43	8	5	0	6	4	17	11	83	0	0	0	0	0	0	0	0	82	25	13	2	14	4	19	144	435						
1 Hr	214	84	45	1	84	26	32	130	486	204	71	24	2	46	20	44	72	411	147	40	18	0	28	24	43	46	300	0	0	0	0	0	0	0	0	311	97	44	2	35	26	64	533	1730						
11:00	56	27	12	0	21	9	5	33	130	41	10	9	0	13	5	7	22	85	29	12	1	0	7	2	11	8	62	0	0	0	0	0	0	0	0	55	24	7	1	4	5	11	99	376						
11:15	46	26	12	1	18	5	9	31	117	40	15	6	0	10	7	10	16	88	33	11	8	0	6	5	7	14	70	0	0	0	0	0	0	0	0	53	25	8	1	12	6	13	109	384						
11:30	57	15	15	0	18	6	12	33	123	43	6	6	0	12	6	12	18	85	44	14	3	0	5	6	13	8	85	0	0	0	0	0	0	0	0	72	26	7	0	6	9	12	125	418						
11:45	61	19	5	0	20	9	8	25	122	59	18	6	1	12	7	8	19	111	34	11	5	0	6	4	13	11	73	0	0	0	0	0	0	0	0	57	14	9	2	13	6	14	104	410						
1 Hr	220	87	44	1	77	29	34	122	492	183	49	27	1	47	25	37	75	369	140	48	17	0	24	17	44	41	290	0	0	0	0	0	0	0	0	237	89	31	4	35	26	50	437	1588						
12:00	56	25	10	0	24	6	13	34	134	59	18	8	1	8	11	2	17	107	39	7	5	0	7	3	12	12	73	0	0	0	0	0	0	0	0	72	26	7	0	14	2	10	124	438						
12:15	63	26	13	0	17	10	8	30	137	50	11	6	0	8	8	3	14	86	42	14	6	0	7	5	14	13	88	1	0	0	0	0	0	0	0	100	24	7	1	9	5	10	148	460						
12:30	51	21	8	0	15	9	16	23	120	48	19	7	1	13	9	6	21	103	45	15	4	0	6	3	12	10	85	0	0	0	0	0	0	0	0	73	22	10	1	2	9	14	120	428						
12:45	50	28	5	0	18	11	9	23	121	52	6	8	1	10	6	6	19	89	39	15	4	1	6	4	25	11	94	0	0	0	0	0	0	0	0	77	26	7	0	7	14	9	133	437						
1 Hr	220	100	36	0	74	36	46	110	512	209	54	29	3	39	34	17	71	385	165	51	19	1	26	15	63	46	340	1	0	0	0	0	0	0	0	322	98	31	2	32	30	43	525	1763						
13:00	42	19	4	1	16	8	11	21	101	60	11	2	1	11	3	7	14	95	33	12	2	0	5	5	8	7	65	0	0	0	0	0	0	0	0	84	14	5	1	6	4	9	117	378						
13:15	57	21	4	0	19	10	12	23	123	52	10	6	0	7	6	9	13	90	32	9	3	0	7	8	8	10	67	0	0	0	0	0	0	0	0	70	17	11	0	6	7	16	116	396						
13:30	44	22	8	0	24	5	12	32	115	41	10	4	0	9	5	5	13	74	47	9	3	2	8	2	8	13	79	0	0	0	0	0	0	0	0	81	15	5	1	12	12	9	129	397						
13:45	41	27	8	0	14	10	11	22	111	59	11	6	2	11	3	12	19	104	37	7	3	0	8	2	14	11	71	0	0	0	0	0	0	0	0	102	14	6	0	9	8	8	141	427						
1 Hr	184	89	24	1	73	33	46	98	450	212	42	18	3	38	17	33	59	363	149	37	11	2	28	17	38	41	282	0	0	0	0	0	0	0	0	337	60	27	2	33	31	42	503	1598						
14:00	48	23	8	0	25	7	9	33	120	65	13	4	0	8	5	7	12	102	49	8	4	0	6	10	16	10	93	0	0	0	0	0	0	0	0	74	21	5	0	8	12	6	121	436						
14:15	66	17	9	1	21	13	8	31	135	61	11	4	1	7	3	8	12	95	39	14	1	0	6	3	9	7	72	0	0	0	0	0	0	0	0	89	23	4	0	10	10	8	140	442						
14:30	50	24	5	0	23	9	16	28	127	50	14	2	1	11	6	8	14	92	37	8	5	0	7	4	14	12	75	0	0	0	0	0	0	0	0	88	21	5	0	3	5	8	125	419						
14:45	75	1																																																



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Cannon Street north											Destination : B - Queen Victoria Street east											Destination : C - Cannon Street south											Destination : D - Garlick Hill											Destination : E - Queen Victoria Street west											Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total											
07:00	20	6	2	1	16	1	26	19	72	53	19	7	1	10	20	18	18	128	39	10	9	0	7	6	16	16	87	4	0	0	0	0	0	0	0	4	45	21	6	2	6	20	13	105	396										
07:15	21	3	3	0	20	5	26	23	78	81	15	10	0	13	23	35	23	177	37	22	6	1	9	6	14	16	95	0	0	0	0	0	1	0	0	1	37	19	2	3	9	21	14	100	451										
07:30	14	11	4	0	18	8	36	22	91	81	24	9	3	8	23	47	20	195	35	15	10	0	5	8	32	15	105	0	1	0	0	0	0	0	0	1	52	17	4	0	7	31	12	119	511										
07:45	23	14	1	0	20	5	40	21	103	94	21	11	0	12	29	57	23	224	48	19	7	0	12	8	23	19	117	1	1	0	0	0	0	0	0	2	42	7	8	0	6	31	12	98	544										
1 Hr	78	34	10	1	74	19	128	85	344	309	79	37	4	43	95	157	84	724	159	66	32	1	33	28	85	66	404	5	2	0	0	0	1	0	0	8	176	64	20	5	28	103	51	422	1902										
08:00	20	7	1	0	20	6	39	21	93	75	15	7	0	11	22	61	18	191	48	19	6	0	9	11	26	15	119	1	2	1	0	0	0	0	1	4	44	17	14	2	9	37	22	129	536										
08:15	18	12	6	0	21	4	61	27	122	78	19	6	1	14	21	61	21	200	45	20	11	0	12	7	46	23	141	2	0	1	0	0	0	0	1	3	62	8	6	0	8	50	13	141	607										
08:30	23	10	6	1	17	6	83	24	146	91	18	11	0	13	33	72	24	238	55	14	12	0	9	15	37	21	142	1	1	0	0	0	0	0	0	2	48	12	6	1	13	47	19	139	667										
08:45	19	7	2	0	17	5	69	19	119	106	30	10	0	7	34	46	17	233	32	8	7	0	13	13	42	20	115	0	1	0	0	0	0	0	0	1	54	16	5	0	8	66	13	157	625										
1 Hr	80	36	15	1	75	21	252	91	480	350	82	34	1	45	110	240	80	862	180	61	36	0	43	46	151	79	517	4	4	2	0	0	0	0	2	10	208	53	31	3	38	200	67	566	2435										
09:00	22	10	6	0	19	4	54	25	115	92	18	5	1	14	15	30	20	175	40	16	6	0	12	10	21	18	105	0	0	0	0	0	0	0	0	0	53	10	12	0	12	39	22	136	531										
09:15	23	16	6	1	19	7	48	26	120	74	15	8	2	11	17	28	21	155	37	13	12	0	11	11	15	23	99	0	0	0	0	0	1	1	0	2	37	14	4	2	6	36	14	107	483										
09:30	16	5	2	1	17	4	28	20	73	71	21	7	0	12	13	12	19	136	19	14	5	2	9	5	6	16	60	1	2	0	0	0	1	0	0	4	62	9	8	1	4	29	12	116	389										
09:45	25	10	5	0	20	6	23	25	89	92	26	6	1	19	7	9	26	160	53	20	10	1	10	5	17	21	116	0	1	0	0	0	0	0	0	1	60	25	4	2	6	16	8	115	481										
1 Hr	86	41	19	2	75	21	153	96	397	329	80	26	4	56	52	79	86	626	149	63	33	3	42	31	59	78	380	1	3	0	0	0	2	1	0	7	212	58	28	5	28	120	56	474	1884										
10:00	23	13	3	0	19	5	11	22	74	69	24	7	0	13	8	12	20	133	64	20	13	0	10	2	8	23	117	0	0	0	0	0	1	0	0	1	64	18	1	1	7	10	5	104	429										
10:15	34	15	4	0	16	5	11	20	85	67	25	14	0	17	9	4	31	136	52	20	8	0	9	6	5	17	100	3	2	0	0	0	0	0	0	5	60	17	11	0	7	11	13	108	434										
10:30	30	6	3	0	17	5	12	20	73	69	25	17	0	16	8	10	33	145	62	21	8	0	10	6	6	18	113	3	4	0	0	0	0	0	0	7	48	18	9	1	9	7	12	94	432										
10:45	30	6	3	0	13	3	18	16	73	92	20	15	1	16	14	6	32	164	47	21	7	2	11	7	7	20	102	0	1	0	0	0	0	0	0	1	59	16	8	0	3	7	10	95	435										
1 Hr	117	40	13	0	65	18	52	78	305	297	94	53	1	62	39	32	116	578	225	82	36	2	40	21	26	78	432	6	7	0	0	0	1	0	0	14	231	69	29	2	26	35	40	401	1730										
11:00	26	9	1	0	17	4	15	18	72	63	23	7	0	15	4	3	22	115	49	27	12	1	9	8	7	22	113	0	1	0	0	0	2	0	0	3	43	13	9	0	2	3	12	73	376										
11:15	25	12	5	0	15	7	11	20	75	57	28	13	0	15	9	5	28	127	42	23	7	2	7	7	9	16	97	0	0	0	0	0	1	1	0	2	48	14	9	0	5	6	10	83	384										
11:30	24	10	6	0	15	6	15	21	76	70	20	11	0	16	7	10	27	134	60	21	11	0	7	5	11	18	115	2	0	0	0	0	0	0	0	2	60	10	3	0	6	10	5	91	418										
11:45	26	9	5	1	16	6	10	22	73	61	12	4	1	12	15	8	17	113	55	18	9	1	11	7	6	21	107	3	2	2	0	0	1	0	2	8	66	21	5	0	4	11	7	109	410										
1 Hr	101	40	17	1	63	23	51	81	296	251	83	35	1	58	35	26	94	489	206	89	39	4	34	27	33	77	432	5	3	2	0	0	4	1	2	15	217	58	26	0	17	30	34	356	1588										
12:00	33	5	4	1	14	5	12	19	74	71	27	8	0	17	10	5	25	138	54	23	9	0	10	8	10	19	114	3	1	0	0	0	2	0	0	6	65	20	9	0	9	2	10	106	438										
12:15	33	10	7	0	13	6	15	20	84	103	25	5	1	9	11	5	15	159	56	24	13	0	10	8	8	23	119	6	1	1	0	0	0	0	1	8	58	15	6	0	7	2	8	90	460										
12:30	31	11	6	1	16	4	11	23	80	78	17	6	1	13	4	10	20	129	46	25	11	0	5	7	15	16	109	3	0	1	0	0	0	0	1	4	59	24	5	0	8	7	8	106	428										
12:45	28	14	4	1	12	3	21	17	83	79	30	6	0	11	7	14	17	147	48	24	6	0	9	11	9	15	107	0	1	0	0	0	0	0	0	1	63	6	8	1	7	10	13	99	437										
1 Hr	125	40	21	3	55	18	59	79	321	331	99	25	2	50	32	34	77	573	204	96	39	0	34	34	42	73	449	12	3	2	0	0	2	0	2	19	245	65	28	1	31	21	39	401	1763										
13:00	27	8	2	0	13	4	8	15	62	70	15	5	2	13	6	8	20	119	55	18	4	0	6	7	7	10	97	1	0	0	0	0	0	0	0	1	66	15	2	1	5	7	6	99	378										
13:15	30	8	4	0	12	8	11	16	73	69	15	8	0	15	11	9	23	127	57	23	7	0	9	5	10	16	111	0	0	0	0	0	0	0	0	0	55	11	5	0	6	6	7	85	396										
13:30	35	4	4	0	16	3	8	20	70	73	17	5	1	16	8	12	22	132	52	20	8	0	11	9	12	19	112	0	0	0	0	0	0	0	0	0	53	15	3	2	4	5	6	83	397										
13:45	27	7	4	0	13	1	11	17	63	79	13	9	0	12	7	11	21	131	64	27	5	0	4	10	8	9	118	2	1	0	0	0	2	0	0	5	67	11	5	2	4	15	13	110	427										
1 Hr	119	27	14	0	54	16	38	68	268	291	60	27	3	56	32	40	86	509	228	88	24	0	30	31	37	54	438	3	1	0	0	0	2	0	0	6	241	52	15	5	19	33	32	377	1598										
14:00	37	10	3	0	13	9	13	16	85	77	21	6	0	12	9	8	18	133	44	21	7	0	14	6	13	21	105	1	3	0	0	0	0	0	0	4	77	10	5	0	6	10	6	109	436										
14:15	27	6	0	0	12	5	10	12	60	92	22	7	1	17	10	10	25	159	63	18	6	0	8	13	8	14	116	0	0	0	0	0	1	0	0	1	73	19	5	1	0	7	7	106	442										
14:30	29	7	4	0	15	5	15	19	75	76	16	6	0																																										







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 2  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - Queen Victoria Street east

Destination : A - Queen Victoria Street west										Destination : B - Queen Victoria Street east										Destination : C - Lambeth Hill										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	53	27	12	1	5	6	26	18	130	0	0	0	0	0	0	0	0	0	5	2	0	1	0	1	1	1	10	140		
07:15	52	24	4	0	9	11	22	13	122	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	2	0	7	129		
07:30	60	25	4	0	7	9	31	11	136	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	3	0	11	147		
07:45	63	14	9	0	5	8	33	14	132	0	0	0	0	0	0	0	0	0	5	4	1	0	0	0	3	1	13	145		
1 Hr	228	90	29	1	26	34	112	56	520	0	0	0	0	0	0	0	0	0	18	11	1	1	0	1	9	2	41	561		
08:00	62	29	15	1	6	9	35	22	157	0	0	0	0	0	0	0	0	0	7	2	1	4	0	1	4	5	19	176		
08:15	68	18	7	1	7	10	57	15	168	0	0	0	0	0	0	0	0	0	4	1	3	0	0	2	3	3	13	181		
08:30	67	17	4	2	12	24	44	18	170	0	0	0	0	0	0	0	0	0	4	5	2	0	0	0	4	2	15	185		
08:45	71	20	6	1	8	11	63	15	180	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8	0	16	196		
1 Hr	268	84	32	5	33	54	199	70	675	0	0	0	0	0	0	0	0	0	21	10	6	4	0	3	19	10	63	738		
09:00	80	16	13	0	10	9	46	23	174	0	0	0	0	0	0	0	0	0	7	4	3	1	0	2	0	4	17	191		
09:15	59	19	3	2	8	5	43	13	139	0	0	0	0	0	0	0	0	0	8	1	2	1	0	0	0	3	12	151		
09:30	101	14	5	3	2	6	30	10	161	0	0	0	0	0	0	0	0	0	8	4	3	1	0	0	1	4	17	178		
09:45	85	18	5	2	2	8	22	9	142	0	0	0	0	0	0	0	0	0	20	1	2	0	0	1	1	2	25	167		
1 Hr	325	67	26	7	22	28	141	55	616	0	0	0	0	0	0	0	0	0	43	10	10	3	0	3	2	13	71	687		
10:00	109	26	6	0	4	10	10	10	165	0	0	0	0	0	0	0	0	0	12	6	2	1	0	0	0	3	21	186		
10:15	78	18	12	0	2	7	10	14	127	0	0	0	0	0	0	0	0	0	9	6	1	1	0	1	1	2	19	146		
10:30	64	31	14	1	3	8	9	18	130	0	0	0	0	0	0	0	0	0	15	6	2	2	0	2	0	4	27	157		
10:45	77	24	10	1	5	4	8	16	129	0	0	0	0	0	0	0	0	0	7	7	1	1	0	0	0	2	16	145		
1 Hr	328	99	42	2	14	29	37	58	551	0	0	0	0	0	0	0	0	0	43	25	6	5	0	3	1	11	83	634		
11:00	60	19	15	1	1	3	4	17	103	0	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	13	116		
11:15	68	23	11	1	4	10	6	16	123	0	0	0	0	0	0	0	0	0	6	1	3	1	0	2	0	4	13	136		
11:30	82	15	7	1	2	8	9	10	124	0	0	0	0	0	0	0	0	0	8	5	1	1	0	0	0	2	15	139		
11:45	78	23	6	0	2	3	9	8	121	0	0	0	0	0	0	0	0	0	5	7	1	2	0	2	0	3	17	138		
1 Hr	288	80	39	3	9	24	28	51	471	0	0	0	0	0	0	0	0	0	29	16	5	4	0	4	0	9	58	529		
12:00	91	23	14	0	1	10	3	15	142	0	0	0	0	0	0	0	0	0	7	7	1	1	0	1	0	2	17	159		
12:15	82	16	4	0	2	8	4	6	116	0	0	0	0	0	0	0	0	0	10	2	2	0	0	1	0	2	15	131		
12:30	84	33	7	0	3	8	7	10	142	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	0	1	11	153		
12:45	80	15	13	0	4	9	10	17	131	0	0	0	0	0	0	0	0	0	11	3	4	0	0	1	0	4	19	150		
1 Hr	337	87	38	0	10	35	24	48	531	0	0	0	0	0	0	0	0	0	33	17	8	1	0	3	0	9	62	593		
13:00	86	23	3	0	4	4	8	7	128	0	0	0	0	0	0	0	0	0	10	11	2	1	0	0	1	3	25	153		
13:15	74	14	4	0	3	7	11	7	113	0	0	0	0	0	0	0	0	0	5	4	1	0	0	0	0	1	10	123		
13:30	73	19	3	2	2	4	11	7	114	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	1	0	6	120		
13:45	70	16	6	1	6	4	13	13	116	0	0	0	0	0	0	0	0	0	10	0	1	2	0	2	1	3	16	132		
1 Hr	303	72	16	3	15	19	43	34	471	0	0	0	0	0	0	0	0	0	28	16	4	3	0	3	3	7	57	528		
14:00	108	17	8	2	1	5	11	11	152	0	0	0	0	0	0	0	0	0	3	2	0	1	0	0	0	1	6	158		
14:15	87	24	4	1	1	1	8	6	126	0	0	0	0	0	0	0	0	0	8	3	0	0	0	2	1	0	14	140		
14:30	80	16	5	1	4	4	7	10	117	0	0	0	0	0	0	0	0	0	3	1	1	1	0	1	0	2	7	124		
14:45	76	26	4	1	2	9	3	7	121	0	0	0	0	0	0	0	0	0	5	6	1	1	0	0	0	2	13	134		
1 Hr	351	83	21	5	8	19	29	34	516	0	0	0	0	0	0	0	0	0	19	12	2	3	0	3	1	5	40	556		
15:00	80	17	2	0	3	6	8	5	116	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	7	123		
15:15	85	13	2	0	2	12	13	4	127	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	1	5	132		
15:30	85	22	4	0	2	5	11	6	129	0	0	0	0	0	0	0	0	0	1	4	0	0	0	2	0	0	7	136		
15:45	98	23	7	0	4	10	5	11	147	0	0	0	0	0	0	0	0	0	8	1	2	0	0	1	0	2	12	159		
1 Hr	348	75	15	0	11	33	37	26	519	0	0	0	0	0	0	0	0	0	16	9	2	1	0	3	0	3	31	550		
16:00	87	25	3	1	1	11	15	5	143	0	0	0	0	0	0	0	0	0	2	1	1	0	0	1	0	1	5	148		
16:15	91	17	5	0	2	11	18	7	144	0	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	1	5	149		
16:30	86	17	3	0	2	9	21	5	138	0	0	0	0	0	0	0	0	0	5	1	0	0	0	1	0	0	7	145		
16:45	85	19	3	0	8	13	21	11	149	0	0	0	0	0	0	0	0	0	7	3	0	1	0	1	0	1	12	161		
1 Hr	349	78	14	1	13	44	75	28	574	0	0	0	0	0	0	0	0	0	14	8	1	1	1	4	0	3	29	603		
17:00	97	13	0	0	4	18	25	4	157	0	0	0	0	0	0	0	0	0	6	1	1	0	0	3	0	1	11	168		
17:15	94	12	2	2	2	24	61	6	197	0	0	0	0	0	0	0	0	0	10	2	0	1	0	0	0	1	13	210		
17:30	98	15	2	0	3	21	57	5	196	0	0	0	0	0	0	0	0	0	5	2	1	0	0	1	0	1	9	205		
17:45	90	15	3	0	3	35	64	6	210	0	0	0	0	0	0	0	0	0	2	0	0	1	0	2	0	1	5	215		
1 Hr	379	55	7	2	12	98	207	21	760	0	0	0	0	0	0	0	0	0	23	5	2	2	0	6	0	4	38	798		
18:00	110	15	2	0	4	38	56	6	225	0	0	0	0	0	0	0	0	0	5	1	0	1	0	1	2	1	10	235		
18:15	109	7	0	0	3	35	62	3	216	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	10	226		
18:30	101	5	3	0	0	33	63	3	205	0	0	0	0	0	0	0	0	0	9	1	0	1	0	0	1	1	12	217		
18:45	101	5	1	0	2	28	64	3	201	0	0	0	0	0	0	0	0	0	6	1	0	0	0	1	0	0	8	209		
1 Hr	421	32	6	0	9	134	245	15	847	0	0	0	0	0	0	0	0	0	28	5	0	2	0	2	3	2	40	887		
Total	3925	902	285	29	182	551	1177	496	7051	0	0	0	0	0	0	0	0	0	315	144	47	30	1	38	38	78	613	7664		





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 2  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - Queen Victoria Street west										Origin : B - Queen Victoria Street east										Origin : C - Lambeth Hill										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	77	22	5	1	2	26	16	8	149	58	29	12	2	5	7	27	19	140	0	1	0	0	0	0	0	0	1	290		
07:15	89	28	11	1	4	30	38	16	201	55	26	4	0	9	11	24	13	129	1	0	1	0	0	0	0	0	1	332		
07:30	104	34	14	1	2	32	53	17	240	65	28	4	0	7	9	34	11	147	1	1	0	0	0	0	0	0	2	389		
07:45	120	24	6	1	1	32	64	8	248	68	18	10	0	5	8	36	15	145	1	1	1	0	0	0	0	1	3	396		
1 Hr	390	108	36	4	9	120	171	49	838	246	101	30	2	26	35	121	58	561	3	3	2	0	0	0	0	2	8	1407		
08:00	105	30	14	0	4	38	72	18	263	69	31	16	5	6	10	39	27	176	3	2	0	0	0	1	0	0	6	445		
08:15	119	22	11	0	1	35	57	12	245	72	19	10	1	7	12	60	18	181	2	1	0	0	0	0	0	0	3	429		
08:30	116	25	10	3	2	53	70	15	279	71	22	6	2	12	24	48	20	185	2	2	2	0	0	0	0	2	6	470		
08:45	123	28	9	0	1	47	55	10	263	77	22	6	1	8	11	71	15	196	1	0	0	0	0	0	0	0	1	460		
1 Hr	463	105	44	3	8	173	254	55	1050	289	94	38	9	33	57	218	80	738	8	5	2	0	0	1	0	2	16	1804		
09:00	109	22	8	0	4	27	36	12	206	87	20	16	1	10	11	46	27	191	2	1	0	0	0	0	0	0	3	400		
09:15	100	27	18	0	3	22	28	21	198	67	20	5	3	8	5	43	16	151	1	1	0	0	0	0	0	0	2	351		
09:30	101	25	12	2	1	16	12	15	169	109	18	8	4	2	6	31	14	178	1	0	2	0	0	0	0	0	2	350		
09:45	98	31	9	0	2	10	4	11	154	105	19	7	2	2	9	23	11	167	4	0	2	0	0	1	0	2	7	328		
1 Hr	408	105	47	2	10	75	80	59	727	368	77	36	10	22	31	143	68	687	8	2	4	0	0	1	0	4	15	1429		
10:00	104	39	12	0	3	8	12	15	178	121	32	8	1	4	10	10	13	186	2	2	1	0	0	0	0	1	5	369		
10:15	97	31	19	1	4	11	3	24	166	87	24	13	1	2	8	11	16	146	2	2	1	0	0	0	0	1	5	317		
10:30	92	31	19	1	3	9	5	23	160	79	37	16	3	3	10	9	22	157	4	1	1	0	0	0	0	1	6	323		
10:45	89	42	11	1	5	10	4	17	162	84	31	11	2	5	4	8	18	145	2	2	0	0	0	0	0	0	4	311		
1 Hr	382	143	61	3	15	38	24	79	666	371	124	48	7	14	32	38	69	634	10	7	3	0	0	0	0	3	20	1320		
11:00	76	26	9	3	3	5	6	15	128	70	22	15	1	1	3	4	17	116	0	5	0	0	0	0	0	0	5	249		
11:15	85	34	12	1	2	14	7	15	155	74	24	14	2	4	12	6	20	136	1	2	2	0	0	0	0	2	5	296		
11:30	69	27	7	1	4	10	5	12	123	90	20	8	2	2	8	9	12	139	0	3	0	0	0	0	0	0	3	265		
11:45	76	35	4	3	2	11	3	9	134	83	30	7	2	2	5	9	11	138	0	2	1	0	0	0	0	1	3	275		
1 Hr	306	122	32	8	11	40	21	51	540	317	96	44	7	9	28	28	60	529	1	12	3	0	0	0	0	3	16	1085		
12:00	87	35	12	1	3	11	2	16	151	98	30	15	1	1	11	3	17	159	2	3	0	0	0	0	0	0	5	315		
12:15	120	28	7	2	2	6	5	11	170	92	18	6	0	2	9	4	8	131	1	6	0	0	0	0	0	0	7	308		
12:30	110	31	11	1	2	10	10	14	175	89	38	8	0	3	8	7	11	153	2	2	0	0	0	1	0	0	5	333		
12:45	112	30	10	0	2	5	15	12	174	91	18	17	0	4	10	10	21	150	0	2	1	0	0	0	0	1	3	327		
1 Hr	429	124	40	4	9	32	32	53	670	370	104	46	1	10	38	24	57	593	5	13	1	0	0	1	0	1	20	1283		
13:00	99	23	6	2	5	6	6	13	147	96	34	5	1	4	4	9	10	153	1	6	2	0	0	0	0	2	9	309		
13:15	104	28	9	1	5	7	7	15	161	79	18	5	0	3	7	11	8	123	2	2	0	0	0	0	0	0	4	288		
13:30	102	17	5	2	2	10	11	9	149	76	20	3	2	2	5	12	7	120	0	3	0	0	0	0	0	0	3	272		
13:45	113	17	4	2	2	7	11	8	156	80	16	7	3	6	6	14	16	132	1	2	1	0	0	0	0	1	4	292		
1 Hr	418	85	24	7	14	30	35	45	613	331	88	20	6	15	22	46	41	528	4	13	3	0	0	0	0	3	20	1161		
14:00	105	24	9	0	2	9	11	11	160	111	19	8	3	1	5	11	12	158	1	0	0	0	0	0	0	0	1	319		
14:15	105	32	7	0	3	7	6	10	160	95	27	4	1	1	3	9	6	140	3	3	0	0	0	0	0	0	6	306		
14:30	105	35	7	2	2	5	4	11	160	83	17	6	2	4	5	7	12	124	2	0	1	0	0	0	0	1	3	287		
14:45	88	31	3	1	1	4	6	5	134	81	32	5	2	2	9	3	9	134	2	0	0	0	0	0	0	0	2	270		
1 Hr	403	122	26	3	8	25	27	37	614	370	95	23	8	8	22	30	39	556	8	3	1	0	0	0	0	1	12	1182		
15:00	86	15	5	1	3	8	7	9	125	84	20	2	0	3	6	8	5	123	2	1	0	1	0	1	0	1	5	253		
15:15	104	36	8	0	7	6	13	15	174	88	14	2	1	2	12	13	5	132	3	2	0	0	0	0	0	0	5	311		
15:30	121	41	8	1	2	8	12	11	193	86	26	4	0	2	7	11	6	136	2	4	2	0	0	0	0	2	8	337		
15:45	138	37	8	1	5	13	7	14	209	106	24	9	0	4	11	5	13	159	4	2	0	0	0	2	1	0	9	377		
1 Hr	449	129	29	3	17	35	39	49	701	364	84	17	1	11	36	37	29	550	11	9	2	1	0	3	1	3	27	1278		
16:00	106	44	4	1	5	11	15	10	186	89	26	4	1	1	12	15	6	148	3	4	0	0	0	1	0	0	8	342		
16:15	124	41	3	2	9	8	16	14	203	91	20	5	0	3	12	18	8	149	3	3	0	0	0	0	0	0	6	358		
16:30	105	48	7	1	9	7	13	17	190	91	18	3	0	2	10	21	5	145	3	4	0	0	0	1	0	0	8	343		
16:45	103	33	7	1	8	10	14	16	176	92	22	3	1	8	14	21	12	161	0	0	0	0	0	1	0	0	1	338		
1 Hr	438	166	21	5	31	36	58	57	755	363	86	15	2	14	48	75	31	603	9	11	0	0	0	3	0	0	23	1381		
17:00	111	39	13	2	5	17	20	20	207	103	14	1	0	4	21	25	5	168	3	4	0	0	0	1	0	0	8	383		
17:15	124	21	4	0	10	11	32	14	202	104	14	2	3	2	24	61	7	210	10	3	0	0	0	0	3	0	16	428		
17:30	94	18	2	1	9	12	25	12	161	103	17	3	0	3	22	57	6	205	7	3	0	0	0	1	1	0	12	378		
17:45	146	20	1	1	10	12	36	12	226	92	15	3	1	3	37	64	7	215	1	0	0	0	0	0	0	0	1	442		
1 Hr	475	98	20	4	34	52	113	58	796	402	60	9	4	12	104	207	25	798	21	10	0	0	0	2	4	0	37	1631		
18:00	92	13	2	0	7	10	35	9	159	115	16	2	1	4	39	58	7	235	3	2	0	0	0	0	0	0	5	399		
18:15	125	14	1	1	6	10	39	8	196	117	9	0	0	3	35	62	3	226	3	0	0	0	0	0	0	0	3	425		
18:30	144	12	3	1	4	9	25	8	198	110	6	3	1	0	33	64	4	217	2	2	0	0	0	0	1	0	5	420		
18:45	135	10	4	0	4	10	22	8	185	107	6	1	0	2	29	64	3	209	0	0	0	0	0	0	1	0	1	395		
1 Hr	496	49	10	2	21	39	121	33	738	44																				



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 2  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Queen Victoria Street west										Destination : B - Queen Victoria Street east										Destination : C - Lambeth Hill										Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	53	28	12	1	5	6	26	18	131	77	22	5	1	2	26	16	8	149	5	2	0	1	0	1	1	1	10	290		
07:15	53	24	5	0	9	11	22	14	124	89	28	11	1	4	30	38	16	201	3	2	0	0	0	0	2	0	7	332		
07:30	61	26	4	0	7	9	31	11	138	104	34	14	1	2	32	53	17	240	5	3	0	0	0	0	3	0	11	389		
07:45	64	15	10	0	5	8	33	15	135	120	24	6	1	1	32	64	8	248	5	4	1	0	0	0	3	1	13	396		
1 Hr	231	93	31	1	26	34	112	58	528	390	108	36	4	9	120	171	49	838	18	11	1	1	0	1	9	2	41	1407		
08:00	65	31	15	1	6	10	35	22	163	105	30	14	0	4	38	72	18	263	7	2	1	4	0	1	4	5	19	445		
08:15	70	19	7	1	7	10	57	15	171	119	22	11	0	1	35	57	12	245	4	1	3	0	0	2	3	3	13	429		
08:30	69	19	6	2	12	24	44	20	176	116	25	10	3	2	53	70	15	279	4	5	2	0	0	0	4	2	15	470		
08:45	72	20	6	1	8	11	63	15	181	123	28	9	0	1	47	55	10	263	6	2	0	0	0	0	8	0	16	460		
1 Hr	276	89	34	5	33	55	199	72	691	463	105	44	3	8	173	254	55	1050	21	10	6	4	0	3	19	10	63	1804		
09:00	82	17	13	0	10	9	46	23	177	109	22	8	0	4	27	36	12	206	7	4	3	1	0	2	0	4	17	400		
09:15	60	20	3	2	8	5	43	13	141	100	27	18	0	3	22	28	21	198	8	1	2	1	0	0	0	3	12	351		
09:30	102	14	7	3	2	6	30	12	164	101	25	12	2	1	16	12	15	169	8	4	3	1	0	0	1	4	17	350		
09:45	89	18	7	2	2	9	22	11	149	98	31	9	0	2	10	4	11	154	20	1	2	0	0	1	1	2	25	328		
1 Hr	333	69	30	7	22	29	141	59	631	408	105	47	2	10	75	80	59	727	43	10	10	3	0	3	2	13	71	1429		
10:00	111	28	7	0	4	10	10	11	170	104	39	12	0	3	8	12	15	178	12	6	2	1	0	0	0	3	21	369		
10:15	80	20	13	0	2	7	10	15	132	97	31	19	1	4	11	3	24	166	9	6	1	1	0	1	1	2	19	317		
10:30	68	32	15	1	3	8	9	19	136	92	31	19	1	3	9	5	23	160	15	6	2	2	0	2	0	4	27	323		
10:45	79	26	10	1	5	4	8	16	133	89	42	11	1	5	10	4	17	162	7	7	1	1	0	0	0	2	16	311		
1 Hr	338	106	45	2	14	29	37	61	571	382	143	61	3	15	38	24	79	666	43	25	6	5	0	3	1	11	83	1320		
11:00	60	24	15	1	1	3	4	17	108	76	26	9	3	3	5	6	15	128	10	3	0	0	0	0	0	0	13	249		
11:15	69	25	13	1	4	10	6	18	128	85	34	12	1	2	14	7	15	155	6	1	3	1	0	2	0	4	13	296		
11:30	82	18	7	1	2	8	9	10	127	69	27	7	1	4	10	5	12	123	8	5	1	1	0	0	0	2	15	265		
11:45	78	25	7	0	2	3	9	9	124	76	35	4	3	2	11	3	9	134	5	7	1	2	0	2	0	3	17	275		
1 Hr	289	92	42	3	9	24	28	54	487	306	122	32	8	11	40	21	51	540	29	16	5	4	0	4	0	9	58	1085		
12:00	93	26	14	0	1	10	3	15	147	87	35	12	1	3	11	2	16	151	7	7	1	1	0	1	0	2	17	315		
12:15	83	22	4	0	2	8	4	6	123	120	28	7	2	2	6	5	11	170	10	2	2	0	0	1	0	2	15	308		
12:30	86	35	7	0	3	9	7	10	147	110	31	11	1	2	10	10	14	175	5	5	1	0	0	0	0	1	11	333		
12:45	80	17	14	0	4	9	10	18	134	112	30	10	0	2	5	15	12	174	11	3	4	0	0	1	0	4	19	327		
1 Hr	342	100	39	0	10	36	24	49	551	429	124	40	4	9	32	32	53	670	33	17	8	1	0	3	0	9	62	1283		
13:00	87	29	5	0	4	4	8	9	137	99	23	6	2	5	6	6	13	147	10	11	2	1	0	0	1	3	25	309		
13:15	76	16	4	0	3	7	11	7	117	104	28	9	1	5	7	7	15	161	5	4	1	0	0	0	0	1	10	288		
13:30	73	22	3	2	2	4	11	7	117	102	17	5	2	2	10	11	9	149	3	1	0	0	0	1	1	0	6	272		
13:45	71	18	7	1	6	4	13	14	120	113	17	4	2	2	7	11	8	156	10	0	1	2	0	2	1	3	16	292		
1 Hr	307	85	19	3	15	19	43	37	491	418	85	24	7	14	30	35	45	613	28	16	4	3	0	3	3	7	57	1161		
14:00	109	17	8	2	1	5	11	11	153	105	24	9	0	2	9	11	11	160	3	2	0	1	0	0	0	1	6	319		
14:15	90	27	4	1	1	1	8	6	132	105	32	7	0	3	7	6	10	160	8	3	0	0	0	2	1	0	14	306		
14:30	82	16	6	1	4	4	7	11	120	105	35	7	2	2	5	4	11	160	3	1	1	1	0	1	0	2	7	287		
14:45	78	26	4	1	2	9	3	7	123	88	31	3	1	1	4	6	5	134	5	6	1	1	0	0	0	2	13	270		
1 Hr	359	86	22	5	8	19	29	35	528	403	122	26	3	8	25	27	37	614	19	12	2	3	0	3	1	5	40	1182		
15:00	82	18	2	1	3	7	8	6	121	86	15	5	1	3	8	7	9	125	4	3	0	0	0	0	0	0	7	253		
15:15	88	15	2	0	2	12	13	4	132	104	36	8	0	7	6	13	15	174	3	1	0	1	0	0	0	1	5	311		
15:30	87	26	6	0	2	5	11	8	137	121	41	8	1	2	8	12	11	193	1	4	0	0	0	2	0	0	7	337		
15:45	102	25	7	0	4	12	6	11	156	138	37	8	1	5	13	7	14	209	8	1	2	0	0	1	0	2	12	377		
1 Hr	359	84	17	1	11	36	38	29	546	449	129	29	3	17	35	39	49	701	16	9	2	1	0	3	0	3	31	1278		
16:00	90	29	3	1	1	12	15	5	151	106	44	4	1	5	11	15	10	186	2	1	1	0	0	1	0	1	5	342		
16:15	94	20	5	0	2	11	18	7	150	124	41	3	2	9	8	16	14	203	0	3	0	0	1	1	0	1	5	358		
16:30	89	21	3	0	2	10	21	5	146	105	48	7	1	9	7	13	17	190	5	1	0	0	0	1	0	0	7	343		
16:45	85	19	3	0	8	14	21	11	150	103	33	7	1	8	10	14	16	176	7	3	0	1	0	1	0	1	12	338		
1 Hr	358	89	14	1	13	47	75	28	597	438	166	21	5	31	36	58	57	755	14	8	1	1	1	4	0	3	29	1381		
17:00	100	17	0	0	4	19	25	4	165	111	39	13	2	5	17	20	20	207	6	1	1	0	0	3	0	1	11	383		
17:15	104	15	2	2	2	24	64	6	213	124	21	4	0	10	11	32	14	202	10	2	0	1	0	0	0	1	13	428		
17:30	105	18	2	0	3	22	58	5	208	94	18	2	1	9	12	25	12	161	5	2	1	0	0	1	0	1	9	378		
17:45	91	15	3	0	3	35	64	6	211	146	20	1	1	10	12	36	12	226	2	0	0	1	0	2	0	1	5	442		
1 Hr	400	65	7	2	12	100	211	21	797	475	98	20	4	34	52	113	58	796	23	5	2	2	0	6	0	4	38	1631		
18:00	113	17	2	0	4	38	56	6	230	92	13	2	0	7	10	35	9	159	5	1	0	1	0	1	2	1	10	399		
18:15	112	7	0	0	3	35	62	3	219	125	14	1	1	6	10	39	8	196	8	2	0	0	0	0	0	0	10	425		
18:30	103	7	3	0	0	33	64	3	210	144	12	3	1	4	9	25	8	198	9	1	0	1	0	0	1	1	12	420		
18:45	101	5	1	0	2	28	65	3	202	135	10	4	0	4	10	22	8	185	6	1	0	0	0	1	0	0	8	395		
1 Hr	429	36	6																											





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 3  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - A3211 east

Destination : A - Castle Baynard Street										Destination : B - A3211 east										Destination : C - A3211 west										Arm
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Totals			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	102	52	22	0	28	21	74	350	350			
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	112	40	28	6	54	28	74	382	382			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	127	36	15	6	67	23	57	400	400			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	112	34	17	2	48	21	53	358	358			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	489	453	162	82	14	197	93	258	1490	1490			
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	107	35	14	6	54	39	55	397	397			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	108	34	9	10	61	43	53	418	418			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	97	34	14	7	55	46	55	376	376			
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156	83	29	7	6	68	53	42	402	402			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	574	395	132	44	29	238	181	205	1593	1593			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	97	33	17	10	39	42	60	383	383			
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	85	45	18	12	41	22	75	369	369			
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	71	41	7	10	22	9	58	328	328			
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	66	47	5	10	26	8	62	328	328			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	625	319	166	47	42	128	81	255	1408	1408			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	80	33	10	12	15	10	55	333	333			
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	74	39	19	11	18	3	69	322	322			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	86	26	8	10	26	4	44	306	306			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	70	22	13	11	22	6	46	314	314			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	647	310	120	50	44	81	23	214	1275	1275			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	77	20	5	6	14	8	31	296	296			
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207	67	29	6	9	16	5	44	339	339			
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	52	23	3	5	15	10	31	269	269			
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	55	27	5	6	8	5	38	269	269			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	697	251	99	19	26	53	28	144	1173	1173			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	60	18	17	4	20	6	39	283	283			
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	49	22	9	4	16	7	35	301	301			
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	172	43	20	5	8	11	4	33	263	263			
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	55	31	17	7	20	12	55	348	348			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	730	207	91	48	23	67	29	162	1195	1195			
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	45	16	15	5	23	11	36	290	290			
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	50	25	16	8	18	5	49	290	290			
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	49	24	18	7	20	7	49	315	315			
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	179	52	18	9	7	11	6	34	282	282			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	712	196	83	58	27	72	29	168	1177	1177			
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	54	15	18	5	14	5	38	273	273			
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	47	20	14	4	21	5	38	303	303			
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	211	49	21	5	10	22	7	36	325	325			
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173	50	13	3	6	8	7	22	260	260			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	738	200	69	40	25	65	24	134	1161	1161			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	39	18	3	10	18	8	31	259	259			
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	45	13	6	6	13	11	25	286	286			
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	46	17	2	12	21	12	31	323	323			
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	170	38	13	3	8	15	8	24	255	255			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	738	168	61	14	36	67	39	111	1123	1123			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	43	7	5	9	16	3	21	227	227			
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	45	4	0	8	26	14	12	287	287			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	42	12	6	8	29	15	26	314	314			
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215	44	11	2	6	19	14	19	311	311			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	751	174	34	13	31	90	46	78	1139	1139			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	23	6	2	6	35	26	14	311	311			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	223	25	10	0	6	43	32	16	339	339			
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	232	23	8	2	6	55	38	16	364	364			
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236	16	4	2	4	53	58	10	373	373			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	904	87	28	6	22	186	154	56	1387	1387			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246	20	5	4	9	39	69	18	392	392			
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313	32	4	4	9	39	44	17	445	445			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255	24	8	3	4	33	37	15	364	364			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312	20	7	2	5	39	37	14	422	422			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1126	96	24	13	27	150	187	64	1623	1623			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8731	2856	1069	434	346	1394	914	1849	15744	15744			





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 3  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - Castle Baynard Street										Origin : B - A3211 east										Origin : C - A3211 west										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	7	3	1	0	0	1	2	14	125	102	52	22	0	28	21	74	350	171	44	11	4	3	32	18	18	283	647			
07:15	6	6	2	1	0	0	1	16	114	112	40	28	6	54	28	74	382	152	38	10	10	1	33	33	21	277	675			
07:30	10	5	2	0	0	0	0	17	126	127	36	15	6	67	23	57	400	157	44	12	7	2	26	51	21	299	716			
07:45	14	5	4	0	0	0	3	26	124	112	34	17	2	48	21	53	358	153	29	24	9	3	44	52	36	314	698			
1 Hr	37	19	9	1	0	1	6	73	489	453	162	82	14	197	93	258	1490	633	155	57	30	9	135	154	96	1173	2736			
08:00	10	3	2	4	0	1	3	23	142	107	35	14	6	54	39	55	397	146	35	19	9	1	45	92	29	347	767			
08:15	10	6	5	1	0	5	2	29	153	108	34	9	10	61	43	53	418	151	36	22	12	3	51	80	37	355	802			
08:30	15	7	1	5	0	1	5	34	123	97	34	14	7	55	46	55	376	140	28	16	11	3	55	68	30	321	731			
08:45	11	2	5	3	0	1	5	27	156	83	29	7	6	68	53	42	402	148	37	15	13	5	54	65	33	337	766			
1 Hr	46	18	13	13	0	8	15	113	574	395	132	44	29	238	181	205	1593	585	136	72	45	12	205	305	129	1360	3066			
09:00	18	10	5	3	0	2	5	43	145	97	33	17	10	39	42	60	383	144	47	21	11	4	41	36	36	304	730			
09:15	14	4	3	2	0	2	3	28	146	85	45	18	12	41	22	75	369	169	37	25	12	4	25	16	41	288	685			
09:30	21	6	2	2	0	1	3	35	168	71	41	7	10	22	9	58	328	165	40	14	7	4	26	13	25	269	632			
09:45	25	5	5	1	0	2	1	39	166	66	47	5	10	26	8	62	328	153	44	24	3	4	20	13	31	261	628			
1 Hr	78	25	15	8	0	7	12	145	625	319	166	47	42	128	81	255	1408	631	168	84	33	16	112	78	133	1122	2675			
10:00	17	9	3	4	0	0	1	34	173	80	33	10	12	15	10	55	333	139	46	24	6	7	14	7	37	243	610			
10:15	14	9	2	3	0	0	0	28	158	74	39	19	11	18	3	69	322	157	43	32	5	2	7	3	39	249	599			
10:30	20	12	4	2	0	1	1	40	146	86	26	8	10	26	4	44	306	129	37	24	3	9	7	2	36	211	557			
10:45	12	8	5	2	0	0	1	28	170	70	22	13	11	22	6	46	314	138	54	21	7	4	13	4	32	241	583			
1 Hr	63	38	14	11	0	1	3	130	647	310	120	50	44	81	23	214	1275	563	180	101	21	22	41	16	144	944	2349			
11:00	27	5	5	5	0	0	2	44	166	77	20	5	6	14	8	31	296	134	36	26	11	4	9	4	41	224	564			
11:15	15	5	5	3	0	2	0	30	207	67	29	6	9	16	5	44	339	132	50	23	4	6	7	3	33	225	594			
11:30	17	5	4	1	0	1	2	30	161	52	23	3	5	15	10	31	269	136	77	25	5	0	13	2	30	258	557			
11:45	11	8	1	3	1	2	1	27	163	55	27	5	6	8	5	38	269	128	46	25	7	3	14	2	35	225	521			
1 Hr	70	23	15	12	1	5	5	131	697	251	99	19	26	53	28	144	1173	530	209	99	27	13	43	11	139	932	2236			
12:00	19	6	4	2	0	2	0	33	158	60	18	17	4	20	6	39	283	134	50	22	4	6	9	2	32	227	543			
12:15	20	4	4	0	0	1	0	29	194	49	22	9	4	16	7	35	301	165	63	27	9	2	20	4	38	290	620			
12:30	17	6	1	2	0	5	2	33	172	43	20	5	8	11	4	33	263	158	54	22	8	0	12	4	30	258	554			
12:45	22	6	6	0	0	2	0	36	206	55	31	17	7	20	12	55	348	155	68	26	9	2	16	4	37	280	664			
1 Hr	78	22	15	4	0	10	2	131	730	207	91	48	23	67	29	162	1195	612	235	97	30	10	57	14	137	1055	2381			
13:00	20	15	6	1	0	2	0	44	175	45	16	15	5	23	11	36	290	137	56	24	10	9	7	2	43	245	579			
13:15	20	9	2	1	0	1	2	35	168	50	25	16	8	18	5	49	290	170	48	28	8	3	16	3	39	276	601			
13:30	10	3	0	2	0	3	1	19	190	49	24	18	7	20	7	49	315	147	77	24	6	2	17	0	32	273	607			
13:45	17	3	2	2	0	3	2	29	179	52	18	9	7	11	6	34	282	168	62	29	7	6	19	2	42	293	604			
1 Hr	67	30	10	6	0	9	5	127	712	196	83	58	27	72	29	168	1177	622	243	105	31	20	59	7	156	1087	2391			
14:00	14	8	3	6	0	2	0	33	162	54	15	18	5	14	5	38	273	181	69	27	13	5	15	10	45	320	626			
14:15	15	10	2	1	0	3	2	33	192	47	20	14	4	21	5	38	303	158	72	18	12	3	13	4	33	280	616			
14:30	13	7	3	3	0	4	5	35	211	49	21	5	10	22	7	36	325	161	66	15	8	6	14	5	29	275	635			
14:45	8	7	3	2	0	1	2	23	173	50	13	3	6	8	7	22	260	137	70	24	8	4	14	3	36	260	543			
1 Hr	50	32	11	12	0	10	9	124	738	200	69	40	25	65	24	134	1161	637	277	84	41	18	56	22	143	1135	2420			
15:00	12	9	0	0	0	3	2	26	163	39	18	3	10	18	8	31	259	131	69	23	3	4	14	4	30	248	533			
15:15	12	9	3	3	3	0	4	34	192	45	13	6	6	13	11	25	286	80	39	6	6	0	24	4	12	159	479			
15:30	29	27	1	2	0	3	3	65	213	46	17	2	12	21	12	31	323	91	48	11	3	4	20	1	18	178	566			
15:45	23	20	4	2	1	8	3	61	170	38	13	3	8	15	8	24	255	62	39	14	0	5	19	1	19	140	456			
1 Hr	76	65	8	7	4	14	12	186	738	168	61	14	36	67	39	111	1123	364	195	54	12	13	77	10	79	725	2034			
16:00	20	16	5	0	1	4	3	49	144	43	7	5	9	16	3	21	227	74	44	2	1	1	30	5	4	157	433			
16:15	16	8	3	1	4	8	2	42	190	45	4	0	8	26	14	12	287	41	31	6	0	3	19	4	9	104	433			
16:30	24	9	1	1	2	3	7	47	202	42	12	6	8	29	15	26	314	34	25	5	0	1	28	3	6	96	457			
16:45	19	13	1	1	1	8	8	51	215	44	11	2	6	19	14	19	311	59	28	9	1	1	27	7	11	132	494			
1 Hr	79	46	10	3	8	23	20	189	751	174	34	13	31	90	46	78	1139	208	128	22	2	6	104	19	30	489	1817			
17:00	37	17	2	0	2	10	13	81	213	23	6	2	6	35	26	14	311	78	33	9	4	2	36	4	15	166	558			
17:15	36	10	0	1	3	8	6	64	223	25	10	0	6	43	32	16	339	51	39	3	2	4	54	11	9	164	567			
17:30	42	10	1	0	5	4	7	69	232	23	8	2	6	55	38	16	364	81	38	11	4	2	62	23	17	221	654			
17:45	10	4	1	1	7	5	6	34	236	16	4	2	4	53	58	10	373	111	32	15	3	5	58	36	23	260	667			
1 Hr	125	41	4	2	17	27	32	248	904	87	28	6	22	186	154	56	1387	321	142	38	13	13	210	74	64	811	2446			
18:00	12	3	0	0	3	4	6	28	246	20	5	4	9	39	69	18	392	149	38	7	1	4	63	35	12	297	717			
18:15	17	2	0	1	1	5	4	30	313	32	4	4	9	39	44	17	445	158	31	4	4	11	52	30	19	290	765			
18:30	24	2	0	1	3	0	6	36	255	24	8	3	4	33	37	15	364	83	18	3	0	3	40	20	6	167	567			
18:45	18	4	1	0	0	4	3	30	312	20	7	2	5	39	37	14	422	204	33	5	1	9	60	22	15	334	786			
1 Hr	71	11	1</																											





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 3  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Castle Baynard Street										Destination : B - A3211 east										Destination : C - A3211 west										Dest
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Totals			
07:00	0	0	0	0	0	0	0	0	178	47	12	4	3	33	20	19	297	125	102	52	22	0	28	21	74	350	647			
07:15	0	0	0	0	0	0	0	0	158	44	12	11	1	33	34	24	293	114	112	40	28	6	54	28	74	382	675			
07:30	0	0	0	0	0	0	0	0	167	49	14	7	2	26	51	23	316	126	127	36	15	6	67	23	57	400	716			
07:45	0	0	0	0	0	0	0	0	167	34	28	9	3	44	55	40	340	124	112	34	17	2	48	21	53	358	698			
1 Hr	0	0	0	0	0	0	0	0	670	174	66	31	9	136	160	106	1246	489	453	162	82	14	197	93	258	1490	2736			
08:00	0	0	0	0	0	0	0	0	156	38	21	13	1	46	95	35	370	142	107	35	14	6	54	39	55	397	767			
08:15	0	0	0	0	0	0	0	0	161	42	27	13	3	56	82	43	384	153	108	34	9	10	61	43	53	418	802			
08:30	0	0	0	0	0	0	0	0	155	35	17	16	3	56	73	36	355	123	97	34	14	7	55	46	55	376	731			
08:45	0	0	0	0	0	0	0	0	159	39	20	16	5	55	70	41	364	156	83	29	7	6	68	53	42	402	766			
1 Hr	0	0	0	0	0	0	0	0	631	154	85	58	12	213	320	155	1473	574	395	132	44	29	238	181	205	1593	3066			
09:00	0	0	0	0	0	0	0	0	162	57	26	14	4	43	41	44	347	145	97	33	17	10	39	42	60	383	730			
09:15	0	0	0	0	0	0	0	0	183	41	28	14	4	27	19	46	316	146	85	45	18	12	41	22	75	369	685			
09:30	0	0	0	0	0	0	0	0	186	46	16	9	4	27	16	29	304	168	71	41	7	10	22	9	58	328	632			
09:45	0	0	0	0	0	0	0	0	178	49	29	4	4	22	14	37	300	166	66	47	5	10	26	8	62	328	628			
1 Hr	0	0	0	0	0	0	0	0	709	193	99	41	16	119	90	156	1267	625	319	166	47	42	128	81	255	1408	2675			
10:00	0	0	0	0	0	0	0	0	156	55	27	10	7	14	8	44	277	173	80	33	10	12	15	10	55	333	610			
10:15	0	0	0	0	0	0	0	0	171	52	34	8	2	7	3	44	277	158	74	39	19	11	18	3	69	322	599			
10:30	0	0	0	0	0	0	0	0	149	49	28	5	9	8	3	42	251	146	86	26	8	10	26	4	44	306	557			
10:45	0	0	0	0	0	0	0	0	150	62	26	9	4	13	5	39	269	170	70	22	13	11	22	6	46	314	583			
1 Hr	0	0	0	0	0	0	0	0	626	218	115	32	22	42	19	169	1074	647	310	120	50	44	81	23	214	1275	2349			
11:00	0	0	0	0	0	0	0	0	161	41	31	16	4	9	6	51	268	166	77	20	5	6	14	8	31	296	564			
11:15	0	0	0	0	0	0	0	0	147	55	28	7	6	9	3	41	255	207	67	29	6	9	16	5	44	339	594			
11:30	0	0	0	0	0	0	0	0	153	82	29	6	0	14	4	35	288	161	52	23	3	5	15	10	31	269	557			
11:45	0	0	0	0	0	0	0	0	139	54	26	10	4	16	3	40	252	163	55	27	5	6	8	5	38	269	521			
1 Hr	0	0	0	0	0	0	0	0	600	232	114	39	14	48	16	167	1063	697	251	99	19	26	53	28	144	1173	2236			
12:00	0	0	0	0	0	0	0	0	153	56	26	6	6	11	2	38	260	158	60	18	17	4	20	6	39	283	543			
12:15	0	0	0	0	0	0	0	0	185	67	31	9	2	21	4	42	319	194	49	22	9	4	16	7	35	301	620			
12:30	0	0	0	0	0	0	0	0	175	60	23	10	0	17	6	33	291	172	43	20	5	8	11	4	33	263	554			
12:45	0	0	0	0	0	0	0	0	177	74	32	9	2	18	4	43	316	206	55	31	17	7	20	12	55	348	664			
1 Hr	0	0	0	0	0	0	0	0	690	257	112	34	10	67	16	156	1186	730	207	91	48	23	67	29	162	1195	2381			
13:00	0	0	0	0	0	0	0	0	157	71	30	11	9	9	2	50	289	175	45	16	15	5	23	11	36	290	579			
13:15	0	0	0	0	0	0	0	0	190	57	30	9	3	17	5	42	311	168	50	25	16	8	18	5	49	290	601			
13:30	0	0	0	0	0	0	0	0	157	80	24	8	2	20	1	34	292	190	49	24	18	7	20	7	49	315	607			
13:45	0	0	0	0	0	0	0	0	185	65	31	9	6	22	4	46	322	179	52	18	9	7	11	6	34	282	604			
1 Hr	0	0	0	0	0	0	0	0	689	273	115	37	20	68	12	172	1214	712	196	83	58	27	72	29	168	1177	2391			
14:00	0	0	0	0	0	0	0	0	195	77	30	19	5	17	10	54	353	162	54	15	18	5	14	5	38	273	626			
14:15	0	0	0	0	0	0	0	0	173	82	20	13	3	16	6	36	313	192	47	20	14	4	21	5	38	303	616			
14:30	0	0	0	0	0	0	0	0	174	73	18	11	6	18	10	35	310	211	49	21	5	10	22	7	36	325	635			
14:45	0	0	0	0	0	0	0	0	145	77	27	10	4	15	5	41	283	173	50	13	3	6	8	7	22	260	543			
1 Hr	0	0	0	0	0	0	0	0	687	309	95	53	18	66	31	166	1259	738	200	69	40	25	65	24	134	1161	2420			
15:00	0	0	0	0	0	0	0	0	143	78	23	3	4	17	6	30	274	163	39	18	3	10	18	8	31	259	533			
15:15	0	0	0	0	0	0	0	0	92	48	9	9	3	24	8	21	193	192	45	13	6	6	13	11	25	286	479			
15:30	0	0	0	0	0	0	0	0	120	75	12	5	4	23	4	21	243	213	46	17	2	12	21	12	31	323	566			
15:45	0	0	0	0	0	0	0	0	85	59	18	2	6	27	4	26	201	170	38	13	3	8	15	8	24	255	456			
1 Hr	0	0	0	0	0	0	0	0	440	260	62	19	17	91	22	98	911	738	168	61	14	36	67	39	111	1123	2034			
16:00	0	0	0	0	0	0	0	0	94	60	7	1	2	34	8	10	206	144	43	7	5	9	16	3	21	227	433			
16:15	0	0	0	0	0	0	0	0	57	39	9	1	7	27	6	17	146	190	45	4	0	8	26	14	12	287	433			
16:30	0	0	0	0	0	0	0	0	58	34	6	1	3	31	10	10	143	202	42	12	6	8	29	15	26	314	457			
16:45	0	0	0	0	0	0	0	0	78	41	10	2	2	35	15	14	183	215	44	11	2	6	19	14	19	311	494			
1 Hr	0	0	0	0	0	0	0	0	287	174	32	5	14	127	39	51	678	751	174	34	13	31	90	46	78	1139	1817			
17:00	0	0	0	0	0	0	0	0	115	50	11	4	4	46	17	19	247	213	23	6	2	6	35	26	14	311	558			
17:15	0	0	0	0	0	0	0	0	87	49	3	3	7	62	17	13	228	223	25	10	0	6	43	32	16	339	567			
17:30	0	0	0	0	0	0	0	0	123	48	12	4	7	66	30	23	290	232	23	8	2	6	55	38	16	364	654			
17:45	0	0	0	0	0	0	0	0	121	36	16	4	12	63	42	32	294	236	16	4	2	4	53	58	10	373	667			
1 Hr	0	0	0	0	0	0	0	0	446	183	42	15	30	237	106	87	1059	904	87	28	6	22	186	154	56	1387	2446			
18:00	0	0	0	0	0	0	0	0	161	41	7	1	7	67	41	15	325	246	20	5	4	9	39	69	18	392	717			
18:15	0	0	0	0	0	0	0	0	175	33	4	5	12	57	34	21	320	313	32	4	4	9	39	44	17	445	765			
18:30	0	0	0	0	0	0	0	0	107	20	3	1	6	40	26	10	203	255	24	8	3	4	33	37	15	364	567			
18:45	0	0	0	0	0	0	0	0	222	37	6	1	9	64	25	16	364	312	20	7	2	5	39	37	14	422	786			
1 Hr	0	0	0	0	0	0	0	0	665	131	20	8	34	228	126	62	1212	1126	96	24	13	27	1							



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 4  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Cycle path movements

Entry : A - A3211 west

	Destination : A - A3211 west									Destination : B - A3211 east									Destination : C - Queen Street Pl									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	169	38	16	3	2	27	24	21	279	0	0	1	0	0	0	0	1	1	280
07:15	0	0	0	0	0	0	0	0	0	151	37	10	8	1	35	25	19	267	0	1	0	0	0	0	0	0	1	268
07:30	0	0	0	0	0	0	0	0	0	175	55	16	8	2	30	47	26	333	0	0	0	0	0	0	0	0	0	333
07:45	0	0	0	0	0	0	0	0	0	166	37	32	8	3	43	51	43	340	0	0	0	0	0	0	0	0	0	340
1 Hr	0	0	0	0	0	0	0	0	0	661	167	74	27	8	135	147	109	1219	0	1	1	0	0	0	0	1	2	1221
08:00	0	0	0	0	0	0	0	0	0	156	38	18	14	1	49	82	33	358	0	0	0	0	0	0	0	0	0	358
08:15	0	0	0	0	0	0	0	0	0	142	42	27	12	3	53	71	42	350	0	0	0	0	0	0	0	0	0	350
08:30	0	0	0	0	0	0	0	0	0	166	35	17	15	4	54	64	36	355	0	0	0	0	0	0	0	0	0	355
08:45	0	0	0	0	0	0	0	0	0	162	39	21	17	9	61	52	47	361	0	0	0	0	0	0	0	0	0	361
1 Hr	0	0	0	0	0	0	0	0	0	626	154	83	58	17	217	269	158	1424	0	0	0	0	0	0	0	0	0	1424
09:00	0	0	0	0	0	0	0	0	0	158	57	26	11	4	45	35	41	336	0	0	1	0	0	0	0	1	1	337
09:15	0	0	0	0	0	0	0	0	0	186	42	30	14	4	26	17	48	319	0	0	0	0	0	0	0	0	0	319
09:30	0	0	0	0	0	0	0	0	0	184	43	16	9	3	23	14	28	292	0	0	0	0	0	0	0	0	0	292
09:45	0	0	0	0	0	0	0	0	0	182	54	26	6	7	21	13	39	309	0	0	0	0	0	0	0	0	0	309
1 Hr	0	0	0	0	0	0	0	0	0	710	196	98	40	18	115	79	156	1256	0	0	1	0	0	0	0	1	1	1257
10:00	0	0	0	0	0	0	0	0	0	153	57	26	8	7	15	4	41	270	2	0	0	0	0	0	0	0	2	272
10:15	0	0	0	0	0	0	0	0	0	166	51	33	13	2	8	1	48	274	0	1	0	0	0	0	0	0	1	275
10:30	0	0	0	0	0	0	0	0	0	157	54	31	7	8	7	3	46	267	0	0	0	0	0	0	0	0	0	267
10:45	0	0	0	0	0	0	0	0	0	144	70	23	9	5	11	6	37	268	0	0	0	0	0	0	0	0	0	268
1 Hr	0	0	0	0	0	0	0	0	0	620	232	113	37	22	41	14	172	1079	2	1	0	0	0	0	0	0	3	1082
11:00	0	0	0	0	0	0	0	0	0	161	47	36	15	4	12	4	55	279	0	0	0	0	0	1	0	0	1	280
11:15	0	0	0	0	0	0	0	0	0	136	53	26	7	5	8	3	38	238	0	0	0	0	0	0	0	0	0	238
11:30	0	0	0	0	0	0	0	0	0	154	86	32	7	0	14	3	39	296	0	0	0	0	1	0	0	1	1	297
11:45	0	0	0	0	0	0	0	0	0	136	52	29	9	4	15	0	42	245	0	1	0	0	0	0	0	0	1	246
1 Hr	0	0	0	0	0	0	0	0	0	587	238	123	38	13	49	10	174	1058	0	1	0	0	1	1	0	1	3	1061
12:00	0	0	0	0	0	0	0	0	0	160	61	29	5	6	12	1	40	274	0	0	0	0	0	0	0	0	0	274
12:15	0	0	0	0	0	0	0	0	0	179	66	28	7	2	22	3	37	307	0	0	0	0	0	0	0	0	0	307
12:30	0	0	0	0	0	0	0	0	0	177	64	25	12	0	16	4	37	298	0	0	0	0	0	0	0	0	0	298
12:45	0	0	0	0	0	0	0	0	0	162	76	29	11	3	18	4	43	303	2	0	0	0	0	0	0	0	2	305
1 Hr	0	0	0	0	0	0	0	0	0	678	267	111	35	11	68	12	157	1182	2	0	0	0	0	0	0	0	2	1184
13:00	0	0	0	0	0	0	0	0	0	148	72	32	10	9	12	1	51	284	0	0	0	0	0	0	0	0	0	284
13:15	0	0	0	0	0	0	0	0	0	189	62	30	8	3	17	2	41	311	0	0	0	0	0	0	0	0	0	311
13:30	0	0	0	0	0	0	0	0	0	153	73	25	7	2	19	1	34	280	0	0	0	0	0	0	0	0	0	280
13:45	0	0	0	0	0	0	0	0	0	165	72	29	10	6	18	1	45	301	2	0	0	0	0	2	1	0	5	306
1 Hr	0	0	0	0	0	0	0	0	0	655	279	116	35	20	66	5	171	1176	2	0	0	0	0	2	1	0	5	1181
14:00	0	0	0	0	0	0	0	0	0	192	81	33	18	5	19	6	56	354	0	0	0	0	0	0	0	0	0	354
14:15	1	0	0	0	0	0	0	0	0	143	68	21	10	3	18	6	34	269	0	1	0	0	0	0	0	0	1	271
14:30	0	0	0	0	0	0	0	0	0	173	90	18	11	5	22	10	34	329	1	0	0	0	0	0	1	0	2	331
14:45	0	0	0	0	0	0	0	0	0	146	74	24	12	5	18	7	41	286	2	0	0	0	0	0	0	0	2	288
1 Hr	1	0	0	0	0	0	0	0	0	654	313	96	51	18	77	29	165	1238	3	1	0	0	0	0	1	0	5	1244
15:00	0	0	0	0	0	0	0	0	0	138	76	25	2	4	13	5	31	263	0	0	0	0	0	0	0	0	0	263
15:15	0	0	0	0	0	0	0	0	0	80	56	9	7	0	25	5	16	182	0	0	0	0	0	0	0	0	0	182
15:30	0	0	0	0	0	0	0	0	0	134	80	14	5	6	21	10	25	270	0	0	0	0	0	0	0	0	0	270
15:45	0	0	0	0	0	0	0	0	0	83	58	17	5	5	22	6	27	196	0	0	0	0	0	0	1	0	1	197
1 Hr	0	0	0	0	0	0	0	0	0	435	270	65	19	15	81	26	99	911	0	0	0	0	0	0	1	0	1	912
16:00	0	0	0	0	0	0	0	0	0	80	59	7	2	3	33	9	12	193	1	0	0	0	0	0	0	0	1	194
16:15	0	0	0	0	0	0	0	0	0	70	39	9	0	4	35	5	13	162	1	0	0	0	0	0	1	0	2	164
16:30	0	0	0	0	0	0	0	0	0	63	31	9	1	5	28	12	15	149	3	0	0	0	0	0	0	0	3	152
16:45	0	0	0	0	0	0	0	0	0	61	44	7	2	3	34	13	12	164	0	0	0	0	0	0	1	0	1	165
1 Hr	0	0	0	0	0	0	0	0	0	274	173	32	5	15	130	39	52	668	5	0	0	0	0	0	2	0	7	675
17:00	0	0	0	0	0	0	0	0	0	114	47	13	3	3	50	19	19	249	1	0	0	0	0	0	0	0	1	250
17:15	0	0	0	0	0	0	0	0	0	109	49	7	3	5	61	23	15	257	0	0	0	0	0	1	0	0	1	258
17:30	0	0	0	0	0	0	0	1	0	125	56	9	5	7	67	32	21	301	0	0	0	0	0	0	1	0	1	303
17:45	0	0	0	0	0	0	0	0	0	116	40	14	5	10	55	40	29	280	1	1	1	0	0	0	1	1	4	284
1 Hr	0	0	0	0	0	0	0	1	0	464	192	43	16	25	233	114	84	1087	2	1	1	0	0	1	2	1	7	1095
18:00	0	0	0	0	0	0	0	0	0	165	46	10	1	11	53	46	22	332	0	0	0	0	0	1	0	0	1	333
18:15	0	0	0	0	0	0	0	0	0	145	33	9	2	8	53	28	19	278	0	1	0	0	0	0	1	0	2	280
18:30	1	0	0	0	0	0	1	0	0	130	29	4	1	6	36	38	11	244	0	0	0	0	0	0	2	0	2	248
18:45	0	0	0	0	0	0	0	0	0	193	38	5	0	10	46	27	15	319	2	0	0	0	0	0	0	0	2	321
1 Hr	1	0	0	0	0	0	1	0	0	633	146	28	4	35	188	139	67	1173	2	1	0	0	0	1	3	0	7	1182
Total	2	0	0	0	0	0	1	1	0	6997	2627	982	365	217	1400	883	1564	13471	18	6	3	0</						





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 4  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Cycle path movements

Entry : B - A3211 east

	Destination : A - A3211 west									Destination : B - A3211 east									Destination : C - Queen Street Pl									Arm Totals
	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	
07:00	120	101	39	29	1	33	17	69	340	0	0	0	0	0	0	0	0	0	23	12	6	14	3	4	5	23	67	407
07:15	95	100	39	20	5	60	25	64	344	0	0	0	0	0	0	0	0	0	20	10	6	20	2	8	7	28	73	417
07:30	128	126	27	20	6	61	21	53	389	0	0	0	0	0	0	0	0	0	44	16	9	16	2	5	7	27	99	488
07:45	105	110	39	9	2	53	22	50	340	0	0	0	0	0	0	0	0	0	37	20	7	9	3	7	5	19	88	428
1 Hr	448	437	144	78	14	207	85	236	1413	0	0	0	0	0	0	0	0	0	124	58	28	59	10	24	24	97	327	1740
08:00	136	110	33	14	9	54	41	56	397	0	0	0	0	0	0	0	0	0	31	8	9	9	2	2	8	20	69	466
08:15	115	110	30	8	8	58	30	46	359	0	0	0	0	0	0	0	0	0	22	12	10	6	3	3	10	19	66	425
08:30	113	98	40	12	7	50	50	59	370	0	0	0	0	0	0	0	0	0	37	14	5	12	4	5	10	21	87	457
08:45	132	72	30	6	6	62	44	42	352	0	0	0	0	0	0	0	0	0	33	14	12	4	3	10	7	19	83	435
1 Hr	496	390	133	40	30	224	165	203	1478	0	0	0	0	0	0	0	0	0	123	48	36	31	12	20	35	79	305	1783
09:00	136	87	32	18	10	38	41	60	362	0	0	0	0	0	0	0	0	0	31	12	9	8	3	3	11	20	77	439
09:15	130	83	43	14	13	50	22	70	355	0	0	0	0	0	0	0	0	0	43	12	5	10	4	7	6	19	87	442
09:30	143	71	34	10	9	30	15	53	312	0	0	0	0	0	0	0	0	0	42	10	11	8	3	6	6	22	86	398
09:45	152	74	39	11	11	24	17	61	328	0	0	0	0	0	0	0	0	0	38	11	5	16	5	5	2	26	82	410
1 Hr	561	315	148	53	43	142	95	244	1357	0	0	0	0	0	0	0	0	0	154	45	30	42	15	21	25	87	332	1689
10:00	150	77	32	16	10	16	12	58	313	0	0	0	0	0	0	0	0	0	26	11	6	7	10	5	4	23	69	382
10:15	154	70	29	19	12	23	7	60	314	0	0	0	0	0	0	0	0	0	30	6	6	11	7	2	0	24	62	376
10:30	145	87	24	10	10	25	16	44	317	0	0	0	0	0	0	0	0	0	30	13	7	13	9	2	1	29	75	392
10:45	156	62	22	9	10	12	9	41	280	0	0	0	0	0	0	0	0	0	49	12	8	12	6	2	2	26	91	371
1 Hr	605	296	107	54	42	76	44	203	1224	0	0	0	0	0	0	0	0	0	135	42	27	43	32	11	7	102	297	1521
11:00	167	80	17	8	6	24	9	31	311	0	0	0	0	0	0	0	0	0	46	9	2	13	8	2	0	23	80	391
11:15	166	67	22	11	9	20	5	42	300	0	0	0	0	0	0	0	0	0	48	9	6	10	9	2	0	25	84	384
11:30	150	55	28	7	6	23	5	41	274	0	0	0	0	0	0	0	0	0	46	19	14	15	6	6	0	35	106	380
11:45	141	49	23	8	5	10	3	36	239	0	0	0	0	0	0	0	0	0	42	16	6	8	9	4	0	23	85	324
1 Hr	624	251	90	34	26	77	22	150	1124	0	0	0	0	0	0	0	0	0	182	53	28	46	32	14	0	106	355	1479
12:00	149	60	21	14	3	18	5	38	270	0	0	0	0	0	0	0	0	0	55	18	5	8	8	2	2	21	98	368
12:15	165	48	22	6	5	13	7	33	266	0	0	0	0	0	0	0	0	0	40	16	4	14	5	4	3	23	86	352
12:30	156	51	23	2	6	13	2	31	253	0	0	0	0	0	0	0	0	0	46	11	13	6	9	6	1	28	92	345
12:45	180	52	32	11	7	17	7	50	306	0	0	0	0	0	0	0	0	0	44	12	7	12	2	2	2	21	81	387
1 Hr	650	211	98	33	21	61	21	152	1095	0	0	0	0	0	0	0	0	0	185	57	29	40	24	14	8	93	357	1452
13:00	181	40	16	16	4	22	4	36	283	0	0	0	0	0	0	0	0	0	39	12	9	11	8	4	0	28	83	366
13:15	146	48	25	16	8	15	2	49	260	0	0	0	0	0	0	0	0	0	52	10	8	11	4	1	2	23	88	348
13:30	173	41	21	17	7	12	4	45	275	0	0	0	0	0	0	0	0	0	41	10	7	12	3	11	2	22	86	361
13:45	170	47	15	9	5	14	3	29	263	0	0	0	0	0	0	0	0	0	45	6	2	15	9	2	1	26	80	343
1 Hr	670	176	77	58	24	63	13	159	1081	0	0	0	0	0	0	0	0	0	177	38	26	49	24	18	5	99	337	1418
14:00	158	50	18	19	4	14	3	41	266	0	0	0	0	0	0	0	0	0	38	8	3	13	5	3	1	21	71	337
14:15	180	33	16	9	4	19	2	29	263	0	0	0	0	0	0	0	0	0	37	11	5	12	6	3	1	23	75	338
14:30	226	51	21	6	9	15	6	36	334	0	0	0	0	0	0	0	0	0	36	11	1	9	10	7	1	20	75	409
14:45	152	39	8	3	6	8	6	17	222	0	0	0	0	0	0	0	0	0	35	16	7	10	5	3	1	22	77	299
1 Hr	716	173	63	37	23	56	17	123	1085	0	0	0	0	0	0	0	0	0	146	46	16	44	26	16	4	86	298	1383
15:00	149	35	10	5	8	15	6	23	228	0	0	0	0	0	0	0	0	0	38	15	9	7	9	1	3	25	82	310
15:15	198	44	14	5	5	12	9	24	287	0	0	0	0	0	0	0	0	0	39	14	8	4	11	1	2	23	79	366
15:30	187	39	15	2	14	22	5	31	284	0	0	0	0	0	0	0	0	0	35	13	4	1	4	3	2	9	62	346
15:45	170	29	9	2	5	13	4	16	232	0	0	0	0	0	0	0	0	0	41	11	6	2	9	2	3	17	74	306
1 Hr	704	147	48	14	32	62	24	94	1031	0	0	0	0	0	0	0	0	0	153	53	27	14	33	7	10	74	297	1328
16:00	161	44	7	6	9	13	5	22	245	0	0	0	0	0	0	0	0	0	47	13	7	2	5	5	7	14	86	331
16:15	161	37	3	0	8	19	13	11	241	0	0	0	0	0	0	0	0	0	37	8	1	4	4	4	3	9	61	302
16:30	189	37	14	2	7	26	14	23	289	0	0	0	0	0	0	0	0	0	40	6	0	0	7	2	12	7	67	356
16:45	198	39	11	3	6	20	12	20	289	0	0	0	0	0	0	0	0	0	55	8	1	2	6	7	9	9	88	377
1 Hr	709	157	35	11	30	78	44	76	1064	0	0	0	0	0	0	0	0	0	179	35	9	8	22	18	31	39	302	1366
17:00	183	24	6	2	6	34	22	14	277	0	0	0	0	0	0	0	0	0	53	11	4	1	5	10	13	10	97	374
17:15	189	22	6	2	4	53	40	12	316	0	0	0	0	0	0	0	0	0	45	9	2	0	6	9	26	8	97	413
17:30	207	23	7	2	8	53	33	17	333	0	0	0	0	0	0	0	0	0	44	5	1	1	8	12	23	10	94	427
17:45	197	15	3	2	2	56	48	7	323	0	0	0	0	0	0	0	0	0	52	10	0	0	4	16	21	4	103	426
1 Hr	776	84	22	8	20	196	143	50	1249	0	0	0	0	0	0	0	0	0	194	35	7	2	23	47	83	32	391	1640
18:00	236	29	7	2	9	49	57	18	389	0	0	0	0	0	0	0	0	0	66	7	3	2	6	10	21	11	115	504
18:15	267	24	3	3	6	38	40	12	381	0	0	0	0	0	0	0	0	0	68	7	0	1	5	19	23	6	123	504
18:30	268	25	9	5	4	32	40	18	383	0	0	0	0	0	0	0	0	0	94	7	2	2	6	24	26	10	161	544
18:45	269	22	4	2	5	36	37	11	375	0	0	0	0	0	0	0	0	0	73	7	0	0	4	8	17	4	109	484





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 4  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Cycle path movements

ORIGIN SUMMARY

	Origin : A - A3211 west										Origin : B - A3211 east										Origin : C - Queen Street Pl										Origin Totals
	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total				
07:00	169	38	17	3	2	27	24	22	280	143	113	45	43	4	37	22	92	407	30	9	5	4	2	8	11	11	69	756			
07:15	151	38	10	8	1	35	25	19	268	115	110	45	40	7	68	32	92	417	29	16	7	6	5	7	11	18	81	766			
07:30	175	55	16	8	2	30	47	26	333	172	142	36	36	8	66	28	80	488	31	17	5	5	2	10	20	12	90	911			
07:45	166	37	32	8	3	43	51	43	340	142	130	46	18	5	60	27	69	428	41	13	6	2	3	18	20	11	103	871			
1 Hr	661	168	75	27	8	135	147	110	1221	572	495	172	137	24	231	109	333	1740	131	55	23	17	12	43	62	52	343	3304			
08:00	156	38	18	14	1	49	82	33	358	167	118	42	23	11	56	49	76	466	31	11	5	4	2	7	23	11	83	907			
08:15	142	42	27	12	3	53	71	42	350	137	122	40	14	11	61	40	65	425	42	11	4	5	2	15	29	11	108	883			
08:30	166	35	17	15	4	54	64	36	355	150	112	45	24	11	55	60	80	457	29	11	3	5	2	10	36	10	96	908			
08:45	162	39	21	17	9	61	52	47	361	165	86	42	10	9	72	51	61	435	31	10	7	7	2	17	24	16	98	894			
1 Hr	626	154	83	58	17	217	269	158	1424	619	438	169	71	42	244	200	282	1783	133	43	19	21	8	49	112	48	385	3592			
09:00	158	57	27	11	4	45	35	42	337	167	99	41	26	13	41	52	80	439	31	9	9	6	3	13	15	18	86	862			
09:15	186	42	30	14	4	26	17	48	319	173	95	48	24	17	57	28	89	442	32	10	6	9	3	12	9	18	81	842			
09:30	184	43	16	9	3	23	14	28	292	185	81	45	18	12	36	21	75	398	27	15	8	6	2	10	11	16	79	769			
09:45	182	54	26	6	7	21	13	39	309	190	85	44	27	16	29	19	87	410	39	7	6	4	3	3	2	13	64	783			
1 Hr	710	196	99	40	18	115	79	157	1257	715	360	178	95	58	163	120	331	1689	129	41	29	25	11	38	37	65	310	3256			
10:00	155	57	26	8	7	15	4	41	272	176	88	38	23	20	21	16	81	382	37	14	5	7	4	3	2	16	72	726			
10:15	166	52	33	13	2	8	1	48	275	184	76	35	30	19	25	7	84	376	28	13	11	2	5	3	3	18	65	716			
10:30	157	54	31	7	8	7	3	46	267	175	100	31	23	19	27	17	73	392	22	7	5	6	6	3	0	17	49	708			
10:45	144	70	23	9	5	11	6	37	268	205	74	30	21	16	14	11	67	371	32	14	4	8	3	5	0	15	66	705			
1 Hr	622	233	113	37	22	41	14	172	1082	740	338	134	97	74	87	51	305	1521	119	48	25	23	18	14	5	66	252	2855			
11:00	161	47	36	15	4	13	4	55	280	213	89	19	21	14	26	9	54	391	38	11	7	5	5	7	2	17	75	746			
11:15	136	53	26	7	5	8	3	38	238	214	76	28	21	18	22	5	67	384	33	17	12	8	1	1	0	21	72	694			
11:30	154	86	32	7	1	14	3	40	297	196	74	42	22	12	29	5	76	380	31	11	2	7	5	3	0	14	59	736			
11:45	136	53	29	9	4	15	0	42	246	183	65	29	16	14	14	3	59	324	30	18	6	4	2	4	3	12	67	637			
1 Hr	587	239	123	38	14	50	10	175	1061	806	304	118	80	58	91	22	256	1479	132	57	27	24	13	15	5	64	273	2813			
12:00	160	61	29	5	6	12	1	40	274	204	78	26	22	11	20	7	59	368	27	4	14	6	2	2	0	22	55	697			
12:15	179	66	28	7	2	22	3	37	307	205	64	26	20	10	17	10	56	352	31	9	7	9	2	4	4	18	66	725			
12:30	177	64	25	12	0	16	4	37	298	202	62	36	8	15	19	3	59	345	26	14	11	5	5	4	0	21	65	708			
12:45	164	76	29	11	3	18	4	43	305	224	64	39	23	9	19	9	71	387	44	8	8	6	3	2	1	17	72	764			
1 Hr	680	267	111	35	11	68	12	157	1184	835	268	127	73	45	75	29	245	1452	128	35	40	26	12	12	5	78	258	2894			
13:00	148	72	32	10	9	12	1	51	284	220	52	25	27	12	26	4	64	366	35	11	7	6	3	3	3	16	68	718			
13:15	189	62	30	8	3	17	2	41	311	198	58	33	27	12	16	4	72	348	38	13	9	7	3	6	5	19	81	740			
13:30	153	73	25	7	2	19	1	34	280	214	51	28	29	10	23	6	67	361	25	14	11	4	4	6	2	19	66	707			
13:45	167	72	29	10	6	20	2	45	306	215	53	17	24	14	16	4	55	343	22	3	7	8	4	1	2	19	47	696			
1 Hr	657	279	116	35	20	68	6	171	1181	847	214	103	107	48	81	18	258	1418	120	41	34	25	14	16	12	73	262	2861			
14:00	192	81	33	18	5	19	6	56	354	196	58	21	32	9	17	4	62	337	45	12	4	1	6	2	2	11	72	763			
14:15	144	69	21	10	3	18	6	34	271	217	44	21	21	10	22	3	52	338	33	6	9	5	8	6	2	22	69	678			
14:30	174	90	18	11	5	22	11	34	331	262	62	22	15	19	22	7	56	409	26	10	7	9	5	3	0	21	60	800			
14:45	148	74	24	12	5	18	7	41	288	187	55	15	13	11	11	7	39	299	29	20	10	8	2	2	0	20	71	658			
1 Hr	658	314	96	51	18	77	30	165	1244	862	219	79	81	49	72	21	209	1383	133	48	30	23	21	13	4	74	272	2899			
15:00	138	76	25	2	4	13	5	31	263	187	50	19	12	17	16	9	48	310	23	6	5	8	4	9	1	17	56	629			
15:15	80	56	9	7	0	25	5	16	182	237	58	22	9	16	13	11	47	366	26	10	3	5	5	4	1	13	54	602			
15:30	134	80	14	5	6	21	10	25	270	222	52	19	3	18	25	7	40	346	31	7	5	5	5	5	1	15	59	675			
15:45	83	58	17	5	5	22	7	27	197	211	40	15	4	14	15	7	33	306	27	9	9	4	2	4	1	15	56	559			
1 Hr	435	270	65	19	15	81	27	99	912	857	200	75	28	65	69	34	168	1328	107	32	22	22	16	22	4	60	225	2465			
16:00	81	59	7	2	3	33	9	12	194	208	57	14	8	14	18	12	36	331	19	12	6	4	3	7	3	13	54	579			
16:15	71	39	9	0	4	35	6	13	164	198	45	4	4	12	23	16	20	302	29	7	5	4	5	10	4	14	64	530			
16:30	66	31	9	1	5	28	12	15	152	229	43	14	2	14	28	26	30	356	27	10	6	1	7	5	6	14	62	570			
16:45	61	44	7	2	3	34	14	12	165	253	47	12	5	12	27	21	29	377	48	11	2	1	4	1	5	7	72	614			
1 Hr	279	173	32	5	15	130	41	52	675	888	192	44	19	52	96	75	115	1366	123	40	19	10	19	23	18	48	252	2293			
17:00	115	47	13	3	3	50	19	19	250	236	35	10	3	11	44	35	24	374	38	8	2	3	9	8	6	14	74	698			
17:15	109	49	7	3	5	62	23	15	258	234	31	8	2	10	62	66	20	413	36	6	1	3	11	8	6	15	71	742			
17:30	125	56	9	5	7	67	34	21	303	251	28	8	3	16	65	56	27	427	52	8	4	2	6	4	5	12	81	811			
17:45	117	41	15	5	10	55	41	30	284	249	25	3	2	6	72	69	11	426	44	4	4	1	2	8	7	7	70	780			
1 Hr	466	193	44	16	25	234	117	85	1095	970	119	29	10	43	243	226	82	1640	170	26	11	9	28	28	24	48	296	3031			
18:00	165	46	10	1	11	54	46	22	333	302	36	10	4	15	59	78	29	504	47	3	1	3	3	12	4	7	73	910			
18:1																															



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 4  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Cycle path movements

DESTINATION SUMMARY

	Destination : A - A3211 west									Destination : B - A3211 east									Destination : C - Queen Street Pl									Dest Totals
	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lqv	Oqv1	Oqv2	Psv	Mc	Pc	Hdv	Total	
07:00	130	106	41	29	1	35	17	71	359	189	42	19	7	4	33	35	30	329	23	12	7	14	3	4	5	24	68	756
07:15	105	110	42	21	5	62	28	68	373	170	43	14	13	6	40	33	33	319	20	11	6	20	2	8	7	28	74	766
07:30	134	135	30	21	6	65	23	57	414	200	63	18	12	4	36	65	34	398	44	16	9	16	2	5	7	27	99	911
07:45	116	116	41	9	2	57	23	52	364	196	44	36	10	6	57	70	52	419	37	20	7	9	3	7	5	19	88	871
1 Hr	485	467	154	80	14	219	91	248	1510	755	192	87	42	20	166	203	149	1465	124	59	29	59	10	24	24	98	329	3304
08:00	149	114	36	14	9	58	42	59	422	174	45	20	18	3	52	104	41	416	31	8	9	9	2	2	8	20	69	907
08:15	133	117	32	8	8	62	30	48	390	166	46	29	17	5	64	100	51	427	22	12	10	6	3	3	10	19	66	883
08:30	126	104	41	12	7	54	54	60	398	182	40	19	20	6	60	96	45	423	37	14	5	12	4	5	10	21	87	908
08:45	146	78	31	6	6	70	48	43	385	179	43	27	24	11	70	72	62	426	33	14	12	4	3	10	7	19	83	894
1 Hr	554	413	140	40	30	244	174	210	1595	701	174	95	79	25	246	372	199	1692	123	48	36	31	12	20	35	79	305	3592
09:00	152	92	34	19	10	41	43	63	391	173	61	33	16	7	55	48	56	393	31	12	10	8	3	3	11	21	78	862
09:15	144	86	45	15	13	54	24	73	381	204	49	34	22	7	34	24	63	374	43	12	5	10	4	7	6	19	87	842
09:30	155	78	36	10	9	37	16	55	341	199	51	22	15	5	26	24	42	342	42	10	11	8	3	6	6	22	86	769
09:45	172	77	39	11	11	26	18	61	354	201	58	32	10	10	22	14	52	347	38	11	5	16	5	5	2	26	82	783
1 Hr	623	333	154	55	43	158	101	252	1467	777	219	121	63	29	137	110	213	1456	154	45	31	42	15	21	25	88	333	3256
10:00	164	84	34	17	10	16	12	61	337	176	64	29	14	11	18	6	54	318	28	11	6	7	10	5	4	23	71	726
10:15	163	76	33	19	13	26	9	65	339	185	58	40	15	6	8	2	61	314	30	7	6	11	7	2	0	24	63	716
10:30	154	91	26	10	10	27	16	46	334	170	57	34	13	14	8	3	61	299	30	13	7	13	9	2	1	29	75	708
10:45	168	69	24	9	10	14	9	43	303	164	77	25	17	8	14	6	50	311	49	12	8	12	6	2	2	26	91	705
1 Hr	649	320	117	55	43	83	46	215	1313	695	256	128	59	39	48	17	226	1242	137	43	27	43	32	11	7	102	300	2855
11:00	181	85	19	8	6	25	9	33	333	185	53	41	20	9	18	6	70	332	46	9	2	13	8	3	0	23	81	746
11:15	189	73	25	11	9	20	5	45	332	146	64	35	15	6	9	3	56	278	48	9	6	10	9	2	0	25	84	694
11:30	166	58	28	8	6	24	5	42	295	169	94	34	13	5	16	3	52	334	46	19	14	15	7	6	0	36	107	736
11:45	152	54	24	8	5	13	3	37	259	155	65	34	13	6	16	3	53	292	42	17	6	8	9	4	0	23	86	637
1 Hr	688	270	96	35	26	82	22	157	1219	655	276	144	61	26	59	15	231	1236	182	54	28	46	33	15	0	107	358	2813
12:00	161	61	21	14	3	20	5	38	285	175	64	43	11	8	12	1	62	314	55	18	5	8	8	2	2	21	98	697
12:15	185	49	25	6	5	16	8	36	294	190	74	32	16	4	23	6	52	345	40	16	4	14	5	4	3	23	86	725
12:30	165	55	25	2	8	15	2	35	272	194	74	34	17	3	18	4	54	344	46	11	13	6	9	6	1	28	92	708
12:45	196	53	32	11	8	17	7	51	324	190	83	37	17	5	20	5	59	357	46	12	7	12	2	2	2	21	83	764
1 Hr	707	218	103	33	24	68	22	160	1175	749	295	146	61	20	73	16	227	1360	187	57	29	40	24	14	8	93	359	2894
13:00	197	44	16	16	4	23	4	36	304	167	79	39	16	12	14	4	67	331	39	12	9	11	8	4	0	28	83	718
13:15	164	55	25	16	8	20	3	49	291	209	68	39	15	6	18	6	60	361	52	10	8	11	4	1	2	23	88	740
13:30	185	46	24	17	7	14	4	48	297	166	82	33	11	6	23	3	50	324	41	10	7	12	3	11	2	22	86	707
13:45	185	47	15	9	6	14	3	30	279	172	75	36	18	9	19	3	63	332	47	6	2	15	9	4	2	26	85	696
1 Hr	731	192	80	58	25	71	14	163	1171	714	304	147	60	33	74	16	240	1348	179	38	26	49	24	20	6	99	342	2861
14:00	175	55	19	19	5	16	4	43	293	220	88	36	19	10	19	7	65	399	38	8	3	13	5	3	1	21	71	763
14:15	194	34	20	9	4	22	2	33	285	163	73	26	15	11	21	8	52	317	37	12	5	12	6	3	1	23	76	678
14:30	234	56	21	6	11	16	6	38	350	191	95	25	20	8	24	10	53	373	37	11	1	9	10	7	2	20	77	800
14:45	163	47	11	3	6	9	6	20	245	164	86	31	20	7	19	7	58	334	37	16	7	10	5	3	1	22	79	658
1 Hr	766	192	71	37	26	63	18	134	1173	738	342	118	74	36	83	32	228	1423	149	47	16	44	26	16	5	86	303	2899
15:00	159	36	13	6	9	19	7	28	249	151	81	27	9	7	18	5	43	298	38	15	9	7	9	1	3	25	82	629
15:15	208	44	15	5	6	12	9	26	299	96	66	11	12	4	29	6	27	224	39	14	8	4	11	1	2	23	79	602
15:30	202	39	16	2	15	23	5	33	302	150	87	18	10	10	25	11	38	311	35	13	4	1	4	3	2	9	62	675
15:45	177	32	11	3	5	16	4	19	248	103	64	24	8	7	23	7	39	236	41	11	6	2	9	2	4	17	75	559
1 Hr	746	151	55	16	35	70	25	106	1098	500	298	80	39	28	95	29	147	1069	153	53	27	14	33	7	11	74	298	2465
16:00	169	47	7	6	9	15	5	22	258	91	68	13	6	6	38	12	25	234	48	13	7	2	5	5	7	14	87	579
16:15	176	39	4	0	10	23	13	14	265	84	44	13	4	7	41	9	24	202	38	8	1	4	4	4	4	9	63	530
16:30	206	41	16	2	7	28	16	25	316	73	37	13	2	12	31	16	27	184	43	6	0	0	7	2	12	7	70	570
16:45	226	43	11	3	6	20	14	20	323	80	51	9	3	7	35	16	19	201	56	8	1	2	6	7	10	9	90	614
1 Hr	777	170	38	11	32	86	48	81	1162	328	200	48	15	32	145	53	95	821	185	35	9	8	22	18	33	39	310	2293
17:00	203	25	6	2	6	34	23	14	299	132	54	15	6	12	58	24	33	301	54	11	4	1	5	10	13	10	98	698
17:15	211	23	7	2	6	55	40	15	344	123	54	7	6	14	67	29	27	300	45	9	2	0	6	10	26	8	98	742
17:30	235	26	8	2	8	54	36	18	369	149	61	12	7	13	70	35	32	347	44	5	1	1	8	12	24	10	95	811
17:45	216	17	5	2	2	58	48	9	348	141	42	16	6	12	61	47	34	325	53	11	1	0	4	16	22	5	107	780
1 Hr	865	91	26	8	22	201	147	56	1360	545	211	50	25	51	256	135	126	1273	196	36	8	2	23	48	85	33	398	3031
18:00	255	30	8	2	10	54	58	20	417	193	48	10	4	13	60	49	27	377	66	7	3	2	6	11	21	11	116	910



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Southwark Bridge Road north

	Destination : A - Southwark Bridge Road north								Destination : B - Southwark Street east								Destination : C - Southwark Bridge Road south								Destination : D - Southwark Street west								Arm Totals					
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv		Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	3	4	10	2	1	3	16	36	14	10	3	4	0	2	2	7	35	72	
07:15	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	8	4	3	13	3	3	5	19	39	6	6	3	6	0	4	3	9	28	70
07:30	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	1	3	5	17	6	2	16	2	1	7	20	51	19	7	1	5	0	4	5	6	41	97	
07:45	0	0	0	0	0	0	0	0	0	3	2	0	0	0	2	1	0	8	16	7	4	10	3	2	9	17	51	24	5	3	1	0	1	1	4	35	94	
1 Hr	0	0	0	0	0	0	0	0	0	6	4	3	0	0	2	2	3	17	54	20	13	49	10	7	24	72	177	63	28	10	16	0	11	11	26	139	333	
08:00	0	0	0	0	0	0	0	0	0	9	2	3	0	0	0	0	3	14	13	8	6	5	1	0	13	12	46	17	4	2	3	0	3	6	5	35	95	
08:15	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	0	6	11	6	10	3	3	0	14	16	47	13	1	2	2	1	1	1	5	21	74	
08:30	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	3	0	11	20	2	1	11	2	0	21	14	57	16	7	4	1	0	5	5	5	38	106	
08:45	0	0	0	0	0	0	0	0	0	6	2	1	0	0	0	4	1	13	18	6	7	2	3	2	21	12	59	13	5	5	2	0	5	3	7	33	105	
1 Hr	0	0	0	0	0	0	0	0	0	24	8	4	0	0	0	8	4	44	62	22	24	21	9	2	69	54	209	59	17	13	8	1	14	15	22	127	380	
09:00	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	1	7	17	8	8	6	3	0	19	17	61	25	4	1	1	1	1	5	3	38	106	
09:15	0	0	0	0	0	0	0	0	0	5	0	1	0	0	2	3	1	11	19	5	8	8	2	2	19	18	63	23	5	1	0	1	2	4	2	36	110	
09:30	0	0	0	0	0	0	0	0	0	8	1	1	0	0	1	0	1	11	21	5	6	6	2	5	12	14	57	27	2	5	2	1	1	1	8	39	107	
09:45	0	0	0	0	0	0	0	0	0	5	3	1	0	0	1	0	1	10	12	6	5	13	3	2	13	21	54	17	7	2	1	0	2	2	3	31	95	
1 Hr	0	0	0	0	0	0	0	0	0	21	7	4	0	0	4	3	4	39	69	24	27	33	10	9	63	70	235	92	18	9	4	3	6	12	16	144	418	
10:00	0	0	0	0	0	0	0	0	0	6	3	1	0	0	1	0	1	11	11	6	5	6	1	3	8	12	40	17	4	1	1	3	0	2	5	28	79	
10:15	0	0	0	0	0	0	0	0	0	7	1	1	0	0	1	1	0	2	15	6	4	8	6	0	9	18	48	10	2	2	1	6	2	0	9	23	82	
10:30	0	0	0	0	0	0	0	0	0	5	2	1	1	0	0	1	2	10	9	3	5	10	2	0	6	17	35	15	3	1	0	5	0	1	6	25	70	
10:45	0	0	0	0	0	0	0	0	0	4	4	2	0	1	0	0	3	11	16	6	6	8	4	2	3	18	45	15	7	4	3	2	1	0	9	32	88	
1 Hr	0	0	0	0	0	0	0	0	0	22	10	5	1	2	2	1	8	43	51	21	20	32	13	5	26	65	168	57	16	8	5	16	3	3	29	108	319	
11:00	0	0	0	0	0	0	0	0	0	7	5	0	0	0	2	1	0	15	19	7	2	9	2	0	3	13	42	15	2	2	0	6	2	0	8	27	84	
11:15	0	0	0	0	0	0	0	0	0	8	1	0	0	0	2	2	0	13	16	2	7	10	2	1	7	19	45	21	6	0	1	4	1	0	5	33	91	
11:30	0	0	0	0	0	0	0	0	0	5	2	1	0	0	3	3	1	14	16	6	8	8	3	1	4	19	46	9	5	10	1	2	3	1	13	31	91	
11:45	0	0	0	0	0	0	0	0	0	7	1	2	0	0	0	0	2	10	25	14	6	8	4	3	2	18	62	11	8	2	0	5	1	0	7	27	99	
1 Hr	0	0	0	0	0	0	0	0	0	27	9	3	0	0	7	6	3	52	76	29	23	35	11	5	16	69	195	56	21	14	2	17	7	1	33	118	365	
12:00	0	0	0	0	0	0	0	0	0	4	3	2	0	0	0	0	2	9	21	12	2	6	2	1	2	10	46	26	7	0	0	3	1	1	3	38	93	
12:15	0	0	0	0	0	0	0	0	0	8	1	0	0	0	1	4	0	14	12	13	3	10	3	2	5	16	48	21	3	1	1	5	2	0	7	33	95	
12:30	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	1	8	16	7	12	6	3	2	3	21	49	22	3	4	1	5	1	2	10	38	95	
12:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	0	6	24	4	6	11	2	0	4	19	51	18	5	2	2	1	2	1	5	31	88	
1 Hr	0	0	0	0	0	0	0	0	0	23	5	3	0	0	1	5	3	37	73	36	23	33	10	5	14	66	194	87	18	7	4	14	6	4	25	140	371	
13:00	0	0	0	0	0	0	0	0	0	4	2	3	0	0	1	0	3	10	11	8	4	6	2	1	4	12	36	23	2	3	3	2	0	2	8	35	81	
13:15	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	9	19	7	7	9	3	4	5	19	54	19	3	2	4	4	0	0	10	32	95	
13:30	0	0	0	0	0	0	0	0	0	7	1	1	1	0	5	0	2	15	12	6	2	11	2	6	3	15	42	24	2	2	0	3	1	0	5	32	89	
13:45	0	0	0	0	0	0	0	0	0	11	4	0	1	1	3	1	2	21	13	0	0	10	2	1	10	12	36	20	8	2	2	5	0	2	9	39	96	
1 Hr	0	0	0	0	0	0	0	0	0	30	7	4	2	1	9	2	7	55	55	21	13	36	9	12	22	58	168	86	15	9	9	14	1	4	32	138	361	
14:00	0	0	0	0	0	0	0	0	0	10	1	1	0	0	1	2	1	15	20	7	2	14	3	2	7	19	55	19	3	1	3	2	1	0	6	29	99	
14:15	0	0	0	0	0	0	0	0	0	11	3	1	0	0	0	0	1	15	12	6	4	9	2	2	4	15	39	26	4	0	0	2	1	0	2	33	87	
14:30	0	0	0	0	0	0	0	0	0	9	1	1	0	0	1	0	1	12	9	7	1	11	3	2	3	15	36	14	2	0	1	9	1	0	10	27	75	
14:45	0	0	0	0	0	0	0	0	0	7	4	0	0	0	2	0	0	13	13	9	6	10	2	3	7	18	50	20	7	1	0	3	2	0	4	33	96	
1 Hr	0	0	0	0	0	0	0	0	0	37	9	3	0	0	4	2	3	55	54	29	13	44	10	9	21	67	180	79	16	2	4	16	5	0	22	122	357	
15:00	0	0	0	0	0	0	0	0	0	13	5	0	1	1	0	0	2	20	15	8	4	4	2	0	8	10	41	20	3	4	1	4	0	1	9	33	94	
15:15	0	0	0	0	0	0	0	0	0	8	3	2	0	0	0	0	2	13	13	7	6	3	3	0	9	12	41	15	6	2	0	5	1	0	7	29	83	
15:30	0	0	0	0	0	0	0	0	0	8	5	0	0	1	0	1	1	15	17	11	4	2	2	1	7	8	44	16	3	0	0	5	0	0	5	24	83	
15:45	0	0	0	0	0	0	0	0	0	10	3	2	0	1	1	0	3	17	13	5	6	1	3	4	9	10	41	9	7	1	0	3	0	0	4	20	78	
1 Hr	0	0	0	0	0	0	0	0	0	39	16	4	1	3	1	1	8	65	58	31	20	10	10	5	33	40	167	60	19	7	1	17	1	1	25	106	338	
16:00	0	0	0	0	0	0	0	0	0	13	3	0	0	0	0	3	0	19	17	7	4	2	3	5	15	9	53	18	5	3	1	0	1	5	4	33	105	
16:15	0	0	0	0	0	0	0	0	0	7	4	2	0	0	1	1	2	15	20	8	1	3	2	4	27	6	65	27	2	0	1	2	1	2	3	35	115	
16:30	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	1	0	12	18	6	0	0	2	4	11	2	41	14	2</									





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B -Southwark Street east

	Destination : A - Southwark Bridge Road north									Destination : B -Southwark Street east									Destination : C - Southwark Bridge Road south									Destination : D - Southwark Street west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6	2	1	0	0	0	2	1	11	54	33	8	0	4	7	15	12	121	133
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	3	0	0	1	3	3	18	48	23	10	0	1	9	27	11	118	136
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	1	0	0	1	3	1	13	47	41	10	0	4	7	27	14	136	149
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	4	2	0	0	2	2	2	23	45	31	9	0	2	5	37	11	129	152
1 Hr	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	31	13	7	0	0	4	10	7	65	194	128	37	0	11	28	106	48	504	570
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	7	0	0	0	4	1	0	25	46	26	11	0	4	10	35	15	132	157
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	6	1	2	0	1	4	3	29	50	20	3	0	4	8	43	7	128	157
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	3	0	0	3	2	3	16	43	17	9	1	4	13	68	14	155	171
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	2	0	0	2	2	2	34	33	15	8	1	2	9	65	11	133	167
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	20	6	2	0	10	9	8	104	172	78	31	2	14	40	211	47	548	652
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	2	0	0	5	4	2	25	46	20	5	0	4	10	55	9	140	165
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	8	3	1	1	3	2	5	29	43	12	6	0	3	7	43	9	114	143
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	3	1	0	0	0	1	1	19	44	14	10	0	4	6	35	14	113	132
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	1	0	0	1	3	1	17	43	19	7	0	7	5	19	14	100	117
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	21	7	1	1	9	10	9	90	176	65	28	0	18	28	152	46	467	557
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	2	0	1	0	5	3	34	56	18	13	0	6	6	18	19	117	151
10:15	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	7	9	2	1	0	0	1	3	20	48	19	9	0	4	5	17	13	102	124
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	5	2	0	0	1	3	2	21	52	27	9	0	5	1	18	14	112	133
10:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	21	7	3	0	0	1	0	3	32	40	20	9	1	3	8	13	13	94	127
1 Hr	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	51	34	9	1	1	2	9	11	107	196	84	40	1	18	20	66	59	425	535
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	3	0	0	0	0	3	21	68	22	6	0	5	6	16	11	123	144
11:15	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	23	4	3	1	0	0	1	4	32	54	12	9	0	4	11	7	13	97	131
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	10	5	0	0	1	0	5	28	65	22	8	0	3	5	16	11	119	147
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11	3	0	1	1	0	4	30	56	26	4	0	2	5	12	6	105	135
1 Hr	1	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	63	29	14	1	1	2	1	16	111	243	82	27	0	14	27	51	41	444	557
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7	2	0	0	1	2	2	20	63	14	5	1	3	5	5	9	96	116
12:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	2	0	22	61	19	5	0	4	6	9	9	104	127
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5	1	0	0	2	2	1	19	52	26	4	0	5	4	12	9	103	122
12:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	11	4	2	0	0	0	1	2	18	51	17	2	0	6	7	11	8	94	113
1 Hr	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	38	26	5	0	0	3	7	5	79	227	76	16	1	18	22	37	35	397	478
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	0	1	0	22	50	12	5	1	3	6	9	9	86	108
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	6	3	0	0	1	0	3	30	47	16	7	1	6	9	14	14	100	130
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	4	1	0	13	57	14	5	0	3	8	13	8	100	113
13:45	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	19	5	1	0	1	1	1	2	28	55	12	7	0	4	4	18	11	100	130
1 Hr	0	0	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	0	58	21	4	0	1	6	3	5	93	209	54	24	2	16	27	54	42	386	481
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	1	1	0	26	49	17	4	1	2	7	5	7	85	111
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	1	0	0	0	0	1	14	48	10	5	0	4	8	17	9	92	106
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	1	1	0	12	54	15	3	0	3	11	7	6	93	105
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3	0	0	1	0	2	1	19	56	18	6	0	4	3	8	10	95	114
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	17	1	0	1	2	4	2	71	207	60	18	1	13	29	37	32	365	436
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	1	1	3	1	18	67	13	2	0	4	2	9	6	97	115
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	2	0	0	0	1	2	15	81	16	6	2	3	4	7	11	119	134
15:30	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	8	10	1	0	0	0	1	1	20	51	14	4	0	2	13	14	6	98	119
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	4	0	0	1	0	0	1	21	71	15	4	0	3	7	14	7	114	135
1 Hr	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	41	22	3	0	2	1	5	5	74	270	58	16	2	12	26	44	30	428	503
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	1	0	0	0	1	1	10	70	18	6	0	2	4	17	8	117	127
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	0	11	73	13	1	0	3	14	14	4	118	129
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3	1	0	0	3	1	1	19										



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - Southwark Bridge Road south

	Destination : A - Southwark Bridge Road north								Destination : B - Southwark Street east								Destination : C - Southwark Bridge Road south								Destination : D - Southwark Street west								Arm Totals			
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv		Mc	Pc	Hdv
07:00	20	8	8	7	1	6	30	16	80	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	18	21	6	0	0	2	5	6	52	134
07:15	23	13	4	5	5	13	42	14	105	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	18	17	5	0	0	7	5	5	52	158
07:30	20	11	4	1	2	9	64	7	111	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	15	19	8	1	0	5	5	9	53	167
07:45	20	8	1	3	3	13	89	7	137	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	13	19	3	0	0	4	10	3	49	188
1 Hr	83	40	17	16	11	41	225	44	433	0	0	0	0	7	0	1	7	0	0	0	0	0	0	0	0	0	64	76	22	1	0	18	25	23	206	647
08:00	26	9	6	1	2	6	98	9	148	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	14	10	3	1	0	7	12	4	47	199
08:15	26	10	3	6	2	18	128	11	193	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	10	17	8	0	0	6	15	8	56	251
08:30	19	8	3	5	4	13	140	12	192	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	16	6	1	1	0	8	20	2	52	247
08:45	11	3	5	6	2	14	105	13	146	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	11	13	3	2	0	2	14	5	45	193
1 Hr	82	30	17	18	10	51	471	45	679	0	0	0	0	9	0	2	9	0	0	0	0	0	0	0	0	0	51	46	15	4	0	23	61	19	200	890
09:00	20	7	1	3	3	9	78	7	121	0	0	1	0	2	0	1	3	0	0	0	0	0	0	0	0	0	15	4	8	0	0	8	11	8	46	171
09:15	20	11	2	5	1	11	69	8	119	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	26	16	7	0	0	4	10	7	63	183
09:30	22	8	4	4	5	4	40	13	87	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	17	9	6	0	0	2	9	6	43	132
09:45	32	11	2	2	3	1	21	7	72	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	14	8	8	1	0	4	14	9	49	122
1 Hr	94	37	9	14	12	25	208	35	399	0	0	1	0	6	0	1	7	0	0	0	0	0	0	0	0	0	72	37	29	1	0	18	44	30	201	608
10:00	25	8	6	2	2	2	14	10	59	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	15	11	3	0	0	2	5	3	36	97
10:15	15	9	3	3	1	2	7	7	40	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	17	13	10	1	0	1	11	43	85	
10:30	19	8	7	5	5	2	10	17	56	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	19	10	3	0	0	2	8	3	42	100
10:45	14	11	4	4	5	2	12	13	52	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	14	12	2	1	0	4	8	3	41	94
1 Hr	73	36	20	14	13	8	43	47	207	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	65	46	18	2	0	9	22	20	162	376
11:00	14	5	3	3	2	3	9	8	39	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	21	8	4	0	0	2	3	4	38	79
11:15	15	10	2	5	2	1	8	9	43	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	17	6	5	1	0	2	2	6	33	78
11:30	6	9	3	4	3	2	10	10	37	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	20	8	4	0	0	3	3	4	38	76
11:45	19	9	2	3	5	2	9	10	49	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	24	17	2	0	0	5	1	2	49	100
1 Hr	54	33	10	15	12	8	36	37	168	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	82	39	15	1	0	12	9	16	158	333
12:00	10	2	6	2	2	2	5	10	29	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	18	10	3	1	0	3	2	4	37	68
12:15	8	5	6	7	3	2	3	16	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	8	4	0	0	3	3	4	38	72
12:30	8	10	10	2	3	1	5	15	39	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	19	9	4	0	0	0	3	4	35	76
12:45	15	7	4	5	1	0	4	10	36	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	20	8	0	1	0	5	6	1	40	78
1 Hr	41	24	26	16	9	5	17	51	138	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	77	35	11	2	0	11	14	13	150	294
13:00	15	4	3	8	2	1	5	13	38	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	14	7	1	2	0	3	4	3	31	70
13:15	19	9	6	4	5	5	3	15	51	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	18	4	3	0	2	2	3	5	32	85
13:30	10	10	8	4	3	4	10	15	49	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	22	9	5	0	0	2	4	5	42	92
13:45	16	3	3	3	3	2	5	9	35	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	23	7	5	0	0	1	4	5	40	77
1 Hr	60	26	20	19	13	12	23	52	173	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	77	27	14	2	2	8	15	18	145	324
14:00	20	6	5	2	3	2	5	10	43	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	19	9	4	0	0	3	0	4	35	80
14:15	14	3	3	6	3	4	1	12	34	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	13	6	5	0	0	4	0	5	28	63
14:30	24	14	4	6	2	2	5	12	57	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	16	7	4	0	0	3	2	4	32	90
14:45	12	6	2	4	5	4	5	11	38	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	20	7	2	0	0	2	0	2	31	71
1 Hr	70	29	14	18	13	12	16	45	172	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	68	29	15	0	0	12	2	15	126	304
15:00	11	6	4	6	3	5	3	13	38	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	9	3	2	0	0	6	1	2	21	61
15:15	13	7	3	2	4	2	4	9	35	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	21	9	1	1	0	3	0	2	35	72
15:30	15	6	5	3	3	1	5	11	38	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	11	5	4	0	0	2	4	4	26	65
15:45	9	5	5	2	2	1	4	9	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5	2	1	0	2	2	3	23	51
1 Hr	48	24	17	13	12	9	16	42	139	0	0	0	0	4	0	1	4	0	0	0	0	0	0	0	0	0	52	22	9	2	0	13	7	11	105	249
16:00	10	9	5	2	2	2	7	9	37	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	14	9	1	0	0	5	1	1	30	69
16:15	12	8	2	3	2	2	7	7	36	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	21	9	5	0	0	1	3	5	39	77
16:30	12	9	4	1	4	1	9	9	40	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	16	3	4	0	0	2	1	4	26	68
16:45	19	5	0	0	2	2	4	2	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	2	0	0	5	4	2	33	65
1 Hr	53																																			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : D - Southwark Street west

	Destination : A - Southwark Bridge Road north									Destination : B - Southwark Street east									Destination : C - Southwark Bridge Road south									Destination : D - Southwark Street west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	14	6	2	0	0	2	0	2	24	24	11	4	0	3	2	7	7	51	7	5	1	0	0	0	2	1	15	0	0	0	0	0	0	0	90		
07:15	13	6	2	0	0	3	2	2	26	12	10	6	0	3	6	13	9	50	13	1	3	0	0	3	0	3	20	0	0	0	0	0	0	0	96		
07:30	23	7	2	1	0	6	3	3	42	31	11	6	1	4	7	22	11	82	8	4	2	1	0	3	1	3	19	0	0	0	0	0	0	0	143		
07:45	24	9	4	1	0	4	0	5	42	19	7	1	1	3	4	20	5	55	2	4	2	0	0	2	2	2	12	0	0	0	0	0	0	0	109		
1 Hr	74	28	10	2	0	15	5	12	134	86	39	17	2	13	19	62	32	238	30	14	8	1	0	8	5	9	66	0	0	0	0	0	0	0	438		
08:00	24	9	4	0	0	3	4	4	44	29	6	2	1	2	5	29	5	74	12	5	0	0	0	2	1	0	20	0	0	0	0	0	0	0	138		
08:15	18	8	2	1	0	7	4	3	40	37	10	4	1	3	9	23	8	87	11	7	0	1	0	1	2	1	22	0	0	0	0	0	0	0	149		
08:30	18	10	2	1	0	3	6	3	40	26	12	7	1	2	3	34	10	85	10	5	7	0	0	2	2	7	26	0	0	0	0	0	0	0	151		
08:45	23	7	4	1	0	8	6	5	49	29	7	10	1	5	12	35	16	99	6	3	3	1	0	2	5	4	20	0	0	0	0	0	0	0	168		
1 Hr	83	34	12	3	0	21	20	15	173	121	35	23	4	12	29	121	39	345	39	20	10	2	0	7	10	12	88	0	0	0	0	0	0	0	606		
09:00	25	5	5	4	0	5	9	9	53	45	11	4	1	2	10	22	7	95	9	5	3	0	0	2	0	3	19	0	0	0	0	0	0	0	167		
09:15	23	5	5	4	0	3	3	9	43	35	16	5	0	6	6	12	11	80	10	5	3	0	0	0	6	3	24	0	0	0	0	0	0	0	147		
09:30	16	4	5	1	0	4	5	6	35	39	6	4	0	5	6	17	9	77	17	4	4	0	0	3	1	4	29	0	0	0	0	0	0	0	141		
09:45	20	6	2	3	0	2	2	5	35	34	14	5	0	3	8	10	8	74	15	3	6	0	1	2	2	7	29	0	0	0	0	0	0	0	138		
1 Hr	84	20	17	12	0	14	19	29	166	153	47	18	1	16	30	61	35	326	51	17	16	0	1	7	9	17	101	0	0	0	0	0	0	0	593		
10:00	10	5	2	1	1	0	2	4	21	22	12	5	0	7	5	7	12	58	9	4	5	0	0	3	1	5	22	0	0	0	0	0	0	0	101		
10:15	9	6	4	0	4	2	2	8	27	31	20	7	2	4	2	8	13	74	9	9	4	0	0	2	1	4	25	0	0	0	0	0	0	0	126		
10:30	19	5	3	2	0	2	2	5	33	40	13	5	1	4	11	6	10	80	14	7	4	0	0	4	1	4	30	0	0	0	0	0	0	0	143		
10:45	26	11	5	2	3	1	1	10	49	38	8	9	0	5	4	5	14	69	8	8	1	0	0	2	0	1	19	0	0	0	0	0	0	0	137		
1 Hr	64	27	14	5	8	5	7	27	130	131	53	26	3	20	22	26	49	281	40	28	14	0	0	11	3	14	96	0	0	0	0	0	0	0	507		
11:00	21	7	8	2	0	2	7	10	47	42	12	3	1	5	4	8	9	75	14	6	5	1	1	1	2	7	30	0	0	0	0	0	0	0	152		
11:15	23	5	7	3	0	1	2	10	41	27	20	3	0	2	5	6	5	63	15	10	3	2	0	2	1	5	33	0	0	0	0	0	0	0	137		
11:30	16	11	4	1	1	1	0	6	34	52	15	11	0	4	5	8	15	95	13	10	4	0	0	1	2	4	30	0	0	0	0	0	0	0	159		
11:45	15	14	5	2	0	2	2	7	40	37	17	3	0	4	3	17	7	81	15	9	3	0	0	4	4	3	35	0	0	0	0	0	0	0	156		
1 Hr	75	37	24	8	1	6	11	33	162	158	64	20	1	15	17	39	36	314	57	35	15	3	1	8	9	19	128	0	0	0	0	0	0	0	604		
12:00	17	8	6	3	0	1	1	9	36	35	13	6	0	4	8	11	10	77	16	4	2	0	0	1	2	2	25	0	0	0	0	0	0	0	138		
12:15	28	8	2	2	2	1	1	6	44	36	15	2	0	5	7	18	7	83	10	9	3	0	0	3	2	3	27	0	0	0	0	0	0	0	154		
12:30	17	7	8	3	0	0	1	11	36	52	14	4	1	2	3	6	7	82	12	6	1	0	0	0	0	1	19	0	0	0	0	0	0	0	137		
12:45	27	10	2	1	1	2	2	4	45	33	13	6	0	2	3	5	8	62	19	4	4	0	0	6	0	4	33	0	0	0	0	0	0	0	140		
1 Hr	89	33	18	9	3	4	5	30	161	156	55	18	1	13	21	40	32	304	57	23	10	0	0	10	4	10	104	0	0	0	0	0	0	0	569		
13:00	30	5	2	4	0	1	2	6	44	51	18	4	0	5	5	19	9	102	20	4	1	1	0	2	0	2	28	0	0	0	0	0	0	0	174		
13:15	16	5	3	3	1	0	1	7	29	50	11	5	0	1	4	10	6	81	10	11	1	1	0	3	2	2	28	0	0	0	0	0	0	0	138		
13:30	21	3	2	1	1	4	4	4	36	37	12	1	0	6	5	6	7	67	21	10	4	1	0	5	0	5	41	0	0	0	0	0	0	0	144		
13:45	20	3	1	2	3	0	0	6	29	50	12	4	0	2	2	10	6	80	16	2	3	1	0	3	3	4	28	0	0	0	0	0	0	0	137		
1 Hr	87	16	8	10	5	5	7	23	138	188	53	14	0	14	16	45	28	330	67	27	9	4	0	13	5	13	125	0	0	0	0	0	0	0	593		
14:00	18	7	3	1	2	0	5	6	36	48	16	2	0	4	3	13	6	86	17	8	2	0	0	4	1	2	32	0	0	0	0	0	0	0	154		
14:15	20	8	2	1	2	4	2	5	39	51	14	1	0	1	4	9	2	80	24	14	1	1	0	6	3	2	49	0	0	0	0	0	0	0	168		
14:30	24	7	9	4	0	0	2	13	46	46	13	3	2	5	9	11	10	89	18	9	1	0	0	3	2	1	33	0	0	0	0	0	0	0	168		
14:45	16	7	4	1	0	1	3	5	32	48	18	3	2	6	2	12	11	91	17	7	1	0	0	1	3	1	29	0	0	0	0	0	0	0	152		
1 Hr	78	29	18	7	4	5	12	29	153	193	61	9	4	16	18	45	29	346	76	38	5	1	0	14	9	6	143	0	0	0	0	0	0	0	642		
15:00	27	13	3	1	0	2	2	4	48	54	13	4	1	3	10	5	8	90	16	14	4	0	0	3	2	4	39	0	0	0	0	0	0	0	177		
15:15	22	5	1	4	0	1	1	5	34	47	10	3	0	4	3	16	7	83	11	10	5	2	0	5	1	7	34	0	0	0	0	0	0	0	151		
15:30	23	12	3	2	1	1	2	6	44	55	22	3	2	3	9	13	8	107	12	13	5	1	0	6	1	6	38	0	0	0	0	0	0	0	189		
15:45	23	7	5	5	1	2	1	11	44	67	13	2	2	6	19	19	10	128	16	19	3	1	0	5	1	4	45	0	0	0	0	0	0	0	217		
1 Hr	95	37	12	12	2	6	6	26	170	223	58	12	5	16	41	53	33	408	55	56	17	4	0	19	5	21	156	0	0	0	0	0	0	0	734		
16:00	15	1	3	2	1	5	1	6	28	50	13	4	1	6	6	25	11	105	20	20	1	0	0	3	0	1	44	0	0	0	0	0	0	0	177		
16:15	17	8	2	1	4	2	1	7	35	40	12	3	1	3	5	16	7	80	22	9	5	0	1	4	7	6	48	0	0	0	0	0	0	0	163		
16:30	23	7	2	0	5	2	2	7	41	53	19	3	0	7	7	24	10	113	23	13	1	0	0	5	6	1	48	0	0	0	0	0	0	0	202		
16:45	31	9	1	1	4	1	1	6	48	75	8	3	1	5	9	34	9	135	20	13	2	0	0	5	4	2	44	0	0	0	0	0	0	0	227		
1 Hr	86	25	8	4	14	10	5	26	152	218	52	13	3	21	27	99	37	433	85</																		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

	Origin : A - Southwark Bridge Road north									Origin : B - Southwark Street east									Origin : C - Southwark Bridge Road south									Origin : D - Southwark Street west									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	28	13	7	14	2	3	5	23	72	60	35	9	0	4	7	18	13	133	38	29	14	7	3	8	35	24	134	45	22	7	0	3	4	9	10	90	429
07:15	16	11	6	19	3	7	8	28	70	53	29	13	0	1	10	30	14	136	41	30	9	5	6	20	47	20	158	38	17	11	0	3	12	15	14	96	460
07:30	36	14	6	21	2	5	13	29	97	54	42	11	0	4	8	30	15	149	35	30	12	2	4	14	70	18	167	62	22	10	3	4	16	26	17	143	556
07:45	43	14	7	11	3	5	11	21	94	58	35	11	0	2	7	39	13	152	33	27	4	3	5	17	99	12	188	45	20	7	2	3	10	22	12	109	543
1 Hr	123	52	26	65	10	20	37	101	333	225	141	44	0	11	32	117	55	570	147	116	39	17	18	59	251	74	647	190	81	35	5	13	42	72	53	438	1988
08:00	39	14	11	8	1	3	19	20	95	59	33	11	0	4	14	36	15	157	40	19	9	2	4	13	112	15	199	65	20	6	1	2	10	34	9	138	589
08:15	27	9	12	5	4	1	16	21	74	65	26	4	2	4	9	47	10	157	36	27	11	6	4	24	143	21	251	66	25	6	3	3	17	29	12	149	631
08:30	42	11	5	12	2	5	29	19	106	49	19	12	1	4	16	70	17	171	35	14	4	6	7	21	160	17	247	54	27	16	2	2	8	42	20	151	675
08:45	37	13	13	4	3	7	28	20	105	56	20	10	1	2	11	67	13	167	22	16	8	8	4	16	119	20	193	58	17	17	3	5	22	46	25	168	633
1 Hr	145	47	41	29	10	16	92	80	380	229	98	37	4	14	50	220	55	652	133	76	32	22	19	74	534	73	890	243	89	45	9	12	57	151	66	606	2528
09:00	45	15	10	7	4	1	24	21	106	57	23	7	0	4	15	59	11	165	35	11	10	3	5	17	90	18	171	79	21	12	5	2	17	31	19	167	609
09:15	47	10	10	8	3	6	26	21	110	54	20	9	1	4	10	45	14	143	46	27	9	5	2	15	79	16	183	68	26	13	4	6	9	21	23	147	583
09:30	56	8	12	8	3	7	13	23	107	58	17	11	0	4	6	36	15	132	39	17	10	4	7	6	49	21	132	72	14	13	1	5	13	23	19	141	512
09:45	34	16	8	14	3	5	15	25	95	48	26	8	0	7	6	22	15	117	46	19	10	3	4	5	35	17	122	69	23	13	3	4	12	14	20	138	472
1 Hr	182	49	40	37	13	19	78	90	418	217	86	35	1	19	37	162	55	557	166	74	39	15	18	43	253	72	608	288	84	51	13	17	51	89	81	593	2176
10:00	34	13	7	7	4	4	10	18	79	69	31	15	0	7	6	23	22	151	40	19	9	2	4	4	19	15	97	41	21	12	1	8	8	10	21	101	428
10:15	32	9	7	9	13	3	9	29	82	55	28	11	0	6	5	18	18	124	32	22	13	4	3	3	8	20	85	49	35	15	2	8	6	11	25	126	417
10:30	29	8	7	11	7	0	8	25	70	62	32	11	0	5	2	21	16	133	38	18	10	5	7	4	18	22	100	73	25	12	3	4	17	9	19	143	446
10:45	35	17	12	11	7	3	3	30	88	61	27	12	1	4	9	13	17	127	28	23	6	5	6	6	20	17	94	72	27	15	2	8	7	6	25	137	446
1 Hr	130	47	33	38	31	10	30	102	319	247	118	49	2	22	22	75	73	535	138	82	38	16	20	17	65	74	376	235	108	54	8	28	38	36	90	507	1737
11:00	41	14	4	9	8	4	4	21	84	82	26	9	0	5	6	16	14	144	35	13	7	3	4	5	12	14	79	77	25	16	4	6	7	17	26	152	459
11:15	45	9	7	11	6	4	9	24	91	78	16	12	1	4	11	9	17	131	32	16	7	6	4	3	10	17	78	65	35	13	5	2	8	9	20	137	437
11:30	30	13	19	9	5	7	8	33	91	77	32	13	0	3	6	16	16	147	26	17	7	4	4	5	13	15	76	81	36	19	1	5	7	10	25	159	473
11:45	43	23	10	8	9	4	2	27	99	70	37	7	0	3	6	12	10	135	43	26	4	3	7	7	10	14	100	67	40	11	2	4	9	23	17	156	490
1 Hr	159	59	40	37	28	19	23	105	365	307	111	41	1	15	29	53	57	557	136	72	25	16	19	20	45	60	333	290	136	59	12	17	31	59	88	604	1859
12:00	51	22	4	6	5	2	3	15	93	71	21	7	1	3	6	7	11	116	28	12	9	3	4	5	7	16	68	68	25	14	3	4	10	14	21	138	415
12:15	41	17	4	11	8	5	9	23	95	71	29	5	0	4	6	12	9	127	28	13	10	7	3	5	6	20	72	74	32	7	2	7	11	21	16	154	448
12:30	45	10	17	7	8	3	5	32	95	61	31	5	0	5	6	14	10	122	27	19	14	2	5	1	8	21	76	81	27	13	4	2	3	7	19	137	430
12:45	46	10	8	13	3	2	6	24	88	62	21	4	0	6	7	13	10	113	35	15	4	6	3	5	10	13	78	79	27	12	1	3	11	7	16	140	419
1 Hr	183	59	33	37	24	12	23	94	371	265	102	21	1	18	25	46	40	478	118	59	37	18	15	16	31	70	294	302	111	46	10	16	35	49	72	569	1712
13:00	38	12	10	9	4	2	6	23	81	63	20	5	1	3	6	10	9	108	29	11	4	10	3	4	9	17	70	101	27	7	5	5	8	21	17	174	433
13:15	46	10	9	13	7	4	6	29	95	67	22	10	1	6	10	14	17	130	37	13	9	4	9	7	6	22	85	76	27	9	4	2	7	13	15	138	448
13:30	43	9	5	12	5	12	3	22	89	63	16	5	0	3	12	14	8	113	32	19	13	4	4	6	14	21	92	79	25	7	2	7	14	10	16	144	438
13:45	44	12	2	13	8	4	13	23	96	74	17	8	0	6	5	20	14	130	39	10	8	3	5	3	9	16	77	86	17	8	3	5	5	13	16	137	440
1 Hr	171	43	26	47	24	22	28	97	361	267	75	28	2	18	33	58	48	481	137	53	34	21	21	20	38	76	324	342	96	31	14	19	34	57	64	593	1759
14:00	49	11	4	17	5	4	9	26	99	69	21	4	1	2	8	6	7	111	39	15	9	2	5	5	5	16	80	83	31	7	1	6	7	19	14	154	444
14:15	49	13	5	9	4	3	4	18	87	58	13	6	0	4	8	17	10	106	27	9	8	6	4	8	1	18	63	95	36	4	2	3	14	14	9	168	424
14:30	32	10	2	12	12	4	3	26	75	57	22	3	0	3	12	8	6	105	40	21	8	6	3	5	7	17	90	88	29	13	6	5	12	15	24	168	438
14:45	40	20	7	10	5	7	7	22	96	69	21	6	0	5	3	10	11	114	32	13	4	4	7	6	5	15	71	81	32	8	3	6	4	18	17	152	433
1 Hr	170	54	18	48	26	18	23	92	357	253	77	19	1	14	31	41	34	436	138	58	29	18	19	24	18	66	304	347	128	32	12	20	37	66	64	642	1739
15:00	48	16	8	6	7	0	9	21	94	78	15	2	0	5	3	12	7	115	20	9	6	6	4	11	5	16	61	97	40	11	2	3	15	9	16	177	447
15:15	36	16	10	3	8	1	9	21	83	87	22	8	2	3	4	8	13	134	34	16	4	3	6	5	4	13	72	80	25	9	6	4	9	18	19	151	440
15:30	41	19	4	2	8	1	8	14	83	59	24	5	0	3	13	15	8	119	26	11	9	3	4	3	9	16	65	90	47	11	5	4	16	16	20	189	456
15:45	32	15	9	1	7	5	9	17	78	87	19	4	0	4	7	14	8	135	20	10	7	3	2	3	6	12	51	106	39	10	8	7	26	21	25	217	481
1 Hr	157	66	31	12	30	7	35																														



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

	Destination : A - Southwark Bridge Road north								Destination : B - Southwark Street east								Destination : C - Southwark Bridge Road south								Destination : D - Southwark Street west								Dest Totals				
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv		Total			
07:00	34	14	10	7	1	8	31	18	105	25	11	4	0	5	2	7	9	54	26	10	6	10	2	1	7	18	62	86	64	17	4	4	11	22	25	208	429
07:15	36	19	6	5	5	16	44	16	131	14	11	6	0	4	6	13	10	54	26	11	9	13	3	7	8	25	77	72	46	18	6	1	20	35	25	198	460
07:30	43	18	6	2	2	15	67	10	153	31	12	9	1	6	7	24	16	90	32	11	5	17	2	5	11	24	83	81	67	19	6	4	16	37	29	230	556
07:45	44	17	5	4	3	17	89	12	179	22	9	1	1	5	6	21	7	65	31	15	8	10	3	6	13	21	86	82	55	15	1	2	10	48	18	213	543
1 Hr	157	68	27	18	11	56	231	56	568	92	43	20	2	20	21	65	42	263	115	47	28	50	10	19	39	88	308	321	232	69	17	11	57	142	97	849	1988
08:00	50	18	10	1	2	9	102	13	192	38	8	5	1	4	5	31	10	92	38	20	6	5	1	6	15	12	91	77	40	16	4	4	20	53	24	214	589
08:15	44	18	5	7	2	25	132	14	233	40	12	4	1	5	9	24	10	95	37	19	11	6	3	2	20	20	98	73	38	13	2	5	15	59	20	205	631
08:30	37	18	5	6	4	16	146	15	232	32	14	7	1	5	3	37	13	99	36	9	11	11	2	5	25	24	99	75	30	14	3	4	26	93	21	245	675
08:45	34	10	9	7	2	22	111	18	195	35	9	11	1	7	12	39	19	114	47	14	12	3	3	6	28	18	113	57	33	16	5	2	16	82	23	211	633
1 Hr	165	64	29	21	10	72	491	60	852	145	43	27	4	21	29	131	52	400	158	62	40	25	9	19	88	74	401	282	141	59	14	15	77	287	88	875	2528
09:00	45	12	6	7	3	14	87	16	174	48	14	6	1	4	10	23	11	106	37	16	13	6	3	7	23	22	105	86	28	14	1	5	19	71	20	224	609
09:15	43	16	7	9	1	14	72	17	162	40	16	6	0	7	8	15	13	92	40	18	14	9	3	5	27	26	116	92	33	14	0	4	13	57	18	213	583
09:30	38	12	9	5	5	8	45	19	122	47	7	5	0	7	7	17	12	90	52	12	11	6	2	8	14	19	105	88	25	21	2	5	9	45	28	195	512
09:45	52	17	4	5	3	3	23	12	107	39	17	6	0	4	9	10	10	85	32	16	12	13	4	5	18	29	100	74	34	17	2	7	11	35	26	180	472
1 Hr	178	57	26	26	12	39	227	64	565	174	54	23	1	22	34	65	46	373	161	62	50	34	12	25	82	96	426	340	120	66	5	21	52	208	92	812	2176
10:00	35	13	8	3	3	2	16	14	80	28	15	6	0	9	6	7	15	71	33	23	12	6	2	6	14	20	96	88	33	17	1	9	8	25	27	181	428
10:15	24	15	7	3	7	4	9	17	69	38	21	8	2	7	3	8	17	87	31	24	10	9	6	2	11	25	93	75	34	21	2	10	8	18	33	168	417
10:30	38	13	10	7	5	4	12	22	89	45	15	6	2	6	11	7	14	92	33	15	11	10	2	5	10	23	86	86	40	13	0	10	3	27	23	179	446
10:45	40	22	9	6	9	3	13	24	102	42	12	11	0	7	4	5	18	81	45	21	10	8	4	5	3	22	96	69	39	15	5	5	13	21	25	167	446
1 Hr	137	63	34	19	24	13	50	77	340	153	63	31	4	29	24	27	64	331	142	83	43	33	14	18	38	90	371	318	146	66	8	34	32	91	108	695	1737
11:00	35	12	11	5	2	5	16	18	86	49	17	3	1	7	6	9	11	92	47	17	10	10	3	1	5	23	93	104	32	12	0	11	10	19	23	188	459
11:15	39	15	9	8	2	2	11	19	86	35	21	3	0	4	7	8	7	78	54	16	13	13	2	3	9	28	110	92	24	14	2	8	14	9	24	163	437
11:30	22	20	7	5	4	3	10	16	71	57	17	12	0	5	8	11	17	110	41	26	17	8	3	3	6	28	104	94	35	22	1	5	11	20	28	188	473
11:45	34	23	7	5	5	4	11	17	89	44	18	5	0	6	3	17	11	93	54	34	12	8	5	8	6	25	127	91	51	8	0	7	11	13	15	181	490
1 Hr	130	70	34	23	13	14	48	70	332	185	73	23	1	22	24	45	46	373	196	93	52	39	13	15	26	104	434	381	142	56	3	31	46	61	90	720	1859
12:00	27	10	12	5	2	3	6	19	65	39	16	8	0	6	8	11	14	88	45	23	6	6	2	3	6	14	91	107	31	8	2	6	9	8	16	171	415
12:15	36	13	8	9	5	3	5	22	79	44	16	2	0	5	8	22	7	97	32	32	6	10	3	5	9	19	97	102	30	10	1	9	11	12	20	175	448
12:30	25	17	18	5	3	1	6	26	75	59	14	5	1	4	3	6	10	92	37	18	14	6	3	4	5	23	87	93	38	12	1	10	5	17	23	176	430
12:45	42	17	6	6	2	2	7	14	82	37	14	6	0	4	3	6	10	70	54	12	12	11	2	6	5	25	102	89	30	4	3	7	14	18	14	165	419
1 Hr	130	57	44	25	12	9	24	81	301	179	60	21	1	19	22	45	41	347	168	85	38	33	10	18	25	81	371	391	129	34	7	32	39	55	73	687	1712
13:00	45	9	5	12	2	2	7	19	82	55	20	7	0	6	6	19	13	113	44	20	5	7	2	3	5	14	86	87	21	9	6	5	9	15	20	152	433
13:15	35	14	9	7	6	5	4	22	80	58	11	5	0	3	4	11	8	92	49	24	11	10	3	8	7	24	112	84	23	12	5	12	11	17	29	164	448
13:30	31	13	10	5	4	8	14	19	85	44	13	2	1	7	10	6	10	83	39	18	6	12	2	15	4	20	96	103	25	12	0	6	11	17	18	174	438
13:45	36	6	4	5	7	2	6	16	66	61	16	4	1	5	5	11	10	103	48	7	4	11	3	5	14	18	92	98	27	14	2	9	5	24	25	179	440
1 Hr	147	42	28	29	19	17	31	76	313	218	60	18	2	21	25	47	41	391	180	69	26	40	10	31	30	76	386	372	96	47	13	32	36	73	92	669	1759
14:00	38	13	8	3	5	2	10	16	79	58	17	3	0	6	4	15	9	103	57	19	4	14	3	7	9	21	113	87	29	9	4	4	11	5	17	149	444
14:15	34	11	5	7	5	8	3	17	73	62	17	2	0	2	4	9	4	96	46	23	6	10	2	8	7	18	102	87	20	10	0	6	13	17	16	153	424
14:30	48	21	13	10	2	2	7	25	103	55	14	4	2	6	10	11	12	102	30	23	2	11	3	6	6	16	81	84	24	7	1	12	15	9	20	152	438
14:45	28	13	6	5	5	5	8	16	70	55	22	3	2	8	4	12	13	106	43	19	7	10	3	4	12	20	98	96	32	9	0	7	7	8	16	159	433
1 Hr	148	58	32	25	17	17	28	74	325	230	70	12	4	22	22	47	38	407	176	84	19	45	11	25	34	75	394	354	105	35	5	29	46	39	69	613	1739
15:00	38	19	7	7	3	7	5	17	86	67	18	4	2	5	10	6	11	112	42	24	8	4	3	4	13	15	98	96	19	8	1	8	8	11	17	151	447
15:15	35	12	4	6	4	3	5	14	69	55	13	5	0	6	3	16	11	98	30	23	13	5	3	5	11	21	90	117	31	9	3	8	8	7	20	183	440
15:30	38	18	8	5	5	2	7	18	83	63	27	3	2	5	9	14	10	123	37	34	10	3	2	7	9	15	102	78	22	8	0	7	15	18	15	148	456
15:45	32	12	10	7	3	3	5	20	72	77	16	4	2	7	20	19	13	145	45	28	9	2	4	9	10	15	107	91	27	7	1	6	9	16	14	157	481
1 Hr	143	61	29	25	15	15	22	69	310	262	74</																										















Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 6  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

	Origin : A - Marshalsea Road									Origin : B - Borough High Street north									Origin : C - Long Lane									Origin : D - Great Dover Street									Origin : E - Borough High Street south									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	13	8	7	1	0	0	1	8	30	44	17	17	2	8	6	10	27	104	35	25	7	0	2	8	10	9	87	69	52	7	0	3	13	25	10	169	56	19	8	0	24	38	20	157	547	
07:15	25	14	7	4	0	2	2	11	54	41	19	13	1	13	7	10	27	104	42	16	12	2	2	7	6	16	87	67	78	10	2	4	18	34	16	213	45	28	10	3	30	78	26	207	665	
07:30	19	8	4	4	0	1	1	8	37	31	16	11	0	15	8	14	26	95	27	29	9	0	1	15	16	10	97	66	64	17	5	2	29	26	24	209	52	29	6	3	32	84	19	216	654	
07:45	24	6	6	3	0	3	3	9	45	41	39	14	0	11	13	12	25	130	36	17	5	2	2	9	22	9	93	74	54	12	4	3	41	40	19	228	64	26	10	0	60	137	21	308	804	
1 Hr	81	36	24	12	0	6	7	36	166	157	91	55	3	47	34	46	105	433	140	87	33	4	7	39	54	44	364	276	248	46	11	12	101	125	69	819	217	102	34	6	146	337	86	888	2670	
08:00	24	13	3	2	0	4	4	5	50	41	29	8	2	12	9	23	22	124	37	29	11	1	2	10	14	14	104	89	65	12	2	2	24	37	16	231	67	27	8	1	40	156	18	308	817	
08:15	35	15	7	4	0	4	0	11	65	61	24	11	0	11	7	25	22	139	40	25	7	0	1	17	23	8	113	81	54	13	1	2	27	66	16	244	67	20	10	2	58	159	26	330	891	
08:30	37	15	11	3	0	4	1	14	71	45	27	9	1	16	10	25	26	133	54	19	8	0	1	9	25	9	116	71	56	8	2	2	34	60	12	233	68	28	8	5	51	135	23	305	858	
08:45	34	12	10	2	1	3	3	13	65	50	15	11	0	8	6	33	19	123	24	19	6	2	2	5	20	10	78	71	45	9	1	3	26	69	13	224	69	17	6	3	41	108	21	256	746	
1 Hr	130	55	31	11	1	15	8	43	251	197	95	39	3	47	32	106	89	519	155	92	32	3	6	41	82	41	411	312	220	42	6	9	111	232	57	932	271	92	32	11	190	558	88	1199	3312	
09:00	42	12	11	1	0	3	5	12	74	45	22	11	0	15	6	30	26	129	48	18	10	2	1	8	16	13	103	78	33	17	0	2	29	58	19	217	65	22	9	2	23	87	25	222	745	
09:15	42	23	14	0	0	2	5	14	86	37	23	7	0	12	8	27	19	114	52	20	7	2	1	10	14	10	106	89	38	7	1	3	19	30	11	187	72	26	9	2	26	77	20	221	714	
09:30	39	14	4	5	0	10	7	9	79	51	15	7	1	16	8	24	24	122	41	34	7	1	2	11	16	10	112	61	51	8	0	3	13	23	11	159	57	31	5	2	16	54	21	179	651	
09:45	33	14	11	2	1	4	2	14	67	43	21	18	1	14	9	16	33	122	40	17	10	1	2	5	13	13	88	52	48	15	2	3	16	15	20	151	67	21	8	0	15	31	17	151	579	
1 Hr	156	63	40	8	1	19	19	49	306	176	81	43	2	57	31	97	102	487	181	89	34	6	2	34	59	46	409	280	170	47	3	11	77	126	61	714	261	100	31	6	80	249	83	773	2689	
10:00	35	22	11	4	0	8	5	15	85	61	25	12	0	14	7	11	26	130	33	24	7	2	1	9	8	10	84	45	34	13	1	2	8	12	16	115	63	25	18	1	22	27	30	167	581	
10:15	30	20	10	2	3	3	1	15	69	53	24	14	0	14	12	12	28	129	37	21	11	1	2	9	4	14	85	55	36	9	2	3	10	6	14	121	77	28	16	1	22	22	27	176	580	
10:30	33	17	7	2	1	6	1	10	67	45	19	9	0	10	8	8	19	99	37	19	10	2	1	5	4	13	78	52	43	12	3	3	9	11	18	133	68	30	9	1	19	18	19	154	531	
10:45	29	24	6	1	0	10	1	7	71	58	34	7	0	11	9	7	18	126	29	26	7	2	0	3	7	9	74	48	42	12	2	2	8	7	16	121	64	21	10	2	16	12	21	134	526	
1 Hr	127	83	34	9	4	27	8	47	292	217	102	42	0	49	36	38	91	484	136	90	35	7	4	26	23	46	321	200	155	46	8	10	35	36	64	490	272	104	53	5	79	79	97	631	2218	
11:00	37	15	10	2	0	4	2	12	70	57	29	8	0	15	3	10	23	122	38	23	6	0	1	8	5	7	81	55	31	9	3	3	4	5	15	110	52	26	12	6	19	14	30	141	524	
11:15	36	15	8	4	0	5	1	12	69	52	29	18	0	11	12	11	29	133	35	19	7	0	1	6	2	8	70	63	30	11	0	5	7	2	16	118	62	29	17	0	6	12	24	133	523	
11:30	29	37	13	6	0	1	3	19	89	38	38	11	0	10	9	16	21	122	47	18	6	1	2	7	4	9	85	63	39	13	2	1	5	6	16	129	80	35	8	2	10	15	23	163	588	
11:45	45	21	5	0	0	2	4	5	77	47	24	9	0	10	7	4	19	101	33	20	11	1	1	12	5	13	83	48	20	8	2	0	8	6	10	92	68	27	11	5	21	19	24	159	512	
1 Hr	147	88	36	12	0	12	10	48	305	194	120	46	0	46	31	41	92	478	153	80	30	2	5	33	16	37	319	229	120	41	7	9	24	19	57	449	262	117	48	13	56	60	101	596	2147	
12:00	44	27	12	3	0	7	5	15	98	56	22	11	1	18	9	9	30	126	34	12	5	1	1	10	3	7	66	62	24	13	0	3	8	9	16	119	65	32	20	3	15	11	32	155	564	
12:15	36	28	8	3	0	3	2	11	80	40	38	8	0	11	7	10	19	114	44	16	8	1	3	5	4	12	81	52	27	10	3	3	13	6	16	114	52	29	8	3	14	19	21	135	524	
12:30	35	30	4	4	1	3	3	9	80	54	29	5	3	12	14	17	20	134	33	15	4	2	1	4	3	7	62	46	14	8	6	3	6	8	17	91	62	35	8	1	13	17	16	143	510	
12:45	60	24	12	1	0	7	6	13	110	61	11	13	0	11	10	17	24	123	43	22	4	3	1	5	4	8	82	45	22	7	3	3	8	7	13	95	81	28	7	6	11	13	20	153	563	
1 Hr	175	109	36	11	1	20	16	48	368	211	100	37	4	52	40	53	93	497	154	65	21	7	6	24	14	34	291	205	87	38	12	12	35	30	62	419	260	124	43	13	53	60	89	586	2161	
13:00	55	27	6	4	0	6	6	10	104	56	30	8	0	11	11	7	19	123	36	14	4	5	1	6	3	10	69	52	31	9	2	2	5	10	13	111	60	25	9	0	18	16	20	139	546	
13:15	45	24	5	5	0	6	4	10	89	51	36	11	0	12	10	20	23	140	44	16	3	2	2	6	6	7	79	50	12	8	1	3	3	12	12	89	68	30	10	1	12	24	19	153	550	
13:30	38	21	9	5	0	9	1	14	83	59	32	7	1	14	9	11	22	133	49	18	5	0	1	5	2	6	80	46	19	12	4	1	5	6	17	93	59	28	13	7	11	12	31	141	530	
13:45	45	18	7	4	0	3	3	11	80	37	26	8	0	10	8	14	18	103	40	14	6	1	1	6	3	8	71	59	27	5	4	4	5	7	13	111	78	27	10	2	9	13	20	147	512	
1 Hr	183	90	27	18	0	24	14	45	356	203	124	34	1	47	38	52	82	499	169	62	18	8	5	23	14	31	299	207	89	34	11	10	18	35	55	404	265	110	42	10	50	65	90	580	2138	
14:00	51	27	7	1	0	13	1	8	100	45	16	13	0	8	11	16	21	109	45	16	9	1	2	7	7	12	87	45	24	8	2	3	7	1	13	90	75	32	12	2	14	9	25	155	541	
14:15	53	29	6	4	0	9	1	10	102	59	41	6	0	15	13	22	21	156	32	8	7	3	0																							



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 6  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Marshalsea Road										Destination : B - Borough High Street north										Destination : C - Long Lane										Destination : D - Great Dover Street										Destination : E - Borough High Street south										Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total						
07:00	49	38	9	0	0	10	16	9	122	41	26	7	0	12	29	50	19	165	37	9	11	1	3	3	3	15	67	14	7	4	1	2	0	3	7	31	76	41	15	1	9	12	24	162	547					
07:15	52	54	14	0	2	17	17	16	156	31	36	9	5	16	34	95	30	226	40	17	9	4	1	3	4	14	78	19	8	4	2	2	1	2	8	38	78	40	16	1	9	12	28	167	665					
07:30	45	53	17	2	3	24	19	22	163	29	35	10	6	11	43	93	27	227	39	14	3	2	1	5	10	6	74	19	6	3	1	2	0	1	6	32	63	38	14	1	13	18	26	158	654					
07:45	53	42	12	1	1	25	36	14	170	44	25	13	5	13	74	150	31	324	40	21	6	2	1	8	8	9	86	22	7	5	0	2	4	3	7	43	80	47	11	1	15	17	22	181	804					
1 Hr	199	187	52	3	6	76	88	61	611	145	122	39	16	52	180	388	107	942	156	61	29	9	6	19	25	44	305	74	28	16	4	8	5	9	28	144	297	166	56	4	46	59	100	668	2670					
08:00	68	50	9	3	2	22	26	14	180	45	28	7	2	9	43	163	18	297	46	22	7	1	2	4	13	10	95	13	10	5	1	2	2	5	8	38	86	53	14	1	16	27	25	207	817					
08:15	56	46	10	0	1	32	52	11	197	49	21	10	3	15	55	176	28	329	58	15	9	2	1	12	16	12	113	28	11	8	1	2	2	3	11	55	93	45	11	1	12	26	21	197	891					
08:30	67	34	7	2	3	26	50	12	189	54	28	7	5	11	59	151	23	315	54	23	14	3	1	7	17	18	119	21	10	7	0	2	0	1	9	41	79	50	9	1	16	27	22	194	858					
08:45	46	31	9	2	0	21	45	11	154	49	17	7	4	14	44	128	25	263	57	19	9	2	1	9	21	12	118	23	6	2	0	3	3	4	5	41	73	35	15	0	4	35	23	170	746					
1 Hr	237	161	35	7	6	101	173	48	720	197	94	31	14	49	201	618	94	1204	215	79	39	8	5	32	67	52	445	85	37	22	2	9	7	13	33	175	331	183	49	3	48	115	91	768	3312					
09:00	60	30	16	0	2	23	41	18	172	35	18	7	3	13	32	104	23	212	75	19	12	1	3	4	13	16	127	27	9	10	0	1	4	4	11	55	81	31	13	1	6	34	27	179	745					
09:15	74	31	6	2	1	19	23	9	156	45	20	8	3	11	27	78	22	192	79	39	13	0	1	6	17	14	155	23	11	11	0	3	1	2	14	51	71	29	6	0	12	33	15	160	714					
09:30	59	42	9	0	3	14	21	12	148	38	36	7	3	14	18	56	24	172	58	22	5	2	3	8	13	10	111	29	10	2	3	1	7	5	6	57	65	35	8	1	11	29	23	163	651					
09:45	47	38	14	1	3	16	14	18	133	48	22	6	0	10	14	33	16	133	57	22	18	1	1	8	7	20	114	24	10	8	3	7	2	1	18	55	59	29	16	1	9	22	25	144	579					
1 Hr	240	141	45	3	9	72	99	57	609	166	96	28	9	48	91	271	85	709	269	102	48	4	8	26	50	60	507	103	40	31	6	12	14	12	49	218	276	124	43	3	38	118	90	646	2689					
10:00	45	30	9	0	1	10	10	10	105	38	22	17	3	11	13	29	31	133	60	27	12	3	2	16	7	17	127	16	15	9	1	2	7	0	12	50	78	36	14	1	8	17	27	166	581					
10:15	45	38	17	1	3	12	3	21	119	55	20	13	3	14	22	25	30	152	64	27	12	2	0	5	3	14	113	14	8	10	0	3	6	1	13	42	74	36	8	0	11	13	20	154	580					
10:30	54	33	8	1	1	8	9	10	114	39	21	14	3	12	17	22	29	128	65	27	6	1	0	9	4	7	112	18	11	4	1	2	6	0	7	42	59	36	15	2	7	7	26	135	531					
10:45	29	40	10	3	2	7	6	15	97	48	17	8	3	11	9	14	22	110	54	30	8	0	0	17	3	8	112	22	19	4	1	2	6	3	7	57	75	41	12	0	7	8	19	150	526					
1 Hr	173	141	44	5	7	37	28	56	435	180	80	52	12	48	61	90	112	523	243	111	38	6	2	47	17	46	464	70	53	27	3	9	25	4	39	191	286	149	49	3	33	45	92	605	2218					
11:00	45	30	6	2	2	10	3	10	98	40	17	11	7	12	13	17	30	117	54	26	8	2	3	8	3	13	104	29	10	7	0	4	5	3	11	58	71	41	13	0	2	10	23	147	524					
11:15	41	33	10	0	2	4	2	12	92	53	19	12	0	11	9	11	23	115	62	25	18	4	0	9	1	22	119	25	10	8	0	2	6	3	10	54	67	35	13	0	8	11	22	143	523					
11:30	49	37	9	2	2	10	6	13	115	53	24	4	3	12	7	15	19	118	62	43	14	4	2	4	4	20	133	29	23	11	2	1	2	5	14	73	64	40	13	0	9	14	22	149	588					
11:45	42	22	9	2	3	15	6	14	99	31	16	4	5	7	11	21	16	95	79	33	12	0	1	10	4	13	139	28	16	4	1	2	7	2	7	60	61	25	15	0	7	5	21	119	512					
1 Hr	177	122	34	6	9	39	17	49	404	177	76	31	15	42	40	64	88	445	257	127	52	10	6	31	12	68	495	111	59	30	3	9	20	13	42	245	263	141	54	0	26	40	88	558	2147					
12:00	50	20	5	0	2	11	4	7	92	41	24	12	4	10	13	14	26	118	75	29	17	2	2	11	4	21	140	27	20	15	1	8	7	7	24	85	68	24	12	1	7	8	22	129	564					
12:15	46	24	12	1	2	9	5	15	99	38	22	6	5	12	13	14	23	110	57	40	8	3	1	6	10	12	125	21	18	6	0	0	4	3	6	52	62	34	10	1	10	9	23	138	524					
12:30	37	17	6	3	2	4	4	11	73	42	19	4	5	10	11	17	19	108	67	39	9	4	0	9	7	13	135	21	20	2	2	3	6	4	7	58	63	28	8	2	10	16	19	136	510					
12:45	45	22	4	3	2	8	4	9	88	57	22	4	9	9	8	18	22	127	78	26	17	1	0	11	3	18	136	42	18	6	0	4	6	7	10	83	68	19	12	0	8	15	19	129	563					
1 Hr	178	83	27	7	8	32	17	42	352	178	87	26	23	41	45	63	90	463	277	134	51	10	3	37	24	64	536	111	76	29	3	15	23	21	47	278	261	105	42	4	35	48	83	532	2161					
13:00	42	20	5	2	1	4	4	8	78	40	21	8	4	11	13	23	23	120	78	39	9	4	2	11	5	15	148	32	10	4	0	1	6	1	5	54	67	37	10	1	12	9	21	146	546					
13:15	37	16	6	2	2	6	8	10	77	39	21	6	2	10	8	24	18	110	77	31	10	5	1	8	7	16	139	28	17	6	0	3	8	5	9	67	77	33	9	0	7	22	18	157	550					
13:30	35	15	11	4	1	5	4	16	75	44	22	8	8	10	7	13	26	112	54	38	8	1	2	10	3	11	116	27	17	11	4	2	6	1	17	68	91	26	8	0	11	11	20	159	530					
13:45	52	17	6	2	2	8	3	10	90	45	19	7	4	11	7	16	22	109	85	37	9	3	0	5	4	12	143	16	10	6	1	2	5	1	9	41	61	29	8	1	6	16	17	129	512					
1 Hr	166	68	28	10	6	23	19	44	320	168	83	29	18	42	35	76	89	451	294	145	36	13	5	34	19	54	546	103	54	27	5	8	25	8	40	230	296	125	35	2	36	58	76	591	2138					
14:00	38	18	12	1	0	5	2	13	76	53	17	5	3	13	13	9	21	113	70	32	12	1	1	14	2	14	132	34	22	7	0	1	5	3	8	72	66	26	13	1	15	18	23	148	541					
14:15	45	16	9	1	4	7	4	14	86	57	22	6	6	10	6	26	22	133	81	45	6	4	2	6	3																									



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Southwark Street

Time	Destination : A - Southwark Street									Destination : B - Stoney Street									Destination : C - Borough High Street north									Destination : D - Borough High Street south									Arm Totals	
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total		
07:00	0	0	0	0	0	0	0	0	0	4	1	0	0	0	1	1	0	7	25	10	6	0	4	5	9	10	59	0	0	0	0	0	0	0	0	0	0	66
07:15	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	1	2	7	16	13	6	0	6	8	22	12	71	0	0	0	0	0	0	0	0	0	0	78
07:30	0	0	1	1	0	0	0	2	2	4	2	1	0	0	0	3	1	10	31	11	8	2	4	6	25	14	87	1	0	0	0	0	0	0	0	0	1	100
07:45	0	0	0	0	0	0	0	0	0	1	4	1	0	0	0	2	1	8	25	13	1	1	6	6	17	8	69	0	0	0	0	0	0	0	0	0	0	77
1 Hr	0	0	1	1	0	0	0	2	2	12	8	4	0	0	1	7	4	32	97	47	21	3	20	25	73	44	286	1	0	0	0	0	0	0	0	0	1	321
08:00	0	0	0	0	0	0	0	0	0	5	5	1	0	0	0	4	1	15	40	6	4	1	4	5	21	9	81	0	0	0	0	0	0	0	0	0	0	96
08:15	3	0	0	0	0	0	0	0	3	3	5	1	0	0	1	3	1	13	36	12	5	1	4	7	32	10	97	1	0	0	0	0	0	0	0	0	1	114
08:30	0	0	0	0	0	0	0	0	0	1	5	0	0	0	1	2	0	9	37	17	9	1	4	5	29	14	102	0	0	0	0	0	0	0	0	0	0	111
08:45	2	1	0	0	0	0	0	0	3	5	4	2	0	0	1	3	2	15	36	13	8	1	8	12	31	17	109	0	0	0	0	0	0	0	0	0	0	127
1 Hr	5	1	0	0	0	0	0	0	6	14	19	4	0	0	3	12	4	52	149	48	26	4	20	29	113	50	389	1	0	0	0	0	0	0	0	0	1	448
09:00	0	0	0	0	0	0	0	0	0	4	3	3	0	0	2	6	3	18	48	14	6	1	3	8	19	10	99	0	0	0	0	0	0	0	0	0	0	117
09:15	2	0	0	0	0	0	0	0	2	2	2	0	0	0	1	2	0	7	38	17	10	0	8	4	15	18	92	0	0	0	0	0	0	0	0	0	0	101
09:30	3	0	0	0	0	1	0	0	4	2	1	0	0	0	1	1	0	5	37	11	6	0	8	8	11	14	81	1	0	0	0	0	0	3	0	4	94	
09:45	2	0	0	0	0	0	0	0	2	10	6	2	0	0	3	1	2	22	38	14	7	0	4	8	11	11	82	0	0	0	0	0	0	1	0	1	107	
1 Hr	7	0	0	0	0	1	0	0	8	18	12	5	0	0	7	10	5	52	161	56	29	1	23	28	56	53	354	1	0	0	0	0	0	4	0	5	419	
10:00	3	0	0	0	0	1	0	0	4	2	7	1	0	0	0	1	1	11	31	14	12	0	9	3	3	21	72	0	0	0	0	0	0	0	0	0	0	87
10:15	1	0	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	5	40	21	9	0	8	2	11	17	91	0	0	0	0	0	0	0	0	0	0	97
10:30	2	1	0	0	0	0	0	0	3	4	3	0	0	0	1	0	0	8	45	9	6	3	6	7	5	15	81	0	0	0	0	0	0	0	0	0	0	92
10:45	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	1	0	8	46	15	13	0	7	3	7	20	91	0	0	0	0	0	0	0	0	0	0	99
1 Hr	6	1	0	0	0	1	0	0	8	13	15	1	0	0	1	2	1	32	162	59	40	3	30	15	26	73	335	0	0	0	0	0	0	0	0	0	0	375
11:00	1	0	0	0	0	0	0	0	1	4	2	1	0	0	0	0	1	7	28	10	7	0	4	4	5	11	58	0	0	0	0	0	0	0	0	0	0	66
11:15	0	0	0	0	0	0	0	0	0	8	3	1	0	0	2	2	1	16	40	18	5	1	6	11	4	12	85	0	0	0	0	0	0	0	0	0	0	101
11:30	2	2	0	0	0	0	0	0	4	8	4	0	0	0	2	1	0	15	39	17	10	1	7	4	5	18	83	0	0	0	0	0	0	0	0	0	0	102
11:45	0	0	0	0	0	0	0	0	0	4	4	2	0	0	1	1	2	12	45	11	8	0	7	6	11	15	88	0	0	0	0	0	0	0	0	0	0	100
1 Hr	3	2	0	0	0	0	0	0	5	24	13	4	0	0	5	4	4	50	152	56	30	2	24	25	25	56	314	0	0	0	0	0	0	0	0	0	0	369
12:00	2	0	0	0	0	0	0	0	2	5	5	1	0	0	2	1	1	14	38	13	8	1	4	5	6	13	75	0	0	0	0	0	0	0	0	0	0	91
12:15	6	1	0	0	0	0	0	0	7	4	0	1	0	0	1	4	1	10	35	17	6	0	5	8	13	11	84	0	0	0	0	0	0	1	0	1	102	
12:30	2	0	0	0	0	1	0	0	3	4	2	1	0	0	0	0	1	7	46	18	7	1	6	7	6	14	91	0	0	0	0	0	0	0	0	0	0	101
12:45	5	0	0	0	0	0	0	0	5	3	2	1	0	0	1	0	1	7	40	10	4	0	4	6	3	8	67	0	0	0	0	0	0	0	0	0	0	79
1 Hr	15	1	0	0	0	1	0	0	17	16	9	4	0	0	4	5	4	38	159	58	25	2	19	26	28	46	317	0	0	0	0	0	0	1	0	1	373	
13:00	0	0	0	0	0	0	0	0	0	3	1	2	0	0	1	3	2	10	58	18	6	0	4	5	11	10	102	0	0	0	0	0	0	0	0	0	0	112
13:15	1	0	0	0	0	0	0	0	1	4	0	1	0	0	3	0	1	8	54	14	5	0	5	8	11	10	97	0	0	0	0	0	0	0	0	0	0	106
13:30	2	0	0	0	0	0	0	0	2	2	1	0	0	0	3	1	0	7	47	10	2	1	7	6	8	10	81	0	0	0	0	0	0	0	0	0	0	90
13:45	2	0	0	0	0	0	0	0	2	1	3	2	0	0	1	0	2	7	49	14	5	0	4	4	10	9	86	0	0	0	0	0	0	0	0	0	0	95
1 Hr	5	0	0	0	0	0	0	0	5	10	5	5	0	0	8	4	5	32	208	56	18	1	20	23	40	39	366	0	0	0	0	0	0	0	0	0	0	403
14:00	6	0	0	0	0	0	0	0	6	2	4	1	0	0	2	3	1	12	59	19	4	0	6	5	14	10	107	0	0	0	0	0	0	0	0	0	0	125
14:15	2	0	0	0	0	0	0	0	2	4	2	0	0	0	1	2	0	9	55	11	3	0	4	6	8	7	87	0	0	0	0	0	0	0	0	0	0	98
14:30	8	2	0	0	0	0	0	0	10	4	0	0	0	0	0	0	4	44	12	4	3	5	10	12	12	90	1	0	0	0	0	0	0	0	0	1	105	
14:45	6	0	0	0	0	0	0	0	6	6	0	0	0	0	1	1	0	8	50	23	4	1	9	6	9	14	102	0	1	0	0	0	0	0	0	1	117	
1 Hr	22	2	0	0	0	0	0	0	24	16	6	1	0	0	4	6	1	33	208	65	15	4	24	27	43	43	386	1	1	0	0	0	0	0	0	2	445	
15:00	5	1	0	0	0	0	0	0	6	8	2	0	0	0	1	0	0	11	54	17	4	2	3	6	7	9	93	0	0	0	0	0	0	0	0	0	0	110
15:15	5	0	0	0	0	0	0	0	5	5	0	2	0	0	0	0	2	7	47	15	4	2	6	6	11	12	91	0	0	0	0	0	0	0	0	0	0	103
15:30	2	0	0	0	0	0	0	0	2	5	3	1	0	0	0	0	1	9	48	22	4	1	6	8	16	11	105	0	0	0	0	0	0	0	0	0	0	116
15:45	4	1	0	0	0	0	0	0	5	6	2	1	0	0	1	2	1	12	71	15	5	3	9	9	14	17	126	0	0	0	0	0	0	1	0	1	144	
1 Hr	16	2	0	0	0	0	0	0	18	24	7	4	0	0	2	2	4	39	220	69	17	8	24	29	48	49	415	0	0	0	0	0	0	1	0	1	473	
16:00	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	4	58	22	3	0	7	10	20	10	120	2	0	0	0	0	0	1	0	3	129	
16:15	1	0	0	0	0	0	0	0	1	9	5	0	0	0	0	1	0	15	40	19	5	1	7	4	17	13	93	3	0	0	0	0	0	0	0	3	112	
16:30	1	0	0	0	0	0	0	0	1</																													





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - Borough High Street north

	Destination : A - Southwark Street									Destination : B - Stoney Street									Destination : C - Borough High Street north									Destination : D - Borough High Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	35	17	6	0	3	2	21	9	84	0	1	0	0	0	0	2	0	3	1	1	1	0	0	0	0	1	3	42	16	12	2	12	6	13	26	103	193
07:15	27	18	4	0	2	6	22	6	79	1	2	2	0	0	1	2	2	8	0	0	1	0	0	0	0	1	1	22	17	11	0	10	8	13	21	81	169
07:30	26	23	5	0	3	7	31	8	95	0	2	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	23	18	7	0	15	11	22	22	96	195
07:45	39	8	8	0	3	5	47	11	110	1	1	0	0	0	1	1	0	4	0	0	0	0	0	0	0	0	0	38	24	9	0	10	10	10	19	101	215
1 Hr	127	66	23	0	11	20	121	34	368	2	6	2	0	0	2	7	2	19	1	1	2	0	0	0	0	2	4	125	75	39	2	47	35	58	88	381	772
08:00	49	14	5	0	4	8	40	9	120	0	1	1	0	0	0	3	1	5	1	1	1	0	0	0	0	1	3	34	20	6	2	11	6	27	19	106	234
08:15	36	8	4	1	3	8	48	8	108	1	3	1	0	0	0	3	1	8	0	0	0	0	0	0	0	0	0	41	13	9	0	12	8	28	21	111	227
08:30	33	9	7	2	4	13	70	13	138	3	0	1	0	0	2	4	1	10	0	0	0	0	0	0	0	0	0	31	15	6	0	15	18	48	21	133	281
08:45	40	10	6	1	2	7	71	9	137	0	1	1	0	0	1	9	1	12	0	0	0	0	0	0	0	0	0	32	12	9	0	11	12	43	20	119	268
1 Hr	158	41	22	4	13	36	229	39	503	4	5	4	0	0	3	19	4	35	1	1	1	0	0	0	0	1	3	138	60	30	2	49	44	146	81	469	1010
09:00	29	16	6	0	4	12	55	10	122	6	1	0	0	0	1	4	0	12	1	3	1	0	0	0	0	1	5	36	17	6	1	13	6	42	20	115	254
09:15	30	13	4	0	5	10	42	9	104	1	1	0	0	0	0	1	0	3	0	0	1	0	0	0	0	1	1	27	14	8	0	13	7	43	21	112	220
09:30	35	11	9	0	3	3	40	12	101	2	1	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	1	29	16	5	1	14	9	20	20	94	201
09:45	33	13	5	0	8	4	22	13	85	1	1	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	1	40	15	9	0	18	10	28	27	120	209
1 Hr	127	53	24	0	20	29	159	44	412	10	4	0	0	0	1	8	0	23	3	3	2	0	0	0	0	2	8	126	62	28	2	58	32	133	88	441	884
10:00	51	13	12	1	6	4	22	19	109	0	2	0	0	0	1	1	0	4	0	1	0	0	0	0	0	1	1	36	17	10	0	11	5	19	21	98	212
10:15	39	11	5	0	6	1	17	11	79	0	2	1	0	0	0	0	1	3	1	0	0	0	0	0	0	1	34	22	6	0	15	12	11	21	100	183	
10:30	54	17	4	0	4	2	19	8	100	0	1	0	0	0	0	1	0	2	1	0	0	0	0	0	0	1	33	12	8	1	16	9	6	25	85	188	
10:45	47	11	8	0	4	3	19	12	92	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	1	0	2	33	28	5	0	12	8	8	17	94	191
1 Hr	191	52	29	1	20	10	77	50	380	0	5	1	0	0	1	5	1	12	3	1	0	0	0	0	1	0	5	136	79	29	1	54	34	44	84	377	774
11:00	53	16	6	0	5	0	13	11	93	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	38	26	5	0	15	5	13	20	102	197
11:15	51	13	5	0	5	6	8	10	88	0	2	0	0	0	0	1	0	3	0	1	0	0	0	1	0	2	37	23	9	0	11	7	22	20	109	202	
11:30	51	15	4	0	1	4	15	5	90	2	3	1	0	0	1	3	1	10	0	0	0	0	0	0	0	0	28	21	7	0	10	8	7	17	81	181	
11:45	59	13	1	1	2	2	7	4	85	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	34	21	6	0	16	8	8	22	93	181	
1 Hr	214	57	16	1	13	12	43	30	356	2	6	2	0	0	1	4	2	15	3	1	0	0	0	0	1	0	5	137	91	27	0	52	28	50	79	385	761
12:00	45	7	5	0	5	3	7	10	72	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	38	16	8	1	13	5	11	22	92	167
12:15	40	15	7	0	2	8	11	9	83	1	1	0	0	0	0	2	0	4	4	2	0	0	0	0	0	6	34	30	5	0	13	9	11	18	102	195	
12:30	46	15	4	0	6	3	8	10	82	1	0	0	0	0	1	1	0	3	2	0	2	0	0	0	2	4	35	17	5	2	10	8	13	17	90	179	
12:45	42	11	2	0	5	2	7	7	69	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	42	13	7	0	13	9	13	20	97	167	
1 Hr	173	48	18	0	18	16	33	36	306	4	2	0	0	0	1	3	0	10	7	2	2	0	0	0	2	11	149	76	25	3	49	31	48	77	381	708	
13:00	39	11	6	1	3	5	12	10	77	1	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	1	43	22	6	0	12	10	4	18	97	177	
13:15	48	11	6	0	7	8	7	13	87	1	0	1	0	0	1	0	1	3	0	0	0	0	0	0	0	0	41	20	11	0	12	11	11	23	106	196	
13:30	46	11	3	0	6	8	16	9	90	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38	25	5	1	13	7	10	19	99	190	
13:45	56	8	6	0	4	2	16	10	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	21	5	0	11	9	10	16	91	183	
1 Hr	189	41	21	1	20	23	51	42	346	2	1	1	0	0	2	0	1	6	1	0	0	0	0	0	0	1	157	88	27	1	48	37	35	76	393	746	
14:00	51	9	5	1	3	3	10	9	82	0	0	0	0	0	2	2	0	4	1	2	0	0	0	0	0	3	33	12	5	0	9	9	18	14	86	175	
14:15	36	5	6	0	3	7	9	9	66	1	0	0	0	0	2	0	0	3	1	0	0	0	0	0	0	1	39	20	4	0	13	12	18	17	106	176	
14:30	33	17	1	0	4	5	8	5	68	2	0	0	0	0	1	3	0	6	2	0	0	0	0	0	0	2	37	26	7	1	14	11	15	22	111	187	
14:45	36	12	4	0	5	1	14	9	72	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	39	16	7	0	13	9	9	20	93	166	
1 Hr	156	43	16	1	15	16	41	32	288	3	0	0	0	0	5	5	0	13	5	2	0	0	0	0	0	7	148	74	23	1	49	41	60	73	396	704	
15:00	56	7	1	0	4	3	8	5	79	2	0	0	0	0	0	1	0	3	1	0	0	0	0	0	1	46	20	3	0	12	11	20	15	112	195		
15:15	62	9	3	0	3	3	8	6	88	2	1	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	46	17	11	1	13	12	18	25	118	210	
15:30	41	8	4	1	3	7	13	8	77	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	47	14	11	0	13	15	25	24	125	204		
15:45	59	12	3	0	3	6	15	6	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26	4	1	12	16	27	17	118	216	
1 Hr	218	36	11	1	13	19	44	25	342	4	2	0	0	0	0	2	0	8	2	0	0	0	0	0	2	7	171	77	29	2	50	54	90	81	473	825	
16:00	54	11	3	0	2	4	17	5	91	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	40	19	7	0	12	20	38	19	136	228	
16:15	48	9	2	0	5	10	13	7	87	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	42	31	3	0	12	14	32	15	134	223		
16:30	42	6	3	0	5	4	12	8	72	2	0	0	0	0	0	1	0	3	0	0																	



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : D - Borough High Street south

	Destination : A - Southwark Street									Destination : B - Stoney Street									Destination : C - Borough High Street north									Destination : D - Borough High Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	24	21	1	0	0	5	1	1	52	0	0	1	0	0	0	0	1	1	58	33	5	1	13	43	67	19	220	0	0	0	0	0	0	0	0	273	
07:15	22	24	4	0	0	4	8	4	62	0	1	1	0	0	0	0	0	1	26	26	7	4	12	29	100	23	204	0	0	0	0	0	0	0	0	268	
07:30	24	22	3	0	0	2	5	3	56	1	0	0	0	0	0	1	1	0	26	28	9	6	10	45	100	25	224	0	0	0	0	0	0	0	0	283	
07:45	19	28	3	0	0	7	5	3	62	0	1	0	0	0	0	1	1	0	45	29	14	6	14	65	134	34	307	0	0	0	0	0	0	0	0	372	
1 Hr	89	95	11	0	0	18	19	11	232	1	2	2	0	0	2	2	2	9	155	116	35	17	49	182	401	101	955	0	0	0	0	0	0	0	0	1196	
08:00	23	25	5	1	0	4	3	6	61	0	2	0	0	0	0	6	0	8	44	17	4	1	10	36	151	15	263	0	0	0	0	0	0	0	0	332	
08:15	27	15	1	0	0	3	5	1	51	2	3	1	0	0	1	2	1	9	41	36	11	1	13	61	188	25	351	0	0	0	0	0	0	0	0	411	
08:30	27	16	6	0	0	1	12	6	62	2	0	0	0	0	1	2	0	5	37	17	4	7	13	55	212	24	345	0	0	0	0	0	0	0	0	412	
08:45	19	12	2	0	0	3	9	2	45	1	2	0	0	0	0	2	0	5	51	21	7	2	14	61	163	23	319	0	0	0	0	0	0	0	0	369	
1 Hr	96	68	14	1	0	11	29	15	219	5	7	1	0	0	2	12	1	27	173	91	26	11	50	213	714	87	1278	0	0	0	0	0	0	0	0	1524	
09:00	22	9	2	0	0	4	2	2	39	0	0	0	0	0	1	11	0	12	46	27	10	5	16	36	130	31	270	0	0	0	0	0	0	0	0	321	
09:15	17	4	4	1	0	3	4	5	33	1	1	0	0	0	0	6	0	8	33	21	4	5	7	29	67	16	166	0	0	0	0	0	0	0	0	207	
09:30	15	12	2	0	0	1	4	2	34	2	0	0	0	0	0	2	0	4	36	35	6	3	17	26	75	26	198	0	0	0	0	0	0	0	0	236	
09:45	18	15	3	0	0	6	3	3	45	1	1	0	0	0	0	3	0	5	48	37	9	0	12	26	46	21	178	0	0	0	0	0	0	0	0	228	
1 Hr	72	40	11	1	0	14	13	12	151	4	2	0	0	0	1	22	0	29	163	120	29	13	52	117	318	94	812	0	0	0	0	0	0	0	0	992	
10:00	17	14	6	0	0	1	3	6	41	1	2	0	0	0	0	3	0	6	33	23	9	3	11	12	29	23	120	0	0	0	0	0	0	0	0	167	
10:15	19	9	2	0	1	4	1	3	36	0	0	0	0	0	0	1	0	1	46	21	15	3	12	23	28	30	148	0	0	0	0	0	0	0	0	185	
10:30	12	17	6	0	0	3	5	6	43	0	0	1	0	0	0	0	1	1	28	27	9	4	9	15	23	22	115	0	0	0	0	0	0	0	0	159	
10:45	25	16	3	0	0	3	4	3	51	1	0	1	0	0	0	3	1	5	47	22	8	2	13	9	16	23	117	0	0	0	0	0	0	0	0	173	
1 Hr	73	56	17	0	1	11	13	18	171	2	2	2	0	0	0	7	2	13	154	93	41	12	45	59	96	98	500	0	0	0	0	0	0	0	0	684	
11:00	24	4	3	0	0	4	3	3	38	0	0	0	0	0	0	1	0	1	39	27	11	6	10	6	17	27	116	0	0	0	0	0	0	0	0	155	
11:15	18	4	5	0	0	4	0	5	31	0	0	0	0	0	0	1	0	1	39	25	7	0	14	3	13	21	101	0	0	0	0	0	0	0	0	133	
11:30	13	18	4	0	0	0	4	4	39	0	0	0	0	0	1	2	0	3	46	28	8	5	9	7	22	22	125	0	0	0	0	0	0	0	0	167	
11:45	9	13	0	0	0	5	6	0	33	0	1	0	0	0	1	2	0	4	41	25	10	5	9	13	15	24	118	0	0	0	0	0	0	0	0	155	
1 Hr	64	39	12	0	0	13	13	12	141	0	1	0	0	0	2	6	0	9	165	105	36	16	42	29	67	94	460	0	0	0	0	0	0	0	0	610	
12:00	12	10	1	0	1	2	1	2	27	1	0	0	0	0	0	2	0	3	35	29	11	3	11	14	17	25	120	0	0	0	0	0	0	0	0	150	
12:15	14	11	0	0	0	3	3	0	31	0	0	0	0	0	0	1	0	1	39	21	4	3	11	8	20	18	106	0	0	0	0	0	0	0	0	138	
12:30	8	11	1	0	0	3	3	1	26	1	0	0	0	0	0	1	0	2	61	29	6	7	10	12	16	23	141	0	0	0	0	0	0	0	0	169	
12:45	13	10	2	0	0	3	3	2	31	1	0	0	0	0	0	2	0	3	50	29	5	6	10	4	18	21	122	0	0	0	0	0	0	0	0	156	
1 Hr	47	42	4	0	1	11	10	5	115	3	0	0	0	0	0	6	0	9	185	108	26	19	42	38	71	87	489	0	0	0	0	0	0	0	0	613	
13:00	18	5	0	0	0	1	1	0	25	0	0	0	0	0	0	2	0	2	38	23	9	6	11	12	22	26	121	0	0	0	0	0	0	0	0	148	
13:15	24	7	2	0	0	2	2	2	37	0	0	0	0	0	0	1	0	1	40	22	7	0	9	8	18	16	104	0	0	0	0	0	0	0	0	142	
13:30	22	6	2	0	0	0	0	2	30	0	0	0	0	0	1	2	0	3	36	27	4	9	11	12	25	24	124	0	0	0	0	0	0	0	0	157	
13:45	11	11	3	0	0	2	3	3	30	1	2	0	0	0	0	1	0	4	42	28	6	5	12	7	10	23	110	0	0	0	0	0	0	0	0	144	
1 Hr	75	29	7	0	0	5	6	7	122	1	2	0	0	0	1	6	0	10	156	100	26	20	43	39	75	89	459	0	0	0	0	0	0	0	0	591	
14:00	19	17	2	0	0	4	0	2	42	0	0	0	0	0	1	2	0	3	50	14	4	2	11	16	11	17	108	0	0	0	0	0	0	0	0	153	
14:15	13	7	3	1	0	2	1	4	30	0	0	1	0	0	0	1	1	2	56	27	4	7	9	5	17	20	125	0	0	0	0	0	0	0	0	154	
14:30	20	9	3	0	0	2	1	3	35	1	0	0	0	0	0	1	0	2	45	34	9	6	15	9	26	30	144	0	0	0	0	0	0	0	0	181	
14:45	22	10	3	1	0	3	2	4	41	0	1	0	0	0	1	0	0	2	45	30	4	2	10	17	11	16	119	0	0	0	0	0	0	0	0	162	
1 Hr	74	43	11	1	0	11	5	12	145	1	1	1	0	0	2	4	1	9	196	105	21	17	45	47	65	83	496	0	0	0	0	0	0	0	0	650	
15:00	14	7	0	0	0	1	2	0	24	0	0	0	0	0	0	0	0	0	44	25	11	8	9	10	11	28	118	0	0	0	0	0	0	0	0	142	
15:15	15	8	3	1	0	2	1	4	30	0	0	0	0	0	0	0	0	0	47	41	6	3	15	9	18	24	139	0	0	0	0	0	0	0	0	169	
15:30	13	8	0	0	0	5	4	0	30	0	0	0	0	0	0	0	0	0	51	22	7	7	8	6	22	22	123	0	0	0	0	0	0	0	0	153	
15:45	14	9	3	0	0	2	3	3	31	2	0	0	0	0	0	1	0	3	58	26	7	2	14	9	34	23	150	0	0	0	0	0	0	0	0	184	
1 Hr	56	32	6	1	0	10	10	7	115	2	0	0	0	0	0	1	0	3	200	114	31	20	46	34	85	97	530	0	0	0	0	0	0	0	0	648	
16:00	11	4	0	0	0	0	2	0	17	1	0	0	0	0	0	0	0	1	42	35	9	3	13	10	14	25	126	0	0	0	0	0	0	0	0	144	
16:15	18	10	0	0	0	3	5	0	36	1	0	0	0	0	0	1	0	2	50	19	5	3	17	12	25	25	131	0	0	0	0	0	0	0	0	169	
16:30	15	10	0	0	0	4	0	0	29	1	0	0	0	0	0	0	0	1	42	25	5	1	15	16	23	21	127	0	0	0	0	0	0	0	0	157	
16:45	16	5	1	0																																	





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Time	Origin : A - Southwark Street									Origin : B - Stoney Street									Origin : C - Borough High Street north									Origin : D - Borough High Street south									Origin Totals	
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total		
07:00	29	11	6	0	4	6	10	10	66	0	0	0	0	0	0	1	0	1	78	35	19	2	15	8	36	36	193	82	54	7	1	13	48	68	21	273	533	
07:15	19	14	8	0	6	8	23	14	78	0	0	0	0	0	0	1	0	1	50	37	18	0	12	15	37	30	169	48	51	12	4	12	33	108	28	268	516	
07:30	36	13	10	3	4	6	28	17	100	0	0	0	0	0	0	0	0	0	49	43	12	0	18	18	55	30	195	51	50	12	6	10	48	106	28	283	578	
07:45	26	17	2	1	6	6	19	9	77	0	1	0	0	0	0	0	1	0	2	78	33	17	0	13	16	58	30	215	64	58	17	6	14	73	140	37	372	666
1 Hr	110	55	26	4	20	26	80	50	321	0	1	0	0	0	0	3	0	4	255	148	66	2	58	57	186	126	772	245	213	48	17	49	202	422	114	1196	2293	
08:00	45	11	5	1	4	5	25	10	96	0	1	0	0	0	0	0	0	1	84	36	13	2	15	14	70	30	234	67	44	9	2	10	40	160	21	332	663	
08:15	43	17	6	1	4	8	35	11	114	0	0	0	0	0	0	3	0	3	78	24	14	1	15	16	79	30	227	70	54	13	1	13	65	195	27	411	755	
08:30	38	22	9	1	4	6	31	14	111	0	1	0	0	0	0	0	0	1	67	24	14	2	19	33	122	35	281	66	33	10	7	13	57	226	30	412	805	
08:45	43	18	10	1	8	13	34	19	127	0	0	0	0	0	0	0	0	0	72	23	16	1	13	20	123	30	268	71	35	9	2	14	64	174	25	369	764	
1 Hr	169	68	30	4	20	32	125	54	448	0	2	0	0	0	0	3	0	5	301	107	57	6	62	83	394	125	1010	274	166	41	12	50	226	755	103	1524	2987	
09:00	52	17	9	1	3	10	25	13	117	0	0	0	0	0	0	2	0	2	66	37	13	1	17	19	101	31	254	68	36	12	5	16	41	143	33	321	694	
09:15	42	19	10	0	8	5	17	18	101	1	0	0	0	0	0	0	0	1	58	28	13	0	18	17	86	31	220	51	26	8	6	7	32	77	21	207	529	
09:30	43	12	6	0	8	10	15	14	94	0	0	0	0	0	0	0	0	0	67	28	14	1	17	12	62	32	201	53	47	8	3	17	27	81	28	236	531	
09:45	50	20	9	0	4	11	13	13	107	0	0	0	0	0	0	1	0	1	75	29	14	0	26	14	51	40	209	67	53	12	0	12	32	52	24	228	545	
1 Hr	187	68	34	1	23	36	70	58	419	1	0	0	0	0	0	3	0	4	266	122	54	2	78	62	300	134	884	239	162	40	14	52	132	353	106	992	2299	
10:00	36	21	13	0	9	4	4	22	87	0	1	0	0	0	0	0	0	1	87	33	22	1	17	10	42	40	212	51	39	15	3	11	13	35	29	167	467	
10:15	45	22	9	0	8	2	11	17	97	0	0	0	0	0	0	0	0	0	74	35	12	0	21	13	28	33	183	65	30	17	3	13	27	30	33	185	465	
10:30	51	13	6	3	6	8	5	15	92	0	0	0	0	0	0	1	0	1	88	30	12	1	20	11	26	33	188	40	44	16	4	9	18	28	29	159	440	
10:45	49	19	13	0	7	3	8	20	99	0	0	0	0	0	0	1	0	1	81	39	13	0	16	11	31	29	191	73	38	12	2	13	12	23	27	173	464	
1 Hr	181	75	41	3	30	17	28	74	375	0	1	0	0	0	0	2	0	3	330	137	59	2	74	45	127	135	774	229	151	60	12	46	70	116	118	684	1836	
11:00	33	12	8	0	4	4	5	12	66	0	1	0	0	0	0	2	0	3	91	43	12	0	20	5	26	32	197	63	31	14	6	10	10	21	30	155	421	
11:15	48	21	6	1	6	13	6	13	101	0	0	0	0	0	1	0	0	1	88	39	14	0	16	13	32	30	202	57	29	12	0	14	7	14	26	133	437	
11:30	49	23	10	1	7	6	6	18	102	1	1	0	0	0	0	0	0	2	81	39	12	0	11	13	25	23	181	59	46	12	5	9	8	28	26	167	452	
11:45	49	15	10	0	7	7	12	17	100	0	0	0	0	0	0	1	0	1	96	34	7	1	18	10	15	26	181	50	39	10	5	9	19	23	24	155	437	
1 Hr	179	71	34	2	24	30	29	60	369	1	2	0	0	0	1	3	0	7	356	155	45	1	65	41	98	111	761	229	145	48	16	42	44	86	106	610	1747	
12:00	45	18	9	1	4	7	7	14	91	1	0	0	1	0	0	0	1	2	85	24	13	1	18	8	18	32	167	48	39	12	3	12	16	20	27	150	410	
12:15	45	18	7	0	5	9	18	12	102	0	0	0	0	0	0	2	0	2	79	48	12	0	15	17	24	27	195	53	32	4	3	11	11	24	18	138	437	
12:30	52	20	8	1	6	8	6	15	101	0	0	0	0	0	0	1	0	1	84	32	11	2	16	12	22	29	179	70	40	7	7	10	15	20	24	169	450	
12:45	48	12	5	0	4	7	3	9	79	0	0	0	0	0	0	0	0	0	85	24	9	0	18	11	20	27	167	64	39	7	6	10	7	23	23	156	402	
1 Hr	190	68	29	2	19	31	34	50	373	1	0	0	1	0	0	3	1	5	333	128	45	3	67	48	84	115	708	235	150	30	19	43	49	87	92	613	1699	
13:00	61	19	8	0	4	6	14	12	112	0	0	0	0	0	0	0	0	0	84	33	12	1	15	16	16	28	177	56	28	9	6	11	13	25	26	148	437	
13:15	59	14	6	0	5	11	11	11	106	0	0	0	0	0	0	0	0	0	90	31	18	0	19	20	18	37	196	64	29	9	0	9	10	21	18	142	444	
13:30	51	11	2	1	7	9	9	10	90	0	0	0	0	0	0	0	0	0	84	37	8	1	19	15	26	28	190	58	33	6	9	11	13	27	26	157	437	
13:45	52	17	7	0	4	5	10	11	95	0	0	0	0	0	0	0	0	0	91	29	11	0	15	11	26	26	183	54	41	9	5	12	9	14	26	144	422	
1 Hr	223	61	23	1	20	31	44	44	403	0	0	0	0	0	0	0	0	0	349	130	49	2	68	62	86	119	746	232	131	33	20	43	45	87	96	591	1740	
14:00	67	23	5	0	6	7	17	11	125	0	0	0	0	0	0	0	0	0	85	23	10	1	12	14	30	23	175	69	31	6	2	11	21	13	19	153	453	
14:15	61	13	3	0	4	7	10	7	98	0	0	0	0	0	0	0	0	0	77	25	10	0	16	21	27	26	176	69	34	8	7	9	7	20	24	154	428	
14:30	57	14	4	3	5	10	12	12	105	0	0	0	0	0	0	0	0	0	74	43	8	1	18	17	26	27	187	66	43	12	6	15	11	28	33	181	473	
14:45	62	24	4	1	9	7	10	14	117	0	0	0	0	0	0	0	0	0	76	28	11	0	18	10	23	29	166	67	41	7	3	10	21	13	20	162	445	
1 Hr	247	74	16	4	24	31	49	44	445	0	0	0	0	0	0	0	0	0	312	119	39	2	64	62	106	105	704	271	149	33	18	45	60	74	96	650	1799	
15:00	67	20	4	2	3	7	7	9	110	1	0	0	0	0	0	0	0	1	105	27	4	0	16	14	29	20	195	58	32	11	8	9	11	13	28	142	448	
15:15	57	15	6	2	6	6	11	14	103	0	0	0	0	0	0	1	0	1	110	27	14	1	16	15	27	31	210	62	49	9	4	15	11	19	28	169	483	
15:30	55	25	5	1	6	8	16	12	116	0	0	0	0	0	0	0	0	0	89	23	15	1	16	22	38	32	204	64	30	7	7	8	11	26	22	153	473	
15:45	81	18	6	3	9	10	17	18	144	0	0	0	0	0	0	1	0	1	91	38	7	1	15	22	42	23	216	74	35	10	2	14	11	38	26	184	545	
1 Hr	260	78	21	8	24	31	51	53	473	1	0	0	0	0	0	2	0	3	395	115	40	3	63	73														



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Time	Destination : A - Southwark Street									Destination : B - Stoney Street									Destination : C - Borough High Street north									Destination : D - Borough High Street south									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	59	38	7	0	3	7	22	10	136	4	2	1	0	0	1	3	1	11	84	44	12	1	17	48	77	30	283	42	16	12	2	12	6	13	26	103	533
07:15	49	42	8	0	2	10	30	10	141	4	4	5	0	0	1	3	5	17	42	39	14	4	18	37	123	36	277	22	17	11	0	10	8	13	21	81	516
07:30	50	45	9	1	3	9	36	13	153	5	4	1	0	0	1	6	1	17	57	39	17	8	14	51	125	39	311	24	18	7	0	15	11	22	22	97	578
07:45	58	36	11	0	3	12	52	14	172	2	6	1	0	0	2	4	1	15	70	43	15	7	20	71	152	42	378	38	24	9	0	10	10	10	19	101	666
1 Hr	216	161	35	1	11	38	140	47	602	15	16	8	0	0	5	16	8	60	253	165	58	20	69	207	477	147	1249	126	75	39	2	47	35	58	88	382	2293
08:00	72	40	10	1	4	12	43	15	182	5	8	2	0	0	0	13	2	28	85	24	9	2	14	41	172	25	347	34	20	6	2	11	6	27	19	106	663
08:15	66	23	5	1	3	11	55	9	164	6	11	3	0	0	2	8	3	30	77	48	16	2	17	68	221	35	449	42	13	9	0	12	8	28	21	112	755
08:30	60	25	13	2	4	14	82	19	200	6	5	1	0	0	4	8	1	24	74	34	13	8	17	60	241	38	447	31	16	6	0	15	18	48	21	134	805
08:45	61	23	8	1	2	10	80	11	185	6	7	3	0	0	2	14	3	32	87	34	15	3	22	73	194	40	428	32	12	9	0	11	12	43	20	119	764
1 Hr	259	111	36	5	13	47	260	54	731	23	31	9	0	0	8	43	9	114	323	140	53	15	70	242	828	138	1671	139	61	30	2	49	44	146	81	471	2987
09:00	51	25	8	0	4	16	59	12	163	10	4	3	0	0	4	21	3	42	95	44	17	6	19	44	149	42	374	30	17	6	1	13	6	42	20	115	694
09:15	49	17	8	1	5	13	46	14	139	4	4	0	0	0	1	9	0	18	72	38	15	5	15	33	82	35	260	27	14	8	0	13	7	43	21	112	529
09:30	53	23	11	0	3	5	44	14	139	6	2	0	0	0	1	5	0	14	74	46	12	3	25	34	86	40	280	30	16	5	1	14	9	23	20	98	531
09:45	53	28	8	0	8	10	26	16	133	12	8	2	0	0	3	5	2	30	87	51	16	0	16	34	57	32	261	40	15	9	0	18	10	29	27	121	545
1 Hr	206	93	35	1	20	44	175	56	574	32	18	5	0	0	9	40	5	104	328	179	60	14	75	145	374	149	1175	127	62	28	2	58	32	137	88	446	2299
10:00	71	27	18	1	6	6	25	15	154	3	11	1	0	0	1	5	1	21	64	39	21	3	20	15	32	44	194	36	17	10	0	11	5	19	21	98	467
10:15	59	20	7	0	7	5	18	14	116	4	3	1	0	0	0	1	1	9	87	42	24	3	20	25	39	47	240	34	22	6	0	15	12	11	21	100	465
10:30	68	35	10	0	4	5	25	14	147	4	4	1	0	0	1	1	1	11	74	36	15	7	15	22	28	37	197	33	12	8	1	16	9	6	25	85	440
10:45	72	27	11	0	4	6	24	15	144	4	4	1	0	0	0	7	1	16	94	37	21	2	20	12	24	43	210	33	28	5	0	12	8	8	17	94	464
1 Hr	270	109	46	1	21	22	92	68	561	15	22	4	0	0	2	14	4	57	319	154	81	15	75	74	123	171	841	136	79	29	1	54	34	44	84	377	1836
11:00	78	20	9	0	5	4	18	14	134	4	3	2	0	0	0	1	2	10	67	38	18	6	14	10	22	38	175	38	26	5	0	15	5	13	20	102	421
11:15	69	17	10	0	5	11	8	15	120	8	5	1	0	0	2	4	1	20	79	44	12	1	20	14	18	33	188	37	23	9	0	11	7	22	20	109	437
11:30	67	36	8	0	1	4	19	9	135	10	7	1	0	0	4	6	1	28	85	45	18	6	16	11	27	40	208	28	21	7	0	10	8	7	17	81	452
11:45	68	26	1	1	2	7	14	4	119	4	5	2	0	0	2	3	2	16	89	36	18	5	16	19	26	39	209	34	21	6	0	16	8	8	22	93	437
1 Hr	282	99	28	1	13	26	59	42	508	26	20	6	0	0	8	14	6	74	320	163	66	18	66	54	93	150	780	137	91	27	0	52	28	50	79	385	1747
12:00	59	17	6	0	6	5	8	12	101	8	6	1	0	0	2	3	1	20	74	42	19	5	15	19	23	39	197	38	16	8	1	13	5	11	22	92	410
12:15	60	27	7	0	2	11	16	9	123	5	1	1	0	0	1	7	1	15	78	40	10	3	16	16	33	29	196	34	30	5	0	13	9	12	18	103	437
12:30	56	26	5	0	6	7	12	11	112	6	2	1	0	0	1	2	1	12	109	47	15	8	16	19	22	39	236	35	17	5	2	10	8	13	17	90	450
12:45	60	21	4	0	5	5	10	9	105	4	2	1	0	0	1	2	1	10	91	39	9	6	14	10	21	29	190	42	13	7	0	13	9	13	20	97	402
1 Hr	235	91	22	0	19	28	46	41	441	23	11	4	0	0	5	14	4	57	352	168	53	22	61	64	99	136	819	149	76	25	3	49	31	49	77	382	1699
13:00	57	16	6	1	3	6	13	10	102	4	1	2	0	0	2	5	2	14	97	41	15	6	15	17	33	36	224	43	22	6	0	12	10	4	18	97	437
13:15	73	18	8	0	7	10	9	15	125	5	0	2	0	0	4	1	2	12	94	36	12	0	14	16	29	26	201	41	20	11	0	12	11	11	23	106	444
13:30	70	17	5	0	6	8	16	11	122	2	2	0	0	0	4	3	0	11	83	37	6	10	18	18	33	34	205	38	25	5	1	13	7	10	19	99	437
13:45	69	19	9	0	4	4	19	13	124	2	5	2	0	0	1	1	2	11	91	42	11	5	16	11	20	32	196	35	21	5	0	11	9	10	16	91	422
1 Hr	269	70	28	1	20	28	57	49	473	13	8	6	0	0	11	10	6	48	365	156	44	21	63	62	115	128	826	157	88	27	1	48	37	35	76	393	1740
14:00	76	26	7	1	3	7	10	11	130	2	4	1	0	0	5	7	1	19	110	35	8	2	17	21	25	27	218	33	12	5	0	9	9	18	14	86	453
14:15	51	12	9	0	3	9	11	12	95	5	2	1	0	0	3	3	1	14	112	38	7	7	13	11	25	27	213	39	20	4	0	13	12	18	17	106	428
14:30	61	28	4	0	4	7	9	8	113	7	0	0	0	0	1	4	0	12	91	46	13	9	20	19	38	42	236	38	26	7	1	14	11	15	22	112	473
14:45	64	22	7	1	5	4	16	13	119	6	1	0	0	0	2	1	0	10	96	53	8	3	19	23	20	30	222	39	17	7	0	13	9	9	20	94	445
1 Hr	252	88	27	2	15	27	46	44	457	20	7	2	0	0	11	15	2	55	409	172	36	21	69	74	108	126	889	149	75	23	1	49	41	60	73	398	1799
15:00	75	15	1	0	4	4	10	5	109	10	2	0	0	0	1	1	0	14	99	42	15	10	12	16	18	37	212	47	20	3	0	12	11	20	15	113	448
15:15	82	17	6	1	3	5	10	10	124	7	1	2	0	0	0	1	2	11	94	56	10	5	21	15	29	36	230	46	17	11	1	13	12	18	25	118	483
15:30	56	16	4	1	3	12	17	8	109	5	4	1	0	0	0	0	1	10	100	44	11	8	14	14	38	33	229	47	14	11	0	13	15	25	24	125	473
15:45	77	22	6	0	3	8	19	9	135	8	2	1	0	0	1	3	1	15	129	41	12	5	23	18	48	40	276	32	26	4	1	12	16	28	17	119	545
1 Hr	290	70	17	2	13	29	56	32	477	30	9	4	0	0	2	5	4																				



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 8  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Borough High Street north

Time	Destination : A - Borough High Street north									Destination : B - Tooley Street									Destination : C - Bus & Taxi access									Destination : D - Borough High Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	18	8	3	1	2	1	9	6	42	18	1	1	0	13	0	3	14	36	57	22	11	1	10	8	22	22	131	209
07:15	0	0	0	0	0	0	0	0	0	15	12	5	0	2	7	8	7	49	19	0	0	0	14	0	2	14	35	57	23	13	0	8	14	17	21	132	216
07:30	0	0	0	0	0	0	0	0	0	21	10	5	0	2	4	9	7	51	24	1	1	0	17	0	4	18	47	38	35	7	0	14	15	45	21	154	252
07:45	0	0	0	0	0	0	0	0	0	28	9	3	0	2	7	12	5	61	23	0	0	0	16	0	0	16	39	54	27	9	0	10	15	24	19	139	239
1 Hr	0	0	0	0	0	0	0	0	0	82	39	16	1	8	19	38	25	203	84	2	2	0	60	0	9	62	157	206	107	40	1	42	52	108	83	556	916
08:00	0	0	0	0	0	0	0	0	0	20	6	5	0	2	6	22	7	61	20	0	0	0	17	0	2	17	39	56	27	7	2	9	14	57	18	172	272
08:15	0	0	0	0	0	1	0	0	1	14	4	5	0	1	8	22	6	54	18	0	0	0	19	0	4	19	41	44	15	10	0	11	13	56	21	149	245
08:30	0	0	0	0	0	0	0	0	0	34	12	5	0	2	9	30	7	92	18	2	0	0	16	0	0	16	36	44	17	7	1	11	28	88	19	196	324
08:45	0	0	0	0	0	0	0	0	0	30	2	3	0	2	9	30	5	76	21	2	1	0	14	0	0	15	38	43	16	10	0	8	17	98	18	192	306
1 Hr	0	0	0	0	0	1	0	0	1	98	24	18	0	7	32	104	25	283	77	4	1	0	66	0	6	67	154	187	75	34	3	39	72	299	76	709	1147
09:00	0	0	0	0	0	0	0	0	0	21	4	1	1	5	10	40	7	82	24	1	0	0	17	0	0	17	42	37	20	9	1	11	16	73	21	167	291
09:15	0	0	0	0	0	0	0	0	0	25	8	1	0	3	8	25	4	70	10	1	0	0	11	0	2	11	24	33	18	6	0	10	8	56	16	131	225
09:30	0	0	0	0	0	0	0	0	0	28	11	2	1	6	6	8	9	62	18	0	0	0	26	0	2	26	46	53	18	7	0	10	9	48	17	145	253
09:45	0	0	0	0	0	0	0	0	0	42	11	1	0	6	7	11	7	78	14	1	0	0	8	0	0	8	23	48	13	6	0	16	13	51	22	147	248
1 Hr	0	0	0	0	0	0	0	0	0	116	34	5	2	20	31	84	27	292	66	3	0	0	62	0	4	62	135	171	69	28	1	47	46	228	76	590	1017
10:00	0	0	0	0	0	0	0	0	0	33	13	7	0	7	4	9	14	73	14	1	0	0	17	0	0	17	32	65	18	14	0	9	10	27	23	143	248
10:15	0	0	0	0	0	0	0	0	0	34	12	3	2	7	3	5	12	66	7	0	1	0	12	0	1	13	21	44	23	6	0	14	9	20	20	116	203
10:30	0	0	0	0	0	0	0	0	0	20	8	4	1	9	3	4	14	49	10	1	0	0	9	0	1	9	21	47	18	4	0	13	7	16	17	105	175
10:45	0	0	0	0	0	0	0	0	0	41	7	4	0	5	7	8	9	72	16	1	0	0	7	0	2	7	26	48	24	5	0	12	9	20	17	118	216
1 Hr	0	0	0	0	0	0	0	0	0	128	40	18	3	28	17	26	49	260	47	3	1	0	45	0	4	46	100	204	83	29	0	48	35	83	77	482	842
11:00	0	0	0	0	0	0	0	0	0	21	8	6	0	11	8	11	17	55	14	0	0	0	11	0	0	11	25	55	26	3	0	13	4	11	16	112	192
11:15	0	0	0	0	0	0	0	0	0	22	9	7	0	5	5	6	12	54	10	0	0	0	11	0	0	11	21	42	25	10	0	9	8	14	19	108	183
11:30	0	0	0	0	0	0	0	0	0	27	14	6	1	5	4	4	12	61	15	1	0	0	6	0	1	6	23	37	27	0	0	11	9	18	11	102	186
11:45	0	0	0	0	0	0	0	0	0	32	15	2	0	10	8	9	12	76	8	0	1	0	9	0	1	10	19	63	22	6	1	11	7	5	18	115	210
1 Hr	0	0	0	0	0	0	0	0	0	102	46	21	1	31	25	20	53	246	47	1	1	0	37	0	2	38	88	197	100	19	1	44	28	48	64	437	771
12:00	0	0	0	0	0	0	0	0	0	31	14	1	0	8	3	5	9	62	15	0	0	0	8	0	1	8	24	45	18	10	1	14	8	15	25	111	197
12:15	0	0	0	0	0	0	0	0	0	23	7	5	0	11	9	4	16	59	17	1	0	0	8	0	0	8	26	42	33	7	0	12	10	15	19	119	204
12:30	0	0	0	0	0	0	0	0	0	32	14	6	0	3	2	7	9	64	12	0	0	0	8	1	0	8	21	51	18	6	1	8	7	13	15	104	189
12:45	0	0	0	0	0	0	0	0	0	30	12	8	0	8	6	8	16	72	12	0	0	0	10	0	1	10	23	59	21	6	0	11	9	20	17	126	221
1 Hr	0	0	0	0	0	0	0	0	0	116	47	20	0	30	20	24	50	257	56	1	0	0	34	1	2	34	94	197	90	29	2	45	34	63	76	460	811
13:00	0	0	0	0	0	0	0	0	0	27	19	0	0	5	7	12	5	70	18	0	1	0	9	0	0	10	28	46	21	6	0	10	11	12	16	106	204
13:15	0	0	0	0	0	0	0	0	0	40	6	1	0	7	5	7	8	66	15	0	0	0	8	1	3	8	27	53	17	11	0	12	13	10	23	116	209
13:30	0	0	0	0	0	0	0	0	0	22	10	5	0	10	4	5	15	56	10	0	0	0	11	1	0	11	22	43	22	7	1	10	12	16	18	111	189
13:45	0	0	0	0	0	0	0	0	0	44	11	1	0	9	7	5	10	77	10	1	0	0	9	0	2	9	22	55	25	8	0	8	9	24	16	129	228
1 Hr	0	0	0	0	0	0	0	0	0	133	46	7	0	31	23	29	38	269	53	1	1	0	37	2	5	38	99	197	85	32	1	40	45	62	73	462	830
14:00	0	0	0	0	0	0	0	0	0	40	6	3	0	8	4	6	11	67	9	0	0	0	8	0	0	8	17	44	16	5	0	7	10	16	12	98	182
14:15	0	0	0	0	0	0	0	0	0	40	10	3	0	13	3	3	16	72	13	0	0	0	9	0	2	9	24	45	20	7	0	13	11	23	20	119	215
14:30	0	0	0	0	0	0	0	0	0	39	12	1	0	10	9	13	11	84	11	0	0	0	9	0	2	9	22	50	32	6	0	10	14	16	16	128	234
14:45	0	0	0	0	0	0	0	0	0	38	8	3	0	8	5	9	11	71	10	0	0	0	9	1	2	9	22	40	22	6	0	13	8	18	19	107	200
1 Hr	0	0	0	0	0	0	0	0	0	157	36	10	0	39	21	31	49	294	43	0	0	0	35	1	6	35	85	179	90	24	0	43	43	73	67	452	831
15:00	0	0	0	0	0	0	0	0	0	32	8	2	0	9	6	7	11	64	24	0	0	0	11	0	5	11	40	56	19	5	0	10	11	22	15	123	227
15:15	0	0	0	0	0	0	0	0	0	35	7	1	0	11	7	16	12	77	23	0	0	0	9	0	2	9	34	55	21	8	1	13	11	19	22	128	239
15:30	0	0	0	0	0	0	0	0	0	40	10	1	0	7	14	11	8	83	15	0	0	0	8	0	0	8	23	53	16	9	0	9	12	24	18	123	229
15:45	0	0	0	0	0	0	0	0	0	33	5	2	0	5	13	10	7	68	21	0	1	0	9	1	3	10	35	47	24	3	1	9	15	28	13	127	230
1 Hr	0	0	0	0	0	0	0	0	0	140	30	6	0	32	40	44	38	292	83	0	1	0	37	1	10	38	132	211	80	25	2	41	49	93	68	501	925
16:00	0	0	0	0	0	0	0	0	0	25	5	1	1	6	8	18	8	64	30	0	0	0	15	0	3	15	48	51	28	7	0	11	25	39	18	161	273
16:15	0	0	0	0	0	0	0	0	0	27																											



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 8  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - Tooley Street

	Destination : A - Borough High Street north									Destination : B - Tooley Street									Destination : C - Bus & Taxi access									Destination : D - Borough High Street south									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	22	15	1	2	2	2	35	5	79	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	21	9	4	0	5	0	7	9	46	131
07:15	26	10	7	5	0	9	39	12	96	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	2	0	0	18	7	6	0	4	3	7	10	45	150
07:30	26	15	4	2	3	8	44	9	102	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	12	8	3	0	6	1	16	9	46	155
07:45	22	13	4	0	3	16	71	7	129	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	1	7	9	12	9	0	4	0	23	13	57	193
1 Hr	96	53	16	9	8	35	189	33	406	0	0	0	0	0	0	0	0	0	24	2	1	0	0	0	2	1	29	60	36	22	0	19	4	53	41	194	629
08:00	24	14	3	3	1	12	71	7	128	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	2	0	9	16	10	2	0	6	3	19	8	56	193
08:15	16	7	3	1	1	12	98	5	138	0	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	1	14	10	4	8	1	4	4	33	13	64	216
08:30	20	13	4	2	2	16	98	8	155	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0	9	13	2	4	1	5	3	48	10	76	240
08:45	22	9	4	1	1	8	105	6	150	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	13	4	8	1	8	4	28	17	66	221
1 Hr	82	43	14	7	5	48	372	26	571	0	0	0	0	0	0	0	0	0	31	2	1	0	0	0	3	1	37	52	20	22	3	23	14	128	48	262	870
09:00	25	8	2	2	1	6	56	5	100	0	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	1	8	11	9	4	0	5	4	21	9	54	162
09:15	28	10	2	2	2	12	53	6	109	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	1	7	13	7	5	0	6	6	22	11	59	175
09:30	32	9	1	1	2	6	27	4	78	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	12	16	11	4	1	6	2	10	11	50	140
09:45	19	12	1	2	2	12	21	5	69	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	16	9	5	1	7	3	7	13	48	123
1 Hr	104	39	6	7	7	36	157	20	356	0	0	0	0	0	0	0	0	0	24	7	2	0	0	0	0	2	33	56	36	18	2	24	15	60	44	211	600
10:00	24	15	1	2	5	12	4	60	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	24	6	8	1	5	1	11	14	56	122
10:15	19	6	0	1	5	6	12	6	49	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	1	5	21	9	5	0	6	3	6	11	50	104
10:30	25	10	3	0	1	11	17	4	67	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	1	7	22	7	6	0	6	0	6	12	47	121
10:45	29	6	3	0	4	3	8	7	53	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	1	8	16	7	9	0	5	5	10	14	52	113
1 Hr	97	37	7	2	12	25	49	21	229	0	0	0	0	0	0	0	0	0	23	0	3	0	0	0	0	3	26	83	29	28	1	22	9	33	51	205	460
11:00	29	5	2	0	1	5	16	3	58	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	27	8	4	0	6	1	6	10	52	115
11:15	25	12	5	1	2	5	4	8	54	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	18	11	3	0	7	4	4	10	47	108
11:30	34	12	5	0	1	7	8	6	67	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	1	5	23	8	2	0	4	2	7	6	46	118
11:45	38	8	5	5	1	5	10	11	72	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	25	7	1	0	4	2	8	5	47	123
1 Hr	126	37	17	6	5	22	38	28	251	0	0	0	0	0	0	0	0	0	15	5	1	0	0	0	0	1	21	93	34	10	0	21	9	25	31	192	464
12:00	32	10	2	1	3	8	9	6	65	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	1	4	29	4	4	0	6	0	5	10	48	117
12:15	37	8	6	1	2	9	13	9	76	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	17	4	0	0	5	2	4	5	32	112
12:30	29	6	8	0	1	10	9	9	63	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	16	13	4	0	6	3	3	10	45	109
12:45	43	7	5	0	1	4	12	6	72	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	2	7	16	2	1	0	8	0	8	9	35	114
1 Hr	141	31	21	2	7	31	43	30	276	0	0	0	0	0	0	0	0	0	12	1	3	0	0	0	0	3	16	78	23	9	0	25	5	20	34	160	452
13:00	34	6	2	2	3	6	7	7	60	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	25	10	3	1	5	3	3	9	50	114
13:15	34	4	3	2	2	3	4	7	52	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	5	22	6	3	0	6	2	7	9	46	103
13:30	46	9	4	1	1	5	8	6	74	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	23	6	0	0	9	2	6	9	46	121
13:45	32	3	1	3	2	7	7	6	55	0	0	0	0	0	0	0	0	0	2	1	1	0	0	1	0	1	5	22	8	2	0	5	2	7	7	46	106
1 Hr	146	22	10	8	8	21	26	26	241	0	0	0	0	0	0	0	0	0	12	1	1	0	0	1	0	1	15	92	30	8	1	25	9	23	34	188	444
14:00	42	8	0	2	1	10	7	3	70	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	1	5	23	1	3	1	4	5	6	8	43	118
14:15	28	6	0	4	3	2	10	7	53	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	16	5	3	0	5	2	4	8	35	92
14:30	45	6	3	1	2	2	7	6	66	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	22	8	1	0	5	6	7	6	49	117
14:45	35	22	3	5	4	7	4	12	80	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	16	6	3	0	6	0	5	9	36	122
1 Hr	150	42	6	12	10	21	28	28	269	0	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	1	17	77	20	10	1	20	13	22	31	163	449
15:00	40	13	2	0	1	6	13	3	75	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	30	5	1	0	5	1	9	6	51	127
15:15	40	8	0	2	2	4	12	4	68	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	1	3	5	19	3	3	0	8	2	4	11	39	112
15:30	37	9	7	1	1	6	8	9	69	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	16	2	2	1	2	7	8	5	38	109
15:45	27	4	1	5	1	12	5	7	55	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	22	11	4	0	5	3	8	9	53	110
1 Hr	144	34	10	8	5	28	38	23	267	0	0	0	0	0	0	0	0	0	4	2	3	0	0	0	1	3	10	87	21	10	1	20	13	29	31	181	458
16:00	46	9	4	1	2	3	13	7	78	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	17	1	2	0	5	3	12	7	40	120
16:15	53	3	1	1	3	6	11	5	78	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	15	5	0	0	6	5	7	6	38	119
16:30	38	10	4	1	1	9	15	6	78	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0													







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 8  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

	Origin : A - Borough High Street north									Origin : B - Tooley Street									Origin : C - Bus & Taxi access									Origin : D - Borough High Street south									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	93	31	15	2	25	9	34	42	209	49	24	5	2	7	2	42	14	131	0	0	0	0	0	0	0	0	0	94	37	11	1	29	36	51	41	259	599
07:15	91	35	18	0	24	21	27	42	216	51	17	13	5	4	12	48	22	150	0	0	0	0	0	0	0	0	0	61	29	8	4	37	27	89	49	255	621
07:30	83	46	13	0	33	19	58	46	252	43	25	7	2	9	9	60	18	155	0	0	0	0	0	0	1	0	1	78	36	12	7	29	43	109	48	314	722
07:45	105	36	12	0	28	22	36	40	239	37	25	14	0	7	16	94	21	193	0	0	0	0	0	0	0	0	0	80	28	14	4	35	46	113	53	320	752
1 Hr	372	148	58	2	110	71	155	170	916	180	91	39	9	27	39	244	75	629	0	0	0	0	0	0	1	0	1	313	130	45	16	130	152	362	191	1148	2694
08:00	96	33	12	2	28	20	81	42	272	46	25	5	3	7	15	92	15	193	0	0	0	0	0	0	1	0	1	100	26	9	2	27	42	148	38	354	820
08:15	76	19	15	0	31	22	82	46	245	38	12	12	2	5	16	131	19	216	0	0	0	0	0	0	0	0	0	99	41	14	3	33	48	170	50	408	869
08:30	96	31	12	1	29	37	118	42	324	41	15	8	3	7	19	147	18	240	0	0	0	0	0	0	0	0	0	78	23	7	9	31	58	157	47	363	927
08:45	94	20	14	0	24	26	128	38	306	40	13	12	2	9	12	133	23	221	0	0	0	0	0	0	1	0	1	98	21	11	3	38	57	147	52	375	903
1 Hr	362	103	53	3	112	105	409	168	1147	165	65	37	10	28	62	503	75	870	0	0	0	0	0	0	2	0	2	375	111	41	17	129	205	622	187	1500	3519
09:00	82	25	10	2	33	26	113	45	291	41	19	7	2	6	10	77	15	162	0	0	0	0	0	0	2	0	2	99	34	13	4	36	38	124	53	348	803
09:15	68	27	7	0	24	16	83	31	225	45	19	8	2	8	18	75	18	175	0	0	0	0	0	0	2	0	2	88	35	10	5	27	23	68	42	256	658
09:30	99	29	9	1	42	15	58	52	253	57	23	5	2	8	8	37	15	140	0	0	0	0	0	0	0	0	0	85	40	11	3	38	27	50	52	254	647
09:45	104	25	7	0	30	20	62	37	248	41	21	6	3	9	15	28	18	123	0	0	0	0	0	0	0	0	0	85	36	10	0	26	29	50	36	236	607
1 Hr	353	106	33	3	129	77	316	165	1017	184	82	26	9	31	51	217	66	600	0	0	0	0	0	0	4	0	4	357	145	44	12	127	117	292	183	1094	2715
10:00	112	32	21	0	33	14	36	54	248	54	21	9	2	7	6	23	18	122	0	0	0	0	0	0	0	0	0	78	28	17	1	28	18	33	46	203	573
10:15	85	35	10	2	33	12	26	45	203	44	15	6	1	11	9	18	18	104	0	0	0	0	0	0	0	0	0	92	37	19	4	28	17	27	51	224	531
10:30	77	27	8	1	31	10	21	40	175	53	17	10	0	7	11	23	17	121	0	0	0	0	0	0	1	0	1	59	32	14	5	24	15	28	43	177	474
10:45	105	32	9	0	24	16	30	33	216	52	13	13	0	9	8	18	22	113	0	0	0	0	0	0	0	0	0	99	26	16	3	30	10	20	49	204	533
1 Hr	379	126	48	3	121	52	113	172	842	203	66	38	3	34	34	82	75	460	0	0	0	0	0	0	1	0	1	328	123	66	13	110	60	108	189	808	2111
11:00	90	34	9	0	35	12	44	44	192	61	13	6	0	7	6	22	13	115	0	0	0	0	0	0	0	0	0	60	27	14	5	22	9	18	41	155	462
11:15	74	34	17	0	25	13	20	42	183	49	24	8	1	9	9	8	18	108	0	0	0	0	0	0	0	0	0	86	34	13	1	29	5	14	43	182	473
11:30	79	42	6	1	22	13	23	29	186	59	22	8	0	5	9	15	13	118	0	0	0	0	0	0	0	0	0	74	33	17	2	27	12	23	46	188	492
11:45	103	37	9	1	30	15	15	40	210	65	17	6	5	5	7	18	16	123	0	0	0	0	0	0	0	0	0	82	31	15	3	22	16	17	40	186	519
1 Hr	346	147	41	2	112	53	70	155	771	234	76	28	6	26	31	63	60	464	0	0	0	0	0	0	0	0	0	302	125	59	11	100	42	72	170	711	1946
12:00	91	32	11	1	30	11	21	42	197	64	14	7	1	9	8	14	17	117	0	0	0	0	0	0	0	0	0	78	30	16	3	24	11	24	43	186	500
12:15	82	41	12	0	31	19	19	43	204	58	12	6	1	7	11	17	14	112	0	0	0	0	0	0	1	0	1	65	30	13	2	23	14	30	38	177	494
12:30	95	32	12	1	19	10	20	32	189	46	19	12	0	7	13	12	19	109	0	0	0	0	0	0	0	0	0	93	36	12	8	28	12	21	48	210	508
12:45	101	33	14	0	29	15	29	43	221	63	10	8	0	9	4	20	17	114	0	0	0	0	0	0	0	0	0	89	38	8	6	21	7	24	35	193	528
1 Hr	369	138	49	2	109	55	89	160	811	231	55	33	2	32	36	63	67	452	0	0	0	0	0	0	1	0	1	325	134	49	19	96	44	99	164	766	2030
13:00	91	40	7	0	24	18	24	31	204	63	16	5	3	8	9	10	16	114	0	0	0	0	0	0	0	0	0	89	35	9	6	25	14	27	40	205	523
13:15	108	23	12	0	27	19	20	39	209	61	10	6	2	8	5	11	16	103	0	0	0	0	0	0	0	0	0	91	31	11	0	24	10	26	35	193	505
13:30	75	32	12	1	31	17	21	44	189	70	15	4	1	10	7	14	15	121	0	0	0	0	0	0	0	0	0	92	33	9	7	25	12	31	41	209	519
13:45	109	37	9	0	26	16	31	35	228	56	12	4	3	7	10	14	14	106	0	0	0	0	0	0	0	0	0	77	33	10	4	24	7	11	38	166	500
1 Hr	383	132	40	1	108	70	96	149	830	250	53	19	9	33	31	49	61	444	0	0	0	0	0	0	0	0	0	349	132	39	17	98	43	95	154	773	2047
14:00	93	22	8	0	23	14	22	31	182	68	10	4	3	5	15	13	12	118	0	0	0	0	0	0	0	0	0	100	29	7	3	28	14	17	38	198	498
14:15	98	30	10	0	35	14	28	45	215	48	11	3	4	8	4	14	15	92	0	0	0	0	0	0	0	0	0	98	28	8	6	20	7	19	34	186	493
14:30	100	44	7	0	29	23	31	36	234	69	14	4	1	7	8	14	12	117	0	0	0	0	0	0	0	0	0	95	39	14	7	30	18	35	51	238	589
14:45	88	30	9	0	30	14	29	39	200	57	28	6	5	10	7	9	21	122	0	0	0	0	0	0	0	0	0	88	38	9	2	27	16	20	38	200	522
1 Hr	379	126	34	0	117	65	110	151	831	242	63	17	13	30	34	50	60	449	0	0	0	0	0	0	0	0	0	381	134	38	18	105	55	91	161	822	2102
15:00	112	27	7	0	30	17	34	37	227	70	19	3	0	6	7	22	9	127	0	0	0	0	0	0	0	0	0	103	39	14	9	21	14	12	44	212	566
15:15	113	28	9	1	33	18	37	43	239	60	11	6	2	10	6	17	18	112	0	0	0	0	0	0	0	0	0	80	43	10	4	33	14	28	47	212	563
15:30	108	26	10	0	24	26	35	34	229	55	11	9	2	3	13	16	14	109	0	0	0	0	0	0	0	0	0	101	40	11	7	23	13	28	41	223	561
15:45	101	29	6	1	23	29	41	30	230	50	16	5	5	6	15	13	16	110	0	0	0	0	0	0	1	0	1	117	30	11	5	35	9	37	51	244	585
1 Hr	434	110	32	2	110	90	147	144	925	235	57																										



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 8  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

	Destination : A - Borough High Street north									Destination : B - Tooley Street									Destination : C - Bus & Taxi access									Destination : D - Borough High Street south									Dest Totals	
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total		
07:00	109	51	10	3	24	35	79	37	311	23	9	4	1	7	3	16	12	63	26	1	1	0	15	0	3	16	46	78	31	16	1	15	9	29	32	179	599	
07:15	83	38	13	9	30	35	117	52	325	17	13	7	0	8	8	17	15	70	28	0	0	0	15	0	6	15	49	75	30	19	0	12	17	24	31	177	621	
07:30	94	50	15	8	28	45	140	51	380	25	10	6	0	6	9	21	12	77	35	3	1	1	17	1	5	19	63	50	44	10	0	20	16	62	30	202	722	
07:45	101	41	18	4	31	60	163	53	418	28	9	3	0	8	8	33	11	89	30	0	1	0	17	1	0	18	49	63	39	18	0	14	15	47	32	196	752	
1 Hr	387	180	56	24	113	175	499	193	1434	93	41	20	1	29	28	87	50	299	119	4	3	1	64	2	14	68	207	266	144	63	1	61	57	162	125	754	2694	
08:00	108	37	11	5	27	51	198	43	437	22	9	6	0	3	9	43	9	92	40	1	0	0	17	0	5	17	63	72	37	9	2	15	17	76	26	228	820	
08:15	95	45	16	4	26	58	237	46	481	21	7	5	0	9	11	53	14	106	41	1	2	0	19	0	4	21	67	56	19	18	1	15	17	89	34	215	869	
08:30	88	36	10	11	28	70	227	49	470	37	12	6	0	7	13	58	13	133	33	2	0	0	16	0	1	16	52	57	19	11	2	16	31	136	29	272	927	
08:45	108	27	14	4	33	61	219	51	466	31	4	4	0	8	13	64	12	124	36	3	1	0	14	0	0	15	54	57	20	18	1	16	21	126	35	259	903	
1 Hr	399	145	51	24	114	240	881	189	1854	111	32	21	0	27	46	218	48	455	150	7	3	0	66	0	10	69	236	242	95	56	6	62	86	427	124	974	3519	
09:00	94	40	11	6	31	42	154	48	378	38	6	5	1	11	12	68	17	141	42	3	1	0	17	0	0	18	63	48	29	13	1	16	20	94	30	221	803	
09:15	92	42	11	7	26	34	112	44	324	33	11	2	0	6	9	36	8	97	30	3	1	0	11	0	2	12	47	46	25	11	0	16	14	78	27	190	658	
09:30	99	46	8	4	28	30	69	40	284	30	13	5	1	18	9	16	24	92	43	4	1	0	26	0	2	27	76	69	29	11	1	16	11	58	28	195	647	
09:45	91	46	10	2	21	39	55	33	264	47	12	2	0	13	9	27	15	110	28	2	0	0	8	0	0	8	38	64	22	11	1	23	16	58	35	195	607	
1 Hr	376	174	40	19	106	145	390	165	1250	148	42	14	2	48	39	147	64	440	143	12	3	0	62	0	4	65	224	227	105	46	3	71	61	288	120	801	2715	
10:00	87	40	16	2	25	23	38	43	231	39	15	9	0	12	4	16	21	95	27	2	0	0	17	0	0	17	46	91	24	22	1	14	11	38	37	201	573	
10:15	101	37	17	5	26	22	33	48	241	36	15	5	2	14	4	11	21	87	19	3	2	0	12	0	1	14	37	65	32	11	0	20	12	26	31	166	531	
10:30	75	39	14	2	17	21	41	33	209	23	11	4	3	16	8	9	23	74	22	1	3	1	10	0	1	14	38	69	25	11	0	19	7	22	30	153	474	
10:45	117	30	18	3	25	11	26	46	230	46	7	5	0	14	9	10	19	91	29	3	1	0	7	0	2	8	42	64	31	14	0	17	14	30	31	170	533	
1 Hr	380	146	65	12	93	77	138	170	911	144	48	23	5	56	25	46	84	347	97	9	6	1	46	0	4	53	163	289	112	58	1	70	44	116	129	690	2111	
11:00	79	29	11	5	17	12	32	33	185	25	9	7	0	11	12	10	3	24	71	25	2	4	0	11	0	0	15	42	82	34	7	0	19	5	17	26	164	462
11:15	97	42	16	2	25	9	16	43	207	25	11	8	0	11	6	8	19	69	27	2	1	0	11	0	0	12	41	60	37	13	0	16	12	18	29	156	473	
11:30	96	43	19	2	21	15	26	42	222	34	16	8	1	12	7	8	21	86	22	3	2	0	6	1	2	8	36	60	35	2	0	15	11	25	17	148	492	
11:45	111	38	18	8	16	18	23	42	232	36	16	3	0	17	11	13	20	96	15	2	2	0	9	0	1	11	29	88	29	7	1	15	9	13	23	162	519	
1 Hr	383	152	64	17	79	54	97	160	846	120	52	26	1	57	34	32	84	322	89	9	9	0	37	1	3	46	148	290	135	29	1	65	37	73	95	630	1946	
12:00	97	37	17	4	23	18	20	44	216	34	17	2	0	12	4	18	14	87	28	0	1	0	8	0	1	9	38	74	22	14	1	20	8	20	35	159	500	
12:15	85	35	16	3	18	19	37	37	213	32	10	8	0	18	13	11	26	92	29	1	0	0	8	0	0	8	38	59	37	7	0	17	12	19	24	151	494	
12:30	102	37	19	8	22	22	26	49	236	43	18	7	0	10	2	10	17	90	22	0	0	0	8	1	1	8	32	67	32	10	1	14	10	16	25	150	508	
12:45	119	43	13	6	17	11	34	36	243	36	14	8	0	13	6	10	21	87	23	1	2	0	10	0	1	12	37	75	23	7	0	19	9	28	26	161	528	
1 Hr	403	152	65	21	80	70	117	166	908	145	59	25	0	53	25	49	78	356	102	2	3	0	34	1	3	37	145	275	114	38	2	70	39	83	110	621	2030	
13:00	105	38	9	8	23	19	30	40	232	35	21	1	0	10	8	16	11	91	32	1	2	0	9	0	0	11	44	71	31	9	1	15	14	15	25	156	523	
13:15	113	33	12	2	20	11	24	34	215	44	6	2	0	13	7	13	15	85	28	2	1	0	8	1	3	9	43	75	23	14	0	18	15	17	32	162	505	
13:30	123	37	13	7	20	17	31	40	248	30	15	5	1	16	4	13	22	84	18	0	0	0	11	1	0	11	30	66	28	7	1	19	14	22	27	157	519	
13:45	93	29	10	7	21	12	15	38	187	55	17	2	0	14	9	8	16	105	17	3	1	0	9	1	2	10	33	77	33	10	0	13	11	31	23	175	500	
1 Hr	434	137	44	24	84	59	100	152	882	164	59	10	1	53	28	50	64	365	95	6	4	0	37	3	5	41	150	289	115	40	2	65	54	85	107	650	2047	
14:00	124	34	6	5	23	22	17	34	231	49	7	3	0	14	6	11	17	90	21	3	2	0	8	0	2	10	36	67	17	8	1	11	15	22	20	141	498	
14:15	111	33	8	9	19	9	22	36	211	48	11	3	0	17	3	10	20	92	24	0	0	1	9	0	2	10	36	61	25	10	0	18	13	27	28	154	493	
14:30	130	43	17	7	26	15	39	50	277	43	14	1	1	16	14	16	18	105	19	0	0	0	9	0	2	9	30	72	40	7	0	15	20	23	22	177	589	
14:45	110	58	9	7	23	22	20	39	249	44	10	5	0	16	6	11	21	92	22	0	1	0	9	1	4	10	37	57	28	9	0	19	8	23	28	144	522	
1 Hr	475	168	40	28	91	68	98	159	968	184	42	12	1	63	29	48	76	379	86	3	3	1	35	1	10	39	139	257	110	34	1	63	56	95	98	616	2102	
15:00	131	50	12	9	16	19	21	37	258	38	10	5	0	15	7	11	20	86	30	1	1	0	11	0	5	12	48	86	24	6	0	15	12	31	21	174	566	
15:15	107	48	9	6	28	15	34	43	247	39	10	2	0	16	10	22	18	99	33	0	3	0	11	0	3	14	50	74	24	11	1	21	13	23	33	167	563	
15:30	119	45	17	8	18	17	24	43	248	51	13	1	0	13	15	21	14	114	25	1	1	0	8	1	2	9	38	69	18	11	1	11	19	32	23	161	561	
15:45	120	31	10	10	26	18	28	46	243	45	5	3	0	13	16	22	16	104	34	4	2	0	11	1	6	13	58	69	35	7	1	14						





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 9  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Fish Street Hill

Destination : A - Fish Street Hill										Destination : B - Lower Thames Street east										Destination : C - Lower Thames Street west										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	1	5	4	1	0	0	2	0	4	2	11	16			
07:15	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	1	4	3	5	1	0	3	0	1	4	13	17			
07:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	1	2	1	0	2	0	2	3	8	12			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	2	1	5	3	13	13			
1 Hr	0	0	0	0	0	0	0	0	6	5	1	1	0	0	0	2	13	12	8	3	0	9	1	12	12	45	58			
08:00	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	0	5	3	3	1	0	1	1	3	2	12	17			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6	2	1	0	4	2	2	5	17	18			
08:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	9	1	2	0	2	2	4	4	20	22			
08:45	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	4	5	4	3	0	3	1	5	6	21	25			
1 Hr	0	0	0	0	0	0	0	0	1	5	0	0	0	4	2	0	12	23	10	7	0	10	6	14	17	70	82			
09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	4	1	0	2	1	1	3	9	11			
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2	8	1	0	0	3	0	2	3	14	16			
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	4	0	0	6	6	1	0	0	2	1	1	2	11	17			
09:45	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2	15	1	0	0	5	2	1	5	24	26			
1 Hr	0	0	0	0	0	0	0	0	5	1	1	0	0	5	0	1	12	29	7	1	0	12	4	5	13	58	70			
10:00	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	1	5	4	5	1	0	1	0	1	2	12	17			
10:15	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	2	4	2	2	2	0	2	1	2	4	11	15			
10:30	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	1	6	1	6	1	0	3	1	0	4	12	18			
10:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	1	5	8	5	2	0	4	0	1	6	20	25			
1 Hr	0	0	0	0	0	0	0	0	6	9	4	0	1	0	0	5	20	15	18	6	0	10	2	4	16	55	75			
11:00	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	6	6	2	3	0	1	1	0	4	13	19			
11:15	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	7	4	6	0	0	3	1	0	3	14	21			
11:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	1	0	4	9	4	2	0	4	1	0	6	20	24			
11:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	6	12	1	0	2	1	1	3	23	27			
1 Hr	0	0	0	0	0	0	0	0	11	9	0	0	0	0	1	0	21	25	24	6	0	10	4	1	16	70	91			
12:00	0	0	0	0	0	0	0	0	3	3	2	1	0	1	0	3	10	4	1	0	0	2	0	0	2	7	17			
12:15	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	3	7	6	2	0	2	3	0	4	20	23			
12:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	6	2	0	0	3	0	2	3	13	18			
12:45	0	0	0	0	0	0	0	0	2	4	1	0	0	0	1	1	8	9	3	2	0	2	3	1	4	20	28			
1 Hr	0	0	0	0	0	0	0	0	9	10	4	1	0	1	1	5	26	26	12	4	0	9	6	3	13	60	86			
13:00	0	0	0	0	0	0	0	0	1	4	0	0	0	0	1	0	6	3	3	1	0	3	2	3	4	15	21			
13:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	10	2	2	0	4	2	1	6	21	24			
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	6	2	2	0	3	2	1	5	16	17			
13:45	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	6	3	3	0	2	0	0	5	14	17			
1 Hr	0	0	0	0	0	0	0	0	5	5	0	0	1	1	1	1	13	25	10	8	0	12	6	5	20	66	79			
14:00	0	0	0	0	0	0	0	0	2	2	1	0	0	1	0	1	6	4	3	0	0	3	1	3	3	14	20			
14:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	6	7	0	0	3	1	1	3	18	21			
14:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	8	2	2	0	2	2	0	4	16	18			
14:45	0	0	0	0	0	0	0	0	4	0	1	0	1	0	0	2	6	6	4	1	0	2	0	2	3	15	21			
1 Hr	0	0	0	0	0	0	0	0	11	2	2	0	1	1	0	3	17	24	16	3	0	10	4	6	13	63	80			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	2	1	0	3	14	14			
15:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	1	5	8	2	2	0	0	1	0	2	13	18			
15:30	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	8	4	1	0	2	1	2	3	18	23			
15:45	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	1	6	10	3	2	0	3	2	0	5	20	26			
1 Hr	0	0	0	0	0	0	0	0	11	3	2	0	0	0	0	2	16	35	10	6	0	7	5	2	13	65	81			
16:00	0	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	5	12	4	1	1	2	2	1	4	23	28			
16:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	7	5	0	0	2	3	2	2	19	22			
16:30	0	0	0	0	0	0	0	0	6	1	0	1	0	1	0	1	9	8	2	1	0	1	1	2	2	15	24			
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	9	2	0	0	3	1	0	3	15	18			
1 Hr	0	0	0	0	0	0	0	0	13	4	0	1	0	2	0	1	20	36	13	2	1	8	7	5	11	72	92			
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	9	5	1	0	3	5	6	4	29	30			
17:15	0	0	0	0	0	0	0	0	1	1	0	0	0	3	1	0	6	9	4	0	0	2	1	2	2	18	24			
17:30	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	1	6	11	1	0	0	3	5	6	3	26	32			
17:45	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	10	0	0	0	2	4	8	2	24	28			
1 Hr	0	0	0	0	0	0	0	0	10	2	1	0	0	3	1	1	17	39	10	1	0	10	15	22	11	97	114			
18:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	4	7	1	1	0	3	1	10	4	23	27			
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	3	15	3	1	0	2	3	4	3	28	31			
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	3	0	0	7	10	3	0	0	2	0	7	2	22	29			
18:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	5	1	0	0	3	3	1	3	13	16			
1 Hr	0	0	0	0	0	0	0	0	12	0	0	0	0	3	2	0	17	37	8	2	0	10	7	22	12	86	103			
Total	0	0	0	0	0	0	0	0	100	55	15	3	3	20	8	21	204	326	146	49	1	117	67	101	167	807	1011			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 9  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - Lower Thames Street east

Destination : A - Fish Street Hill										Destination : B - Lower Thames Street east										Destination : C - Lower Thames Street west										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	112	39	44	1	39	30	84	389	389			
07:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	108	45	40	5	75	36	90	434	435			
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	142	144	31	35	6	69	35	72	462	463			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	116	41	20	3	55	32	64	404	404			
1 Hr	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	528	480	156	139	15	238	133	310	1689	1691			
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	115	40	16	8	60	52	64	444	444			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	109	40	15	9	53	66	64	402	402			
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	104	40	19	10	61	77	69	436	436			
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	80	34	11	5	65	58	50	413	413			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	548	408	154	61	32	239	253	247	1695	1695			
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	83	45	24	10	37	65	79	417	417			
09:15	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	159	87	43	19	17	52	37	79	414	416			
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	76	43	17	10	35	23	70	364	364			
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	79	43	24	14	27	20	81	368	368			
1 Hr	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	633	325	174	84	51	151	145	309	1563	1565			
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	88	34	21	17	24	12	72	354	354			
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	72	40	28	19	29	10	87	356	356			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	85	26	16	17	21	13	59	340	340			
10:45	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	178	72	27	21	14	11	11	62	334	336			
1 Hr	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	656	317	127	86	67	85	46	280	1384	1386			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	72	15	17	10	26	10	42	347	347			
11:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	68	32	17	17	22	6	66	345	348			
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	52	41	17	6	20	6	64	311	311			
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	67	28	16	9	12	3	53	311	311			
1 Hr	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	725	259	116	67	42	80	25	225	1314	1317			
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	62	26	21	11	22	7	58	318	319			
12:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	180	60	25	17	8	13	9	50	312	313			
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	164	45	36	10	10	13	4	56	282	282			
12:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	198	58	37	24	8	11	8	69	344	346			
1 Hr	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	711	225	124	72	37	59	28	233	1256	1260			
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	42	25	21	11	29	6	57	332	333			
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	51	28	26	5	15	7	59	300	300			
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	44	14	28	9	20	8	51	320	320			
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	54	17	25	11	16	6	53	314	315			
1 Hr	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	748	191	84	100	36	80	27	220	1266	1268			
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	43	25	27	8	19	5	60	294	294			
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	186	43	19	19	11	17	7	49	302	302			
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	198	54	22	15	12	18	9	49	328	328			
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	56	18	14	13	10	3	45	283	283			
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	720	196	84	75	44	64	24	203	1207	1207			
15:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	162	44	19	11	11	14	14	41	275	276			
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	198	46	17	4	11	12	5	32	293	294			
15:30	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	197	42	13	3	12	18	11	28	296	299			
15:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	190	38	13	4	12	14	5	29	276	277			
1 Hr	0	0	0	0	0	1	4	0	0	0	0	0	1	0	0	0	0	747	170	62	22	46	58	35	130	1140	1146			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	47	15	6	10	13	11	31	265	265			
16:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	173	40	4	3	13	19	21	20	273	275			
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	26	11	2	13	23	20	26	276	276			
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	35	14	6	7	22	15	27	319	319			
1 Hr	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	737	148	44	17	43	77	67	104	1133	1135			
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	27	8	2	9	34	25	19	317	317			
17:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	186	25	8	3	7	55	55	18	339	341			
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	210	26	8	2	14	59	42	24	361	362			
17:45	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	215	17	4	4	8	55	55	16	358	361			
1 Hr	0	0	0	0	0	1	4	0	0	1	0	0	0	0	0	0	0	823	95	28	11	38	203	177	77	1375	1381			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	293	36	7	2	11	43	68	20	460	460			
18:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	272	24	4	4	8	51	57	16	420	421			
18:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	309	37	10	4	7	50	59	21	476	477			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	25	6	2	6	40	46	14	435	435			
1 Hr	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1184	122	27	12	32	184	230	71	1791	1793			
Total	5	2	0	0	0	3	14	0	24	2	2	0	0	0	3	0	0	8760	2936	1180	746	483	1518	1190	2409	16813	16844			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 9  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - Lower Thames Street west

Destination : A - Fish Street Hill										Destination : B - Lower Thames Street east										Destination : C - Lower Thames Street west										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	7	2	2	0	0	1	2	14	163	39	17	9	2	27	22	28	279	0	1	0	0	0	0	0	0	1	294			
07:15	9	6	2	0	0	1	5	23	168	45	15	22	3	36	29	40	318	0	0	0	0	0	0	0	0	0	341			
07:30	5	6	2	0	1	1	4	19	181	51	18	17	2	29	38	37	336	0	0	0	0	0	0	0	0	0	355			
07:45	11	6	1	0	0	3	3	24	156	38	33	15	3	45	44	51	334	0	0	0	0	0	0	0	0	0	358			
1 Hr	32	20	7	0	1	6	14	80	668	173	83	63	10	137	133	156	1267	0	1	0	0	0	0	0	0	0	1348			
08:00	16	3	4	0	0	2	6	31	187	43	22	24	0	48	71	46	395	0	0	0	0	0	0	0	0	0	426			
08:15	14	5	2	0	0	5	7	33	132	31	26	16	4	48	70	46	327	0	0	0	0	0	0	0	0	0	360			
08:30	23	5	2	0	0	3	2	35	141	38	18	32	4	46	64	54	343	0	0	0	0	0	0	0	0	0	378			
08:45	15	2	3	0	0	4	8	32	169	41	24	24	5	65	54	53	382	0	0	0	0	0	0	0	0	0	414			
1 Hr	68	15	11	0	0	14	23	131	629	153	90	96	13	207	259	199	1447	0	0	0	0	0	0	0	0	0	1578			
09:00	15	6	2	0	0	1	5	29	145	52	26	33	5	42	40	64	343	0	0	0	0	0	0	0	0	0	372			
09:15	16	6	0	0	0	2	0	24	196	57	35	24	4	30	25	63	371	0	0	0	0	0	0	0	0	0	395			
09:30	16	3	0	0	1	7	2	29	155	66	21	16	2	20	21	39	301	0	0	0	0	0	0	0	0	0	330			
09:45	27	8	1	0	1	3	3	43	172	50	36	14	4	20	16	54	312	0	0	0	0	0	0	0	0	0	355			
1 Hr	74	23	3	0	2	13	10	125	668	225	118	87	15	112	102	220	1327	0	0	0	0	0	0	0	0	0	1452			
10:00	25	3	2	0	1	5	1	37	169	55	32	19	14	16	3	65	308	1	0	0	0	0	0	0	0	0	346			
10:15	13	7	1	0	0	1	2	24	168	56	41	18	5	9	2	64	299	0	0	0	0	0	0	0	0	0	323			
10:30	16	2	1	0	2	2	0	23	156	61	34	18	8	5	1	60	283	0	0	0	0	0	0	0	0	0	306			
10:45	24	4	4	0	1	1	0	34	127	79	28	22	6	10	5	56	277	0	0	0	0	0	0	0	0	0	311			
1 Hr	78	16	8	0	4	9	3	118	620	251	135	77	33	40	11	245	1167	1	0	0	0	0	0	0	0	0	1286			
11:00	12	3	1	0	0	2	1	19	176	60	42	24	6	15	5	72	328	0	0	0	0	0	0	0	0	0	347			
11:15	17	8	0	0	0	3	0	28	146	62	34	21	6	5	3	61	277	0	0	0	0	0	0	0	0	0	305			
11:30	12	12	3	0	0	2	0	29	134	63	31	10	1	14	5	42	258	0	0	0	0	0	0	0	0	0	287			
11:45	19	2	0	0	0	1	1	23	147	80	40	24	4	17	4	68	316	0	0	0	0	0	0	0	0	0	339			
1 Hr	60	25	4	0	0	8	2	99	603	265	147	79	17	51	17	243	1179	0	0	0	0	0	0	0	0	0	1278			
12:00	14	3	2	0	1	0	0	20	150	71	41	16	4	12	3	61	297	0	0	0	0	0	0	0	0	0	317			
12:15	13	4	2	0	1	2	0	22	165	67	35	19	4	17	6	58	313	0	0	0	0	0	0	0	0	0	335			
12:30	16	5	2	0	0	1	1	25	168	76	33	20	1	15	3	54	316	0	0	0	0	0	0	0	0	0	341			
12:45	20	7	1	0	0	2	0	30	194	82	38	26	3	20	1	67	364	0	0	0	0	0	0	0	0	0	394			
1 Hr	63	19	7	0	2	5	1	97	677	296	147	81	12	64	13	240	1290	0	0	0	0	0	0	0	0	0	1387			
13:00	17	3	0	0	1	3	2	26	133	63	34	23	7	11	4	64	275	0	0	0	0	0	0	0	0	0	301			
13:15	18	2	4	0	2	1	0	27	207	73	34	20	3	13	6	57	356	0	1	0	0	0	0	0	0	0	384			
13:30	12	6	0	0	0	1	1	20	163	83	30	21	4	19	3	55	323	0	0	0	0	0	0	0	0	0	343			
13:45	19	4	1	0	0	2	0	26	149	74	39	25	4	19	8	68	318	0	0	0	0	0	0	0	0	0	344			
1 Hr	66	15	5	0	3	7	3	99	652	293	137	89	18	62	21	244	1272	0	1	0	0	0	0	0	0	0	1372			
14:00	20	2	2	0	2	4	0	30	209	87	35	23	5	16	9	63	384	0	0	0	0	0	0	0	0	0	414			
14:15	14	4	0	0	1	2	1	22	131	83	28	25	7	14	8	60	296	0	0	0	0	0	0	1	0	1	319			
14:30	20	2	1	0	1	3	0	27	181	94	23	22	6	15	11	51	352	0	0	0	0	0	0	0	0	0	379			
14:45	11	3	0	0	2	1	1	18	141	72	28	27	3	15	6	58	292	0	0	0	0	0	0	0	0	0	310			
1 Hr	65	11	3	0	6	10	2	97	662	336	114	97	21	60	34	232	1324	0	0	0	0	0	0	1	0	1	1422			
15:00	22	5	1	0	1	1	1	31	129	91	34	19	6	22	6	59	307	1	0	0	0	0	0	0	0	1	339			
15:15	12	2	0	0	0	2	1	17	80	69	19	11	1	24	10	31	214	0	0	0	0	0	0	0	0	0	231			
15:30	6	2	0	0	0	3	1	12	130	86	18	23	3	21	11	44	292	0	0	0	0	0	0	0	0	0	304			
15:45	4	4	0	0	0	2	1	11	114	73	27	16	5	32	8	48	275	0	0	0	0	0	0	0	0	0	286			
1 Hr	44	13	1	0	1	8	4	71	453	319	98	69	15	99	35	182	1088	1	0	0	0	0	0	0	0	0	1160			
16:00	1	1	0	0	0	2	2	6	91	52	20	8	7	33	8	35	219	0	0	0	0	0	0	0	0	0	225			
16:15	8	0	0	0	0	3	0	11	71	50	13	8	1	39	10	22	192	0	0	0	0	0	0	0	0	0	203			
16:30	5	5	0	0	1	0	0	11	70	37	15	7	6	39	16	28	190	0	0	0	0	0	0	0	0	0	201			
16:45	8	2	0	0	1	2	2	15	83	58	14	4	4	36	18	22	217	0	0	0	0	0	0	0	0	0	232			
1 Hr	22	8	0	0	2	7	4	43	315	197	62	27	18	147	52	107	818	0	0	0	0	0	0	0	0	0	861			
17:00	2	2	0	0	0	1	0	5	115	74	15	7	9	60	25	31	305	0	0	0	0	0	0	0	0	0	310			
17:15	4	1	0	0	0	5	4	14	126	55	11	8	9	55	25	28	289	0	0	0	0	0	0	0	0	0	303			
17:30	10	1	0	0	0	5	1	17	142	61	10	6	12	80	35	28	346	0	0	0	0	0	0	0	0	0	363			
17:45	14	2	0	0	0	2	5	23	148	53	19	4	9	69	48	32	350	0	0	0	0	0	0	0	0	0	373			
1 Hr	30	6	0	0	0	13	10	59	531	243	55	25	39	264	133	119	1290	0	0	0	0	0	0	0	0	0	1349			
18:00	12	3	0	1	0	7	2	25	171	48	9	8	12	68	43	29	359	0	0	0	0	0	0	0	0	0	384			
18:15	16	2	1	0	0	4	2	25	174	29	13	1	4	51	34	18	306	0	0	0	0	0	0	0	0	0	331			
18:30	10	3	0	0	0	6	8	27	166	40	10	2	9	55	42	21	324	0	0	0	0	0	0	0	0	0	351			
18:45	19	2	1	0	0	2	5	29	224	38	7	2	10	44	34	19	359	0	0	0	0	0	0	0	0	0	388			
1 Hr	57	10	2	1	0	19	17	106	735	155	39	13	35	218	153	87	1348	0	0	0	0	0	0	0	0	0	1454			
Total	659	181	51	1	21	119	93	1125	7213	2906	1225	803	246	1461	963	2274	14817	2	2	0	0	0	0	1	0	5	15947			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 9  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - Fish Street Hill										Origin : B - Lower Thames Street east										Origin : C - Lower Thames Street west										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	5	4	1	0	2	0	4	3	16	124	112	39	44	1	39	30	84	389	170	42	19	9	2	28	24	30	294	699		
07:15	4	7	1	1	3	0	1	5	17	126	108	45	40	5	75	36	90	435	177	51	17	22	3	37	34	42	341	793		
07:30	5	2	1	0	2	0	2	3	12	142	144	31	35	6	69	36	72	463	186	57	20	17	3	30	42	40	355	830		
07:45	4	0	1	0	2	1	5	3	13	137	116	41	20	3	55	32	64	404	167	44	34	15	3	48	47	52	358	775		
1 Hr	18	13	4	1	9	1	12	14	58	529	480	156	139	15	238	134	310	1691	700	194	90	63	11	143	147	164	1348	3097		
08:00	3	5	1	0	1	2	5	2	17	153	115	40	16	8	60	52	64	444	203	46	26	24	0	50	77	50	426	887		
08:15	6	2	1	0	4	3	2	5	18	110	109	40	15	9	53	66	64	402	146	36	28	16	4	53	77	48	360	780		
08:30	9	3	2	0	2	2	4	4	22	125	104	40	19	10	61	77	69	436	164	43	20	32	4	49	66	56	378	836		
08:45	6	5	3	0	3	3	5	6	25	160	80	34	11	5	65	58	50	413	184	43	27	24	5	69	62	56	414	852		
1 Hr	24	15	7	0	10	10	16	17	82	548	408	154	61	32	239	253	247	1695	697	168	101	96	13	221	282	210	1578	3355		
09:00	2	4	1	0	2	1	1	3	11	153	83	45	24	10	37	65	79	417	160	58	28	33	5	43	45	66	372	800		
09:15	9	1	0	0	3	1	2	3	16	159	87	43	19	17	53	38	79	416	212	63	35	24	4	32	25	63	395	827		
09:30	8	1	0	0	2	5	1	2	17	160	76	43	17	10	35	23	70	364	171	69	21	16	3	27	23	40	330	711		
09:45	15	2	1	0	5	2	1	6	26	161	79	43	24	14	27	20	81	368	199	58	37	14	5	23	19	56	355	749		
1 Hr	34	8	2	0	12	9	5	14	70	633	325	174	84	51	152	146	309	1565	742	248	121	87	17	125	112	225	1452	3087		
10:00	7	6	2	0	1	0	1	3	17	158	88	34	21	17	24	12	72	354	195	58	34	19	15	21	4	68	346	717		
10:15	3	3	3	0	3	1	2	6	15	158	72	40	28	19	29	10	87	356	181	63	42	18	5	10	4	65	323	694		
10:30	3	9	2	0	3	1	0	5	18	162	85	26	16	17	21	13	59	340	172	63	35	18	10	7	1	63	306	664		
10:45	8	9	3	0	4	0	1	7	25	179	72	27	21	14	12	11	62	336	151	83	32	22	7	11	5	61	311	672		
1 Hr	21	27	10	0	11	2	4	21	75	657	317	127	86	67	86	46	280	1386	699	267	143	77	37	49	14	257	1286	2747		
11:00	8	6	3	0	1	1	0	4	19	197	72	15	17	10	26	10	42	347	188	63	43	24	6	17	6	73	347	713		
11:15	8	9	0	0	3	1	0	3	21	184	70	32	17	17	22	6	66	348	163	70	34	21	6	8	3	61	305	674		
11:30	11	5	2	0	4	1	1	6	24	169	52	41	17	6	20	6	64	311	146	75	34	10	1	16	5	45	287	622		
11:45	9	13	1	0	2	1	1	3	27	176	67	28	16	9	12	3	53	311	166	82	40	24	4	18	5	68	339	677		
1 Hr	36	33	6	0	10	4	2	16	91	726	261	116	67	42	80	25	225	1317	663	290	151	79	17	59	19	247	1278	2686		
12:00	7	4	2	1	2	1	0	5	17	169	63	26	21	11	22	7	58	319	164	74	43	16	5	12	3	64	317	653		
12:15	8	7	3	0	2	3	0	5	23	180	60	25	17	8	13	10	50	313	178	71	37	19	5	19	6	61	335	671		
12:30	9	4	0	0	3	0	2	3	18	164	45	36	10	10	13	4	56	282	184	81	35	20	1	16	4	56	341	641		
12:45	11	7	3	0	2	3	2	5	28	198	58	37	24	8	11	10	69	346	214	89	39	26	3	22	1	68	394	768		
1 Hr	35	22	8	1	9	7	4	18	86	711	226	124	72	37	59	31	233	1260	740	315	154	81	14	69	14	249	1387	2733		
13:00	4	7	1	0	3	2	4	4	21	199	42	25	21	11	29	6	57	333	150	66	34	23	8	14	6	65	301	655		
13:15	12	3	2	0	4	2	1	6	24	168	51	28	26	5	15	7	59	300	225	76	38	20	5	14	6	63	384	708		
13:30	6	2	2	0	4	2	1	6	17	197	44	14	28	9	20	8	51	320	175	89	30	21	4	20	4	55	343	680		
13:45	8	3	3	0	2	1	0	5	17	186	54	17	25	11	16	6	53	315	168	78	40	25	4	21	8	69	344	676		
1 Hr	30	15	8	0	13	7	6	21	79	750	191	84	100	36	80	27	220	1268	718	309	142	89	21	69	24	252	1372	2719		
14:00	6	5	1	0	3	2	3	4	20	167	43	25	27	8	19	5	60	294	229	89	37	23	7	20	9	67	414	728		
14:15	9	7	0	0	3	1	1	3	21	186	43	19	19	11	17	7	49	302	145	87	28	25	8	16	10	61	319	642		
14:30	10	2	2	0	2	2	0	4	18	198	54	22	15	12	18	9	49	328	201	96	24	22	7	18	11	53	379	725		
14:45	10	4	2	0	3	0	2	5	21	169	56	18	14	13	10	3	45	283	152	75	28	27	5	16	7	60	310	614		
1 Hr	35	18	5	0	11	5	6	16	80	720	196	84	75	44	64	24	203	1207	727	347	117	97	27	70	37	241	1422	2709		
15:00	9	1	1	0	2	1	0	3	14	162	44	19	11	11	15	14	41	276	152	96	35	19	7	23	7	61	339	629		
15:15	12	2	3	0	0	1	0	3	18	198	46	17	4	11	13	5	32	294	92	71	19	11	1	26	11	31	231	543		
15:30	12	5	1	0	2	1	2	3	23	197	42	13	3	12	18	14	28	299	136	88	18	23	3	24	12	44	304	626		
15:45	13	5	3	0	3	2	0	6	26	190	38	13	4	12	14	6	29	277	118	77	27	16	5	34	9	48	286	589		
1 Hr	46	13	8	0	7	5	2	15	81	747	170	62	22	46	60	39	130	1146	498	332	99	69	16	107	39	184	1160	2387		
16:00	14	6	1	1	2	3	1	4	28	163	47	15	6	10	13	11	31	265	92	53	20	8	7	35	10	35	225	518		
16:15	9	6	0	0	2	3	2	2	22	174	40	4	3	13	19	22	20	275	79	50	13	8	1	42	10	22	203	500		
16:30	14	3	1	1	1	2	2	3	24	181	26	11	2	13	23	20	26	276	75	42	15	7	7	39	16	29	201	501		
16:45	12	2	0	0	3	1	0	3	18	220	35	14	6	7	22	15	27	319	91	60	14	4	5	38	20	23	232	569		
1 Hr	49	17	2	2	8	9	5	12	92	738	148	44	17	43	77	68	104	1135	337	205	62	27	20	154	56	109	861	2088		
17:00	10	5	1	0	3	5	6	4	30	212	27	8	2	9	34	25	19	317	117	76	15	7	9	61	25	31	310	657		
17:15	10	5	0	0	2	4	3	2	24	186	25	8	3	7	56	56	18	341	130	56	11	8	9	60	29	28	303	668		
17:30	16	1	1	0	3	5	6	4	32	210	27	8	2	14	59	42	24	362	152	62	10	6	12	85	36	28	363	757		
17:45	13	1	0	0	2	4	8	2	28	215	17	4	4	8	55	58	16	361	162	55	19	4	9	71	53	32	373	762		
1 Hr	49	12	2	0	10	18	23	12	114	823	96	28	11	38	204	181	77	1381	561	249	55	25	39	277	143	119	1349	2844		
18:00	10	1	1	0	3	1	11	4	27	293	36	7	2	11	43	68	20	460	183	51	9	9	12	75	45	30	384	871		
18:15	17	3	1	0	2	3	5	3	31	272	24	4	4	8	52	57	16	421	190	31	14	1	4	55	36	19	331	783		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 9  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Fish Street Hill										Destination : B - Lower Thames Street east										Destination : C - Lower Thames Street west										Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	7	2	2	0	0	1	2	14	164	42	18	9	2	27	22	29	284	128	114	39	44	3	39	34	86	401	699			
07:15	10	6	2	0	0	1	5	24	169	47	15	23	3	36	29	41	322	128	113	46	40	8	75	37	94	447	793			
07:30	5	6	2	0	1	1	5	20	185	51	18	17	2	29	38	37	340	143	146	32	35	8	69	37	75	470	830			
07:45	11	6	1	0	0	3	3	24	156	38	33	15	3	45	44	51	334	141	116	42	20	5	56	37	67	417	775			
1 Hr	33	20	7	0	1	6	15	82	674	178	84	64	10	137	133	158	1280	540	489	159	139	24	239	145	322	1735	3097			
08:00	16	3	4	0	0	2	6	31	187	45	22	24	0	49	73	46	400	156	118	41	16	9	61	55	66	456	887			
08:15	14	5	2	0	0	5	7	33	132	31	26	16	4	49	70	46	328	116	111	41	15	13	55	68	69	419	780			
08:30	23	5	2	0	0	3	2	35	141	40	18	32	4	46	64	54	345	134	105	42	19	12	63	81	73	456	836			
08:45	15	2	3	0	0	4	8	32	170	42	24	24	5	67	54	53	386	165	84	37	11	8	66	63	56	434	852			
1 Hr	68	15	11	0	0	14	23	131	630	158	90	96	13	211	261	199	1459	571	418	161	61	42	245	267	264	1765	3355			
09:00	15	6	2	0	0	1	5	29	147	52	26	33	5	42	40	64	345	153	87	46	24	12	38	66	82	426	800			
09:15	16	6	0	0	0	2	1	25	197	57	35	24	4	32	25	63	374	167	88	43	19	20	52	39	82	428	827			
09:30	16	3	0	0	1	7	2	29	157	66	21	16	2	24	21	39	307	166	77	43	17	12	36	24	72	375	711			
09:45	27	8	1	0	1	3	3	43	172	51	37	14	4	20	16	55	314	176	80	43	24	19	29	21	86	392	749			
1 Hr	74	23	3	0	2	13	11	126	673	226	119	87	15	118	102	221	1340	662	332	175	84	63	155	150	322	1621	3087			
10:00	25	3	2	0	1	5	1	37	172	56	33	19	14	16	3	66	313	163	93	35	21	18	24	13	74	367	717			
10:15	13	7	1	0	0	1	2	24	169	57	42	18	6	9	2	66	303	160	74	42	28	21	30	12	91	367	694			
10:30	16	2	1	0	2	2	0	23	158	64	35	18	8	5	1	61	289	163	91	27	16	20	22	13	63	352	664			
10:45	25	4	4	0	1	1	0	35	127	83	29	22	6	11	5	57	283	186	77	29	21	18	11	12	68	354	672			
1 Hr	79	16	8	0	4	9	3	119	626	260	139	77	34	41	11	250	1188	672	335	133	86	77	87	50	296	1440	2747			
11:00	12	3	1	0	0	2	1	19	178	64	42	24	6	15	5	72	334	203	74	18	17	11	27	10	46	360	713			
11:15	17	10	0	0	0	3	0	30	151	65	34	21	6	5	3	61	285	187	74	32	17	20	23	6	69	359	674			
11:30	12	12	3	0	0	2	0	29	136	64	31	10	1	14	6	42	262	178	56	43	17	10	21	6	70	331	622			
11:45	19	2	0	0	0	1	1	23	150	81	40	24	4	17	4	68	320	182	79	29	16	11	13	4	56	334	677			
1 Hr	60	27	4	0	0	8	2	101	615	274	147	79	17	51	18	243	1201	750	283	122	67	52	84	26	241	1384	2686			
12:00	14	3	2	0	1	0	0	20	153	75	43	17	4	13	3	64	308	173	63	26	21	13	22	7	60	325	653			
12:15	13	4	2	0	1	2	1	23	166	68	36	19	4	17	6	59	316	187	66	27	17	10	16	9	54	332	671			
12:30	16	5	2	0	0	1	1	25	171	78	33	20	1	15	3	54	321	170	47	36	10	13	13	6	59	295	641			
12:45	20	7	1	0	0	2	2	32	196	86	39	26	3	20	2	68	372	207	61	39	24	10	14	9	73	364	768			
1 Hr	63	19	7	0	2	5	4	100	686	307	151	82	12	65	14	245	1317	737	237	128	72	46	65	31	246	1316	2733			
13:00	18	3	0	0	1	3	2	27	134	67	34	23	7	11	5	64	281	201	45	26	21	14	31	9	61	347	655			
13:15	18	2	4	0	2	1	0	27	209	74	34	20	3	13	6	57	359	178	54	30	26	9	17	8	65	322	708			
13:30	12	6	0	0	0	1	1	20	163	83	30	21	5	19	3	56	324	203	46	16	28	12	22	9	56	336	680			
13:45	19	4	1	0	0	2	0	26	152	74	39	25	4	20	8	68	322	191	57	20	25	13	16	6	58	328	676			
1 Hr	67	15	5	0	3	7	3	100	658	298	137	89	19	63	22	245	1286	773	202	92	100	48	86	32	240	1333	2719			
14:00	20	2	2	0	2	4	0	30	211	89	36	23	5	17	9	64	390	171	46	25	27	11	20	8	63	308	728			
14:15	14	4	0	0	1	2	1	22	134	83	28	25	7	14	8	60	299	192	50	19	19	14	18	9	52	321	642			
14:30	20	2	1	0	1	3	0	27	183	94	23	22	6	15	11	51	354	206	56	24	15	14	20	9	53	344	725			
14:45	11	3	0	0	2	1	1	18	145	72	29	27	4	15	6	60	298	175	60	19	14	15	10	5	48	298	614			
1 Hr	65	11	3	0	6	10	2	97	673	338	116	97	22	61	34	235	1341	744	212	87	75	54	68	31	216	1271	2709			
15:00	22	5	1	0	1	2	1	32	129	91	34	19	6	22	6	59	307	172	45	20	11	13	15	14	44	290	629			
15:15	12	2	0	0	0	2	1	17	84	69	20	11	1	25	10	32	220	206	48	19	4	11	13	5	34	306	543			
15:30	6	2	0	0	0	3	4	15	134	87	18	23	3	21	11	44	297	205	46	14	3	14	19	13	31	314	626			
15:45	4	4	0	0	0	2	2	12	117	75	28	16	5	32	8	49	281	200	41	15	4	15	16	5	34	296	589			
1 Hr	44	13	1	0	1	9	8	76	464	322	100	69	15	100	35	184	1105	783	180	68	22	53	63	37	143	1206	2387			
16:00	1	1	0	0	0	2	2	6	93	54	20	8	7	34	8	35	224	175	51	16	7	12	15	12	35	288	518			
16:15	9	0	0	0	0	3	1	13	73	51	13	8	1	39	10	22	195	180	45	4	3	15	22	23	22	292	500			
16:30	5	5	0	0	1	0	0	11	76	38	15	8	6	40	16	29	199	189	28	12	2	14	24	22	28	291	501			
16:45	8	2	0	0	1	2	2	15	86	58	14	4	4	36	18	22	220	229	37	14	6	10	23	15	30	334	569			
1 Hr	23	8	0	0	2	7	5	45	328	201	62	28	18	149	52	108	838	773	161	46	18	51	84	72	115	1205	2088			
17:00	2	2	0	0	0	1	0	5	116	74	15	7	9	60	25	31	306	221	32	9	2	12	39	31	23	346	657			
17:15	4	1	0	0	0	6	5	16	127	56	11	8	9	58	26	28	295	195	29	8	3	9	56	57	20	357	668			
17:30	10	1	0	0	0	5	1	17	147	62	11	6	12	80	35	29	353	221	27	8	2	17	64	48	27	387	757			
17:45	14	2	0	0	0	2	8	26	151	54	19	4	9	69	48	32	354	225	17	4	4	10	59	63	18	382	762			
1 Hr	30	6	0	0	0	14	14	64	541	246	56	25	39	267	134	120	1308	862	105	29	11	48	218	199	88	1472	2844			
18:00	12	3	0	1	0	7	2	25	174	48	9	8	12	68	44	29	363	300	37	8	2	14	44	78	24	483	871			
18:15	16	2	1	0	0	5	2	26	176	29	13	1	4	51	35	18	309	287	27	5	4	10	54	61	19	448	783			
18:30	11	3	0	0	0	6	8	28	170	40	10	2	9	58	42	21	331	319	40	10	4	9	50	66	23	498	857			
18:45	19	2	1	0	0	2	5	29	227	38	7	2	10	44	34	19	362	315												



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 10  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Great Tower Street

Destination : A - Great Tower Street										Destination : B - Byward Street										Destination : C - Lower Thames Street										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	0	0	20	9	4	0	1	2	3	5	39	0	0	0	0	0	0	0	0	0	39			
07:15	0	0	0	0	0	0	0	0	19	15	4	3	3	4	7	10	55	0	0	0	0	0	0	0	0	0	55			
07:30	0	0	0	0	0	0	0	0	11	9	7	2	1	7	14	10	51	0	0	0	0	0	0	0	0	0	51			
07:45	0	0	0	0	0	0	0	0	11	6	4	0	4	3	8	8	36	0	0	0	0	0	0	0	0	0	36			
1 Hr	0	0	0	0	0	0	0	0	61	39	19	5	9	16	32	33	181	0	0	0	0	0	0	0	0	0	181			
08:00	0	0	0	0	0	0	0	0	23	20	5	0	1	5	14	6	68	0	0	0	0	0	0	0	0	0	68			
08:15	0	0	0	0	0	0	0	0	18	14	8	0	2	6	22	10	70	0	0	0	0	0	0	1	0	1	71			
08:30	0	0	0	0	0	0	0	0	18	15	4	0	3	6	13	7	59	0	0	0	0	0	0	0	0	0	59			
08:45	0	0	0	0	0	0	0	0	21	12	5	1	0	6	14	6	59	0	0	0	0	0	0	0	0	0	59			
1 Hr	0	0	0	0	0	0	0	0	80	61	22	1	6	23	63	29	256	0	0	0	0	0	0	1	0	1	257			
09:00	0	0	0	0	0	0	0	0	18	10	7	0	2	4	5	9	46	0	0	0	0	0	0	0	0	0	46			
09:15	0	0	0	0	0	0	0	0	19	25	7	2	3	4	3	12	63	0	0	0	0	0	0	0	0	0	63			
09:30	0	0	0	0	0	0	0	0	23	10	7	1	2	3	3	10	49	0	0	0	0	0	0	0	0	0	49			
09:45	0	0	0	0	0	0	0	0	24	13	6	0	3	5	5	9	56	0	0	0	0	0	0	1	0	1	57			
1 Hr	0	0	0	0	0	0	0	0	84	58	27	3	10	16	16	40	214	0	0	0	0	0	0	1	0	1	215			
10:00	0	0	0	0	0	0	0	0	32	19	9	0	2	5	2	11	69	0	0	0	0	0	0	0	0	0	69			
10:15	0	0	0	0	0	0	0	0	27	17	6	0	3	8	2	9	63	0	0	0	0	0	0	0	0	0	63			
10:30	0	0	0	0	0	0	0	0	27	12	7	0	3	6	1	10	56	0	0	0	0	0	0	0	0	0	56			
10:45	0	0	0	0	0	0	0	0	36	23	6	0	2	2	1	8	70	0	0	0	0	0	0	0	0	0	70			
1 Hr	0	0	0	0	0	0	0	0	122	71	28	0	10	21	6	38	258	0	0	0	0	0	0	0	0	0	258			
11:00	0	0	0	0	0	0	0	0	27	24	11	0	4	4	4	15	74	0	0	0	0	0	0	0	0	0	74			
11:15	0	0	0	0	0	0	0	0	29	32	16	1	3	2	3	20	86	0	0	0	0	0	0	0	0	0	86			
11:30	0	0	0	0	0	0	0	0	22	24	14	1	2	4	2	17	69	0	0	0	0	0	0	0	0	0	69			
11:45	0	0	0	0	0	0	0	0	28	28	7	0	4	2	1	11	70	0	0	0	0	0	0	0	0	0	70			
1 Hr	0	0	0	0	0	0	0	0	106	108	48	2	13	12	10	63	299	0	0	0	0	0	0	0	0	0	299			
12:00	0	0	0	0	0	0	0	0	41	25	7	0	2	7	2	9	84	0	0	0	0	0	0	0	0	0	84			
12:15	0	0	0	0	0	0	0	0	35	24	8	0	3	7	6	11	83	0	0	0	0	0	0	0	0	0	83			
12:30	0	0	0	0	0	0	0	0	36	23	10	0	4	3	2	14	78	0	0	0	0	0	0	0	0	0	78			
12:45	0	0	0	0	0	0	0	0	26	23	6	1	3	5	4	10	68	0	0	0	0	0	0	0	0	0	68			
1 Hr	0	0	0	0	0	0	0	0	138	95	31	1	12	22	14	44	313	0	0	0	0	0	0	0	0	0	313			
13:00	0	0	0	0	0	0	0	0	31	24	7	0	3	4	4	10	73	0	0	0	0	0	0	0	0	0	73			
13:15	0	0	0	0	0	0	0	0	52	18	8	2	2	10	4	12	96	0	0	0	0	0	0	0	0	0	96			
13:30	0	0	0	0	0	0	0	0	35	19	10	1	3	4	3	14	75	0	0	0	0	0	0	0	0	0	75			
13:45	0	0	0	0	0	0	0	0	40	22	8	0	5	9	5	13	89	0	0	0	0	0	0	0	0	0	89			
1 Hr	0	0	0	0	0	0	0	0	158	83	33	3	13	27	16	49	333	0	0	0	0	0	0	0	0	0	333			
14:00	0	0	0	0	0	0	0	0	31	20	8	3	2	4	4	13	72	0	0	0	0	0	0	0	0	0	72			
14:15	0	0	0	0	0	0	0	0	45	28	8	1	3	7	6	12	98	0	0	0	0	0	0	0	0	0	98			
14:30	0	0	0	0	0	0	0	0	48	28	12	1	3	4	8	16	104	0	0	0	0	0	0	0	0	0	104			
14:45	0	0	0	0	0	0	0	0	51	22	11	3	5	5	9	19	106	0	0	0	0	0	0	0	0	0	106			
1 Hr	0	0	0	0	0	0	0	0	175	98	39	8	13	20	27	60	380	0	0	0	0	0	0	0	0	0	380			
15:00	0	0	0	0	0	0	0	0	37	28	6	3	2	10	8	11	94	0	0	0	0	0	0	0	0	0	94			
15:15	0	0	0	0	0	0	0	0	42	20	7	1	4	9	2	12	85	0	0	0	0	0	0	0	0	0	85			
15:30	0	0	0	0	0	0	0	0	61	38	10	1	5	9	3	16	127	0	0	0	0	0	0	0	0	0	127			
15:45	0	0	0	0	0	0	0	0	59	25	10	1	4	6	0	15	105	0	0	0	0	0	0	0	0	0	105			
1 Hr	0	0	0	0	0	0	0	0	199	111	33	6	15	34	13	54	411	0	0	0	0	0	0	0	0	0	411			
16:00	0	0	0	0	0	0	0	0	40	36	8	2	6	6	1	16	99	0	0	0	0	0	0	0	0	0	99			
16:15	0	0	0	0	0	0	0	0	56	26	5	1	7	12	5	13	112	0	0	0	0	0	0	0	0	0	112			
16:30	0	0	0	0	0	0	0	0	45	27	4	1	8	9	7	13	101	0	0	0	0	0	0	0	0	0	101			
16:45	0	0	0	0	0	0	0	0	34	18	5	1	10	10	10	16	88	0	0	0	0	0	0	0	0	0	88			
1 Hr	0	0	0	0	0	0	0	0	175	107	22	5	31	37	23	58	400	0	0	0	0	0	0	0	0	0	400			
17:00	0	0	0	0	0	0	0	0	43	24	1	1	8	12	7	10	96	0	0	0	0	0	0	0	0	0	96			
17:15	0	0	0	0	0	0	0	0	44	23	8	0	5	6	19	13	105	0	0	0	0	0	0	0	0	0	105			
17:30	0	0	0	0	0	0	0	0	30	13	3	0	11	15	15	14	87	0	0	0	0	0	0	0	0	0	87			
17:45	0	0	0	0	0	0	0	0	42	19	3	0	12	13	29	15	118	0	0	0	0	0	0	0	0	0	118			
1 Hr	0	0	0	0	0	0	0	0	159	79	15	1	36	46	70	52	406	0	0	0	0	0	0	0	0	0	406			
18:00	0	0	0	0	0	0	0	0	39	10	2	0	10	8	14	12	83	0	0	0	0	0	0	0	0	0	83			
18:15	0	0	0	0	0	0	0	0	31	6	2	0	6	11	21	8	77	0	0	0	0	0	0	0	0	0	77			
18:30	0	0	0	0	0	0	0	0	37	8	2	1	8	6	22	11	84	0	0	0	0	0	0	0	0	0	84			
18:45	0	0	0	0	0	0	0	0	53	8	1	2	5	13	15	8	97	0	0	0	0	0	0	0	0	0	97			
1 Hr	0	0	0	0	0	0	0	0	160	32	7	3	29	38	72	39	341	0	0	0	0	0	0	0	0	0	341			
Total	0	0	0	0	0	0	0	0	1617	942	324	38	197	312	362	559	3792	0	0	0	0	0	0	2	0	2	3794			



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 10  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - Byward Street

Destination : A - Great Tower Street										Destination : B - Byward Street										Destination : C - Lower Thames Street										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	2	0	2	2	4	0	0	0	0	0	0	0	0	0	114	105	41	49	1	38	16	91	364	368		
07:15	0	0	0	0	2	0	3	2	5	0	0	0	0	0	0	0	0	0	128	93	42	35	6	68	38	83	410	415		
07:30	0	0	0	0	2	0	3	2	5	0	0	0	0	0	0	0	0	0	164	140	33	34	3	70	32	70	476	481		
07:45	0	0	0	0	2	0	1	2	3	0	0	0	0	0	0	0	0	0	139	123	45	22	5	60	33	72	427	430		
1 Hr	0	0	0	0	8	0	9	8	17	0	0	0	0	0	0	0	0	0	545	461	161	140	15	236	119	316	1677	1694		
08:00	0	0	0	0	4	0	10	4	14	0	0	0	0	0	0	0	0	0	168	114	42	13	7	62	42	62	448	462		
08:15	0	0	0	0	2	0	23	2	25	0	0	0	0	0	0	0	0	0	146	107	41	16	10	59	53	67	432	457		
08:30	0	0	0	0	2	0	12	2	14	0	0	0	0	0	0	0	0	0	151	98	41	11	8	60	79	60	448	462		
08:45	0	0	0	0	3	0	8	3	11	0	0	0	0	0	0	0	0	0	159	81	42	10	8	55	57	60	412	423		
1 Hr	0	0	0	0	11	0	53	11	64	0	0	0	0	0	0	0	0	0	624	400	166	50	33	236	231	249	1740	1804		
09:00	0	0	0	0	3	0	12	3	15	0	0	0	0	0	0	0	0	0	133	81	40	28	10	48	66	78	406	421		
09:15	0	0	0	0	1	0	5	1	6	0	0	0	0	0	0	0	0	0	163	86	46	14	15	42	31	75	397	403		
09:30	0	0	0	0	4	0	7	4	11	0	0	0	0	0	0	0	0	0	150	71	51	15	14	37	15	80	353	364		
09:45	0	0	0	0	3	0	4	3	7	0	0	0	0	0	0	0	0	0	166	77	40	19	14	24	18	73	358	365		
1 Hr	0	0	0	0	11	0	28	11	39	0	0	0	0	0	0	0	0	0	612	315	177	76	53	151	130	306	1514	1553		
10:00	0	0	0	0	2	0	2	2	4	0	0	0	0	0	0	0	0	0	157	67	31	28	19	23	14	78	339	343		
10:15	0	0	0	0	3	0	1	3	4	0	0	0	0	0	0	0	0	0	156	63	40	27	10	21	7	77	324	328		
10:30	0	0	0	0	3	0	6	3	9	0	0	0	0	0	0	0	0	0	189	78	21	17	17	20	12	55	354	363		
10:45	0	0	0	0	2	0	1	2	3	0	0	0	0	0	0	0	0	0	184	66	26	16	12	10	11	54	325	328		
1 Hr	0	0	0	0	10	0	10	10	20	0	0	0	0	0	0	0	0	0	686	274	118	88	58	74	44	264	1342	1362		
11:00	0	0	0	0	4	0	8	4	12	0	0	0	0	0	0	0	0	0	195	70	15	19	12	29	10	46	350	362		
11:15	0	0	0	0	3	0	1	3	4	0	0	0	0	0	0	0	0	0	160	67	37	16	12	19	9	65	320	324		
11:30	0	0	0	0	3	0	4	3	7	0	0	0	0	0	0	0	0	0	153	38	33	11	6	21	9	50	271	278		
11:45	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	178	64	27	16	11	10	11	54	317	319		
1 Hr	0	0	0	0	12	0	13	12	25	0	0	0	0	0	0	0	0	0	686	239	112	62	41	79	39	215	1258	1283		
12:00	0	0	0	0	3	0	5	3	8	0	0	0	0	0	0	0	0	0	170	59	28	21	10	21	7	59	316	324		
12:15	0	0	0	0	4	0	2	4	6	0	0	0	0	0	0	0	0	0	171	51	26	12	6	9	5	44	280	286		
12:30	0	0	0	0	1	0	3	1	4	0	0	0	0	0	0	0	0	0	181	47	35	11	9	14	5	55	302	306		
12:45	0	0	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	0	191	59	32	29	6	15	11	67	343	348		
1 Hr	0	0	0	0	11	0	12	11	23	0	0	0	0	0	0	0	0	0	713	216	121	73	31	59	28	225	1241	1264		
13:00	2	0	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	210	39	20	21	11	24	7	52	332	337		
13:15	0	0	0	0	4	0	3	4	7	0	0	0	0	0	0	0	0	0	163	46	27	25	5	17	6	57	289	296		
13:30	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	173	47	17	25	8	20	6	50	296	298		
13:45	0	0	0	0	3	0	4	3	7	0	0	0	0	0	0	0	0	0	201	50	20	25	13	17	5	58	331	338		
1 Hr	2	0	0	0	12	0	7	12	21	0	0	0	0	0	0	0	0	0	747	182	84	96	37	78	24	217	1248	1269		
14:00	0	0	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	0	179	37	30	26	10	15	5	66	302	307		
14:15	0	0	0	0	3	0	5	3	8	0	0	0	0	0	0	0	0	0	203	42	15	25	7	17	9	47	318	326		
14:30	0	0	0	0	3	0	1	3	4	0	0	0	0	0	0	0	0	0	185	46	20	11	10	15	9	41	296	300		
14:45	0	0	0	0	3	0	2	3	5	0	0	0	0	0	0	0	0	0	162	50	18	13	11	7	6	42	267	272		
1 Hr	0	0	0	0	12	0	10	12	22	0	0	0	0	0	0	0	0	0	729	175	83	75	38	54	29	196	1183	1205		
15:00	0	0	0	0	2	0	2	2	4	0	0	0	0	0	0	0	0	0	158	42	20	8	8	15	12	36	263	267		
15:15	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	205	41	23	7	13	13	11	43	313	316		
15:30	0	0	0	0	3	0	3	3	6	0	0	0	0	0	0	0	0	0	161	43	10	4	14	17	10	28	259	265		
15:45	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	188	40	10	4	11	11	6	25	270	273		
1 Hr	0	0	0	0	11	0	5	11	16	0	0	0	0	0	0	0	0	0	712	166	63	23	46	56	39	132	1105	1121		
16:00	0	0	0	0	3	0	6	3	9	0	0	0	0	0	0	0	0	0	153	41	17	4	8	13	8	29	244	253		
16:15	0	0	0	0	4	0	4	4	8	0	0	0	0	0	0	0	0	0	179	35	4	3	14	15	18	21	268	276		
16:30	0	0	0	0	3	0	4	3	7	0	0	0	0	0	0	0	0	0	186	26	13	2	12	17	24	27	280	287		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	32	10	7	8	20	15	25	301	301		
1 Hr	0	0	0	0	10	0	14	10	24	0	0	0	0	0	0	0	0	0	727	134	44	16	42	65	65	102	1093	1117		
17:00	0	0	0	0	3	0	1	3	4	0	0	0	0	0	0	0	0	0	195	23	10	0	8	32	12	18	280	284		
17:15	0	0	0	0	8	0	4	8	12	0	0	0	0	0	0	0	0	0	182	27	9	3	8	47	42	20	318	330		
17:30	0	0	0	0	2	0	2	2	4	0	0	0	0	0	0	0	0	0	201	21	8	2	12	47	37	22	328	332		
17:45	0	0	0	0	2	0	8	2	10	0	0	0	0	0	0	0	0	0	171	19	2	4	6	49	41	12	292	302		
1 Hr	0	0	0	0	15	0	15	15	30	0	0	0	0	0	0	0	0	0	749	90	29	9	34	175	132	72	1218	1248		
18:00	0	0	0	0	2	0	8	2	10	0	0	0	0	0	0	0	0	0	325	43	6	3	13	45	44	22	479	489		
18:15	0	0	0	0	3	0	7	3	10	0	0	0	0	0	0	0	0	0	275	27	4	8	8	40	50	20	412	422		
18:30	0	0	0	0	5	0	5	5	10	0	0	0	0	0	0	0	0	0	301	20	8	1	5	43	59	14	437	447		
18:45	0	0	0	0	0	0	7	0	7	1	0	0	0	0	0	0	0	0	308	24	7	3	7	35	34	17	418	426		
1 Hr	0	0	0	0	10	0	27	10	37	1	0	0	0	0	0	0	0	0	1209	114	25	15	33	163	187	73	1746	1784		
Total	2	0	0	0	133	0	203	133	338	1	0	0																		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 10  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - Lower Thames Street

Destination : A - Great Tower Street										Destination : B - Byward Street										Destination : C - Lower Thames Street										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	4	0	4	166	34	17	9	2	21	15	28	264	0	0	0	0	0	0	0	0	0	268		
07:15	0	0	0	0	0	0	6	0	6	150	50	14	20	3	36	22	37	295	0	0	0	0	0	0	0	0	0	301		
07:30	0	0	0	0	0	0	9	0	9	176	48	17	16	2	27	38	35	324	0	0	0	0	0	0	0	0	0	333		
07:45	0	0	0	0	0	0	8	0	8	157	42	34	16	3	43	25	53	320	0	0	0	0	0	0	0	0	0	328		
1 Hr	0	0	0	0	0	0	27	0	27	649	174	82	61	10	127	100	153	1203	0	0	0	0	0	0	0	0	0	1230		
08:00	0	0	0	0	0	0	21	0	21	155	41	25	17	0	40	50	42	328	0	0	0	0	0	0	0	0	0	349		
08:15	0	0	0	0	0	0	7	0	7	122	39	21	20	4	51	48	45	305	0	0	0	0	0	0	0	0	0	312		
08:30	0	0	0	0	0	0	3	0	3	140	36	20	32	2	45	50	54	325	0	0	0	0	0	0	0	0	0	328		
08:45	0	0	0	0	0	0	10	0	10	170	37	22	27	6	53	36	55	351	0	0	0	0	0	0	0	0	0	361		
1 Hr	0	0	0	0	0	0	41	0	41	587	153	88	96	12	189	184	196	1309	0	0	0	0	0	0	0	0	0	1350		
09:00	0	0	0	0	0	0	4	0	4	135	46	26	31	4	42	30	61	314	0	0	0	0	0	0	0	0	0	318		
09:15	0	0	0	0	0	0	4	0	4	172	51	33	23	4	32	16	60	331	0	0	0	0	0	0	0	0	0	335		
09:30	0	0	0	0	0	0	1	0	1	171	61	26	18	2	20	19	46	317	0	0	0	0	0	0	0	0	0	318		
09:45	0	0	0	0	0	0	1	0	1	139	52	32	15	3	18	12	50	271	0	0	0	0	0	0	0	0	0	272		
1 Hr	0	0	0	0	0	0	10	0	10	617	210	117	87	13	112	77	217	1233	0	0	0	0	0	0	0	0	0	1243		
10:00	0	0	0	0	0	0	0	0	0	167	56	31	20	5	15	4	56	298	0	0	0	0	0	0	0	0	0	298		
10:15	0	0	0	0	0	0	0	0	0	158	53	45	16	4	9	2	65	287	0	0	0	0	0	0	0	0	0	287		
10:30	0	0	0	0	0	0	0	0	0	161	57	34	20	8	5	0	62	285	0	0	0	0	0	0	0	0	0	285		
10:45	0	0	0	0	0	0	0	0	0	122	82	27	19	4	12	4	50	270	0	0	0	0	0	0	0	0	0	270		
1 Hr	0	0	0	0	0	0	0	0	0	608	248	137	75	21	41	10	233	1140	0	0	0	0	0	0	0	0	0	1140		
11:00	0	0	0	0	0	0	0	0	0	161	68	40	25	3	14	5	68	316	0	0	0	0	0	0	0	0	0	316		
11:15	0	0	0	0	0	0	0	0	0	132	62	33	21	6	5	2	60	261	0	0	0	0	0	0	0	0	0	261		
11:30	0	0	0	0	0	0	0	0	0	107	51	25	9	0	12	0	34	204	0	0	0	0	0	0	0	0	0	204		
11:45	0	0	0	0	0	0	0	0	0	170	82	42	23	3	17	2	68	339	0	0	0	0	0	0	0	0	0	339		
1 Hr	0	0	0	0	0	0	0	0	0	570	263	140	78	12	48	9	230	1120	0	0	0	0	0	0	0	0	0	1120		
12:00	0	0	0	0	0	0	0	0	0	149	79	45	22	2	11	1	69	309	0	0	0	0	0	0	0	0	0	309		
12:15	0	0	0	0	0	0	1	0	1	108	62	25	15	2	11	3	42	226	0	0	0	0	0	0	0	0	0	227		
12:30	0	0	0	0	0	0	1	0	1	187	96	37	23	1	16	2	61	362	0	0	0	0	0	0	0	0	0	363		
12:45	0	0	0	0	0	0	0	0	0	171	80	41	27	3	16	1	71	339	0	0	0	0	0	0	0	0	0	339		
1 Hr	0	0	0	0	0	0	2	0	2	615	317	148	87	8	54	7	243	1236	0	0	0	0	0	0	0	0	0	1238		
13:00	0	0	0	0	0	0	1	0	1	165	79	36	24	6	15	4	66	329	0	0	0	0	0	0	0	0	0	330		
13:15	0	0	0	0	0	0	0	0	0	183	65	34	18	3	13	2	55	318	0	0	0	0	0	0	0	0	0	318		
13:30	0	0	0	0	0	0	0	0	0	160	82	32	18	2	23	0	52	317	0	0	0	0	0	0	0	0	0	317		
13:45	0	0	0	0	0	0	0	0	0	158	67	36	24	5	15	4	65	309	0	0	0	0	0	0	0	0	0	309		
1 Hr	0	0	0	0	0	0	1	0	1	666	293	138	84	16	66	10	238	1273	0	0	0	0	0	0	0	0	0	1274		
14:00	0	0	0	0	0	0	0	0	0	173	82	32	18	5	15	6	55	331	0	0	0	0	0	0	0	0	0	331		
14:15	0	0	0	0	0	0	0	0	0	158	70	20	21	5	14	4	46	292	0	0	0	0	0	0	0	0	0	292		
14:30	0	0	0	0	0	0	0	0	0	157	89	28	29	4	15	10	61	332	0	0	0	0	0	0	0	0	0	332		
14:45	0	0	0	0	0	0	0	0	0	142	76	24	25	1	3	17	50	288	0	0	0	0	0	0	0	0	0	288		
1 Hr	0	0	0	0	0	0	0	0	0	630	317	104	93	15	47	37	212	1243	0	0	0	0	0	0	0	0	0	1243		
15:00	0	0	0	0	0	0	0	0	0	124	89	30	21	6	18	6	57	294	0	0	0	0	0	0	0	0	0	294		
15:15	0	0	0	0	0	0	0	0	0	98	58	16	18	3	21	9	37	223	0	0	0	0	0	0	0	0	0	223		
15:30	0	0	0	0	0	0	0	0	0	122	81	21	20	3	17	7	44	271	0	0	0	0	0	0	0	0	0	271		
15:45	0	0	0	0	0	0	0	0	0	121	69	22	15	3	22	3	40	255	0	0	0	0	0	0	0	0	0	255		
1 Hr	0	0	0	0	0	0	0	0	0	465	297	89	74	15	78	25	178	1043	0	0	0	0	0	0	0	0	0	1043		
16:00	0	0	0	0	0	0	0	0	0	85	50	20	13	5	32	10	38	215	0	0	0	0	0	0	0	0	0	215		
16:15	0	0	0	0	0	0	4	0	4	62	48	11	6	2	34	8	19	171	0	0	0	0	0	0	0	0	0	175		
16:30	0	0	0	0	0	0	5	0	5	79	51	11	11	4	37	14	26	207	0	0	0	0	0	0	0	0	0	212		
16:45	0	0	0	0	0	0	3	0	3	87	44	22	6	7	32	12	35	210	0	0	0	0	0	0	0	0	0	213		
1 Hr	0	0	0	0	0	0	12	0	12	313	193	64	36	18	135	44	118	803	0	0	0	0	0	0	0	0	0	815		
17:00	0	0	0	0	0	0	2	0	2	111	67	17	8	6	52	17	31	278	0	0	0	0	0	0	0	0	0	280		
17:15	0	0	0	0	0	0	5	0	5	121	66	13	8	8	55	31	29	302	0	0	0	0	0	0	0	0	0	307		
17:30	0	0	0	0	0	0	3	0	3	138	64	8	6	11	66	29	25	322	0	0	0	0	0	0	0	0	0	325		
17:45	0	0	0	0	0	0	4	0	4	132	65	18	6	7	69	44	31	341	0	0	0	0	0	0	0	0	0	345		
1 Hr	0	0	0	0	0	0	14	0	14	502	262	56	28	32	242	121	116	1243	0	0	0	0	0	0	0	0	0	1257		
18:00	0	0	0	0	0	0	3	0	3	145	38	16	7	13	61	36	36	316	0	0	0	0	0	0	0	0	0	319		
18:15	0	0	0	0	0	0	0	0	0	166	32	10	1	5	46	29	16	289	0	0	0	0	0	0	0	0	0	289		
18:30	0	0	0	0	0	0	4	0	4	190	41	11	2	9	42	29	22	324	0	0	0	0	0	0	0	0	0	328		
18:45	0	0	0	0	0	0	4	0	4	176	32	7	3	11	42	30	21	301	0	0	0	0	0	0	0	0	0	305		
1 Hr	0	0	0	0	0	0	11	0	11	677	143	44	13	38	191	124	95	1230	0	0	0	0	0	0	0	0	0	1241		
Total	0	0	0	0	0	0	118	0	118	6899	2870	1207	812	210	1330	748	2229	14076	0	0	0									





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 10  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - Great Tower Street										Origin : B - Byward Street										Origin : C - Lower Thames Street										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	20	9	4	0	1	2	3	5	39	114	105	41	49	3	38	18	93	368	166	34	17	9	2	21	19	28	268	675		
07:15	19	15	4	3	3	4	7	10	55	128	93	42	35	8	68	41	85	415	150	50	14	20	3	36	28	37	301	771		
07:30	11	9	7	2	1	7	14	10	51	164	140	33	34	5	70	35	72	481	176	48	17	16	2	27	47	35	333	865		
07:45	11	6	4	0	4	3	8	8	36	139	123	45	22	7	60	34	74	430	157	42	34	16	3	43	33	53	328	794		
1 Hr	61	39	19	5	9	16	32	33	181	545	461	161	140	23	236	128	324	1694	649	174	82	61	10	127	127	153	1230	3105		
08:00	23	20	5	0	1	5	14	6	68	168	114	42	13	11	62	52	66	462	155	41	25	17	0	40	71	42	349	879		
08:15	18	14	8	0	2	6	23	10	71	146	107	41	16	12	59	76	69	457	122	39	21	20	4	51	55	45	312	840		
08:30	18	15	4	0	3	6	13	7	59	151	98	41	11	10	60	91	62	462	140	36	20	32	2	45	53	54	328	849		
08:45	21	12	5	1	0	6	14	6	59	159	81	42	10	11	55	65	63	423	170	37	22	27	6	53	46	55	361	843		
1 Hr	80	61	22	1	6	23	64	29	257	624	400	166	50	44	236	284	260	1804	587	153	88	96	12	189	225	196	1350	3411		
09:00	18	10	7	0	2	4	5	9	46	133	81	40	28	13	48	78	81	421	135	46	26	31	4	42	34	61	318	785		
09:15	19	25	7	2	3	4	3	12	63	163	86	46	14	16	42	36	76	403	172	51	33	23	4	32	20	60	335	801		
09:30	23	10	7	1	2	3	3	10	49	150	71	51	15	18	37	22	84	364	171	61	26	18	2	20	20	46	318	731		
09:45	24	13	6	0	3	5	6	9	57	166	77	40	19	17	24	22	76	365	139	52	32	15	3	18	13	50	272	694		
1 Hr	84	58	27	3	10	16	17	40	215	612	315	177	76	64	151	158	317	1553	617	210	117	87	13	112	87	217	1243	3011		
10:00	32	19	9	0	2	5	2	11	69	157	67	31	28	21	23	16	80	343	167	56	31	20	5	15	4	56	298	710		
10:15	27	17	6	0	3	8	2	9	63	156	63	40	27	13	21	8	80	328	158	53	45	16	4	9	2	65	287	678		
10:30	27	12	7	0	3	6	1	10	56	189	78	21	17	20	20	18	58	363	161	57	34	20	8	5	0	62	285	704		
10:45	36	23	6	0	2	2	1	8	70	184	66	26	16	14	10	12	56	328	122	82	27	19	4	12	4	50	270	668		
1 Hr	122	71	28	0	10	21	6	38	258	686	274	118	88	68	74	54	274	1362	608	248	137	75	21	41	10	233	1140	2760		
11:00	27	24	11	0	4	4	4	15	74	195	70	15	19	16	29	18	50	362	161	68	40	25	3	14	5	68	316	752		
11:15	29	32	16	1	3	2	3	20	86	160	67	37	16	15	19	10	68	324	132	62	33	21	6	5	2	60	261	671		
11:30	22	24	14	1	2	4	2	17	69	153	38	33	11	9	21	13	53	278	107	51	25	9	0	12	0	34	204	551		
11:45	28	28	7	0	4	2	1	11	70	178	64	27	16	13	10	11	56	319	170	82	42	23	3	17	2	68	339	728		
1 Hr	106	108	48	2	13	12	10	63	299	686	239	112	62	53	79	52	227	1283	570	263	140	78	12	48	9	230	1120	2702		
12:00	41	25	7	0	2	7	2	9	84	170	59	28	21	13	21	12	62	324	149	79	45	22	2	11	1	69	309	717		
12:15	35	24	8	0	3	7	6	11	83	171	51	26	12	10	9	7	48	286	108	62	25	15	2	11	4	42	227	596		
12:30	36	23	10	0	4	3	2	14	78	181	47	35	11	10	14	8	56	306	187	96	37	23	1	16	3	61	363	747		
12:45	26	23	6	1	3	5	4	10	68	191	59	32	29	9	15	13	70	348	171	80	41	27	3	16	1	71	339	755		
1 Hr	138	95	31	1	12	22	14	44	313	713	216	121	73	42	59	40	236	1264	615	317	148	87	8	54	9	243	1238	2815		
13:00	31	24	7	0	3	4	4	10	73	212	39	20	21	14	24	7	55	337	165	79	36	24	6	15	5	66	330	740		
13:15	52	18	8	2	2	10	4	12	96	163	46	27	25	9	17	9	61	296	183	65	34	18	3	13	2	55	318	710		
13:30	35	19	10	1	3	4	3	14	75	173	47	17	25	10	20	6	52	298	160	82	32	18	2	23	0	52	317	690		
13:45	40	22	8	0	5	9	5	13	89	201	50	20	25	16	17	9	61	338	158	67	36	24	5	15	4	65	309	736		
1 Hr	158	83	33	3	13	27	16	49	333	749	182	84	96	49	78	31	229	1269	666	293	138	84	16	66	11	238	1274	2876		
14:00	31	20	8	3	2	4	4	13	72	179	37	30	26	13	15	7	69	307	173	82	32	18	5	15	6	55	331	710		
14:15	45	28	8	1	3	7	6	12	98	203	42	15	25	10	17	14	50	326	158	70	20	21	5	14	4	46	292	716		
14:30	48	28	12	1	3	4	8	16	104	185	46	20	11	13	15	10	44	300	157	89	28	29	4	15	10	61	332	736		
14:45	51	22	11	3	5	5	9	19	106	162	50	18	13	14	7	8	45	272	142	76	24	25	1	3	17	50	288	666		
1 Hr	175	98	39	8	13	20	27	60	380	729	175	83	75	50	54	39	208	1205	630	317	104	93	15	47	37	212	1243	2828		
15:00	37	28	6	3	2	10	8	11	94	158	42	20	8	10	15	14	38	267	124	89	30	21	6	18	6	57	294	655		
15:15	42	20	7	1	4	9	2	12	85	205	41	23	7	16	13	11	46	316	98	58	16	18	3	21	9	37	223	624		
15:30	61	38	10	1	5	9	3	16	127	161	43	10	4	17	17	13	31	265	122	81	21	20	3	17	7	44	271	663		
15:45	59	25	10	1	4	6	0	15	105	188	40	10	4	14	11	6	28	273	121	69	22	15	3	22	3	40	255	633		
1 Hr	199	111	33	6	15	34	13	54	411	712	166	63	23	57	56	44	143	1121	465	297	89	74	15	78	25	178	1043	2575		
16:00	40	36	8	2	6	6	1	16	99	153	41	17	4	11	13	14	32	253	85	50	20	13	5	32	10	38	215	567		
16:15	56	26	5	1	7	12	5	13	112	179	35	4	3	18	15	22	25	276	62	48	11	6	2	34	12	19	175	563		
16:30	45	27	4	1	8	9	7	13	101	186	26	13	2	15	17	28	30	287	79	51	11	11	4	37	19	26	212	600		
16:45	34	18	5	1	10	10	10	16	88	209	32	10	7	8	20	15	25	301	87	44	22	6	7	32	15	35	213	602		
1 Hr	175	107	22	5	31	37	23	58	400	727	134	44	16	52	65	79	112	1117	313	193	64	36	18	135	56	118	815	2332		
17:00	43	24	1	1	8	12	7	10	96	195	23	10	0	11	32	13	21	284	111	67	17	8	6	52	19	31	280	660		
17:15	44	23	8	0	5	6	19	13	105	182	27	9	3	16	47	46	28	330	121	66	13	8	8	55	36	29	307	742		
17:30	30	13	3	0	11	15	15	14	87	201	21	8	2	14	47	39	24	332	138	64	8	6	11	66	32	25	325	744		
17:45	42	19	3	0	12	13	29	15	118	171	19	2	4	8	49	49	14	302	132	65	18	6	7	69	48	31	345	765		
1 Hr	159	79	15	1	36	46	70	52	406	749	90	29	9	49	175	147	87	1248	502	262	56	28	32	242	135	116	1257	2911		
18:00	39	10	2	0	10	8	14	12	83	325	43	6	3	15	45	52	24	489	145	38	16	7	13	61	39	36	319	891		
18:15	31</																													



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 10  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - Great Tower Street										Destination : B - Byward Street										Destination : C - Lower Thames Street										Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	2	0	6	2	8	186	43	21	9	3	23	18	33	303	114	105	41	49	1	38	16	91	364	675		
07:15	0	0	0	0	2	0	9	2	11	169	65	18	23	6	40	29	47	350	128	93	42	35	6	68	38	83	410	771		
07:30	0	0	0	0	2	0	12	2	14	187	57	24	18	3	34	52	45	375	164	140	33	34	3	70	32	70	476	865		
07:45	0	0	0	0	2	0	9	2	11	168	48	38	16	7	46	33	61	356	139	123	45	22	5	60	33	72	427	794		
1 Hr	0	0	0	0	8	0	36	8	44	710	213	101	66	19	143	132	186	1384	545	461	161	140	15	236	119	316	1677	3105		
08:00	0	0	0	0	4	0	31	4	35	178	61	30	17	1	45	64	48	396	168	114	42	13	7	62	42	62	448	879		
08:15	0	0	0	0	2	0	30	2	32	140	53	29	20	6	57	70	55	375	146	107	41	16	10	59	54	67	433	840		
08:30	0	0	0	0	2	0	15	2	17	158	51	24	32	5	51	63	61	384	151	98	41	11	8	60	79	60	448	849		
08:45	0	0	0	0	3	0	18	3	21	191	49	27	28	6	59	50	61	410	159	81	42	10	8	55	57	60	412	843		
1 Hr	0	0	0	0	11	0	94	11	105	667	214	110	97	18	212	247	225	1565	624	400	166	50	33	236	232	249	1741	3411		
09:00	0	0	0	0	3	0	16	3	19	153	56	33	31	6	46	35	70	360	133	81	40	28	10	48	66	78	406	785		
09:15	0	0	0	0	1	0	9	1	10	191	76	40	25	7	36	19	72	394	163	86	46	14	15	42	31	75	397	801		
09:30	0	0	0	0	4	0	8	4	12	194	71	33	19	4	23	22	56	366	150	71	51	15	14	37	15	80	353	731		
09:45	0	0	0	0	3	0	5	3	8	163	65	38	15	6	23	17	59	327	166	77	40	19	14	24	19	73	359	694		
1 Hr	0	0	0	0	11	0	38	11	49	701	268	144	90	23	128	93	257	1447	612	315	177	76	53	151	131	306	1515	3011		
10:00	0	0	0	0	2	0	2	2	4	199	75	40	20	7	20	6	67	367	157	67	31	28	19	23	14	78	339	710		
10:15	0	0	0	0	3	0	1	3	4	185	70	51	16	7	17	4	74	350	156	63	40	27	10	21	7	77	324	678		
10:30	0	0	0	0	3	0	6	3	9	188	69	41	20	11	11	1	72	341	189	78	21	17	17	20	12	55	354	704		
10:45	0	0	0	0	2	0	1	2	3	158	105	33	19	6	14	5	58	340	184	66	26	16	12	10	11	54	325	668		
1 Hr	0	0	0	0	10	0	10	10	20	730	319	165	75	31	62	16	271	1398	686	274	118	88	58	74	44	264	1342	2760		
11:00	0	0	0	0	4	0	8	4	12	188	92	51	25	7	18	9	83	390	195	70	15	19	12	29	10	46	350	752		
11:15	0	0	0	0	3	0	1	3	4	161	94	49	22	9	7	5	80	347	160	67	37	16	12	19	9	65	320	671		
11:30	0	0	0	0	3	0	4	3	7	129	75	39	10	2	16	2	51	273	153	38	33	11	6	21	9	50	271	551		
11:45	0	0	0	0	2	0	0	2	2	198	110	49	23	7	19	3	79	409	178	64	27	16	11	10	11	54	317	728		
1 Hr	0	0	0	0	12	0	13	12	25	676	371	188	80	25	60	19	293	1419	686	239	112	62	41	79	39	215	1258	2702		
12:00	0	0	0	0	3	0	5	3	8	190	104	52	22	4	18	3	78	393	170	59	28	21	10	21	7	59	316	717		
12:15	0	0	0	0	4	0	3	4	7	143	86	33	15	5	18	9	53	309	171	51	26	12	6	9	5	44	280	596		
12:30	0	0	0	0	1	0	4	1	5	223	119	47	23	5	19	4	75	440	181	47	35	11	9	14	5	55	302	747		
12:45	0	0	0	0	3	0	2	3	5	197	103	47	28	6	21	5	81	407	191	59	32	29	6	15	11	67	343	755		
1 Hr	0	0	0	0	11	0	14	11	25	753	412	179	88	20	76	21	287	1549	713	216	121	73	31	59	28	225	1241	2815		
13:00	2	0	0	0	3	0	1	3	6	196	103	43	24	9	19	8	76	402	210	39	20	21	11	24	7	52	332	740		
13:15	0	0	0	0	4	0	3	4	7	235	83	42	20	5	23	6	67	414	163	46	27	25	5	17	6	57	289	710		
13:30	0	0	0	0	2	0	0	2	2	195	101	42	19	5	27	3	66	392	173	47	17	25	8	20	6	50	296	690		
13:45	0	0	0	0	3	0	4	3	7	198	89	44	24	10	24	9	78	398	201	50	20	25	13	17	5	58	331	736		
1 Hr	2	0	0	0	12	0	8	12	22	824	376	171	87	29	93	26	287	1606	747	182	84	96	37	78	24	217	1248	2876		
14:00	0	0	0	0	3	0	2	3	5	204	102	40	21	7	19	10	68	403	179	37	30	26	10	15	5	66	302	710		
14:15	0	0	0	0	3	0	5	3	8	203	98	28	22	8	21	10	58	390	203	42	15	25	7	17	9	47	318	716		
14:30	0	0	0	0	3	0	1	3	4	205	117	40	30	7	19	18	77	436	185	46	20	11	10	15	9	41	296	736		
14:45	0	0	0	0	3	0	2	3	5	193	98	35	28	6	8	26	69	394	162	50	18	13	11	7	6	42	267	666		
1 Hr	0	0	0	0	12	0	10	12	22	805	415	143	101	28	67	64	272	1623	729	175	83	75	38	54	29	196	1183	2828		
15:00	0	0	0	0	2	0	2	2	4	161	117	36	24	8	28	14	68	388	158	42	20	8	8	15	12	36	263	655		
15:15	0	0	0	0	3	0	0	3	3	140	78	23	19	7	30	11	49	308	205	41	23	7	13	13	11	43	313	624		
15:30	0	0	0	0	3	0	3	3	6	183	119	31	21	8	26	10	60	398	161	43	10	4	14	17	10	28	259	663		
15:45	0	0	0	0	3	0	0	3	3	180	94	32	16	7	28	3	55	360	188	40	10	4	11	11	6	25	270	633		
1 Hr	0	0	0	0	11	0	5	11	16	664	408	122	80	30	112	38	232	1454	712	166	63	23	46	56	39	132	1105	2575		
16:00	0	0	0	0	3	0	6	3	9	125	86	28	15	11	38	11	54	314	153	41	17	4	8	13	8	29	244	567		
16:15	0	0	0	0	4	0	8	4	12	118	74	16	7	9	46	13	32	283	179	35	4	3	14	15	18	21	268	563		
16:30	0	0	0	0	3	0	9	3	12	124	78	15	12	12	46	21	39	308	186	26	13	2	12	17	24	27	280	600		
16:45	0	0	0	0	0	0	3	0	3	121	62	27	7	17	42	22	51	298	209	32	10	7	8	20	15	25	301	602		
1 Hr	0	0	0	0	10	0	26	10	36	488	300	86	41	49	172	67	176	1203	727	134	44	16	42	65	65	102	1093	2332		
17:00	0	0	0	0	3	0	3	3	6	154	91	18	9	14	64	24	41	374	195	23	10	0	8	32	12	18	280	660		
17:15	0	0	0	0	8	0	9	8	17	165	89	21	8	13	61	50	42	407	182	27	9	3	8	47	42	20	318	742		
17:30	0	0	0	0	2	0	5	2	7	168	77	11	6	22	81	44	39	409	201	21	8	2	12	47	37	22	328	744		
17:45	0	0	0	0	2	0	12	2	14	174	84	21	6	19	82	73	46	459	171	19	2	4	6	49	41	12	292	765		
1 Hr	0	0	0	0	15	0	29	15	44	661	341	71	29	68	288	191	168	1649	749	90	29	9	34	175	132	72	1218	2911		
18:00	0	0	0	0	2	0	11	2	13	184	48	18	7	23	69	50	48	399	325	43	6	3	13	45	44	22	479	891		
18:15	0	0	0	0	3	0	7	3	10	197	38	12	1	11	57	50	24	366	275	27	4	8	8	40	50	20	412	788		
18:30	0	0	0	0																										











Destination : F-Mansell Street									Destination : G- Tower Hill									Destination : H- Tower Hill									Destination : I- Crescent									Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
60	25	7	0	1	8	0	8	101	0	0	0	0	0	1	0	0	1	20	15	5	0	0	6	2	5	48	0	0	0	0	0	0	0	0	224	
68	22	11	0	2	10	0	13	113	0	0	0	0	0	0	0	0	0	18	10	1	1	2	11	3	4	46	0	0	0	0	0	0	0	0	250	
50	30	11	0	1	10	3	12	105	0	0	0	0	0	0	0	0	0	14	13	5	0	0	8	5	5	45	0	0	0	0	0	0	0	0	270	
58	30	9	0	0	8	4	9	109	0	0	0	0	0	0	0	0	0	16	13	3	0	0	5	7	3	44	0	0	0	0	0	0	0	0	271	
236	107	38	0	4	36	7	42	428	0	0	0	0	0	1	0	0	1	68	51	14	1	2	30	17	17	183	0	0	0	0	0	0	0	0	1015	
50	20	8	1	0	8	5	9	92	0	0	0	0	0	0	0	0	0	12	12	5	1	0	10	5	6	45	0	0	0	0	0	0	0	0	266	
52	16	11	0	0	6	8	11	93	0	0	0	0	0	0	0	0	0	20	7	3	1	1	5	5	5	42	0	0	0	0	0	0	0	0	254	
55	10	16	0	3	6	6	19	96	0	0	0	0	0	0	0	0	0	17	2	1	1	1	7	4	3	33	0	0	0	0	0	0	0	0	299	
53	15	5	1	0	4	10	6	88	0	0	0	0	0	0	0	0	0	13	7	3	0	0	1	6	3	30	0	0	0	0	0	0	0	0	243	
210	61	40	2	3	24	29	45	369	0	0	0	0	0	0	0	0	0	62	28	12	3	2	23	20	17	150	0	0	0	0	0	0	0	0	1062	
64	21	8	1	0	2	15	9	111	0	0	0	0	0	0	0	0	0	14	7	9	1	3	7	5	13	46	0	0	0	0	0	1	0	1	280	
35	20	7	2	0	5	15	9	84	0	0	0	0	0	0	0	0	0	14	10	3	0	0	10	5	3	42	0	0	0	0	0	0	0	0	235	
52	20	9	1	0	2	8	10	92	0	0	0	0	0	0	0	0	0	20	5	5	2	0	11	5	7	48	0	0	0	0	0	0	0	0	252	
41	15	15	0	0	7	4	15	82	0	0	0	0	0	0	0	0	0	24	6	0	2	2	6	3	4	43	0	0	0	0	0	0	0	0	243	
192	76	39	4	0	16	42	43	369	0	0	0	0	0	0	0	0	0	72	28	17	5	5	34	18	27	179	0	0	0	0	0	0	1	0	1	1010
40	19	18	1	0	4	6	19	88	0	0	0	0	0	0	0	0	0	11	5	4	1	0	3	2	5	26	0	0	0	0	0	0	0	0	213	
41	21	10	1	0	4	5	11	82	0	0	0	0	0	0	0	0	0	12	6	9	1	0	5	1	10	34	0	0	0	0	0	0	0	0	235	
40	22	9	0	0	4	4	9	79	0	0	0	0	0	0	0	0	0	19	7	5	2	0	3	4	7	40	0	0	0	0	0	0	0	0	210	
41	15	8	1	1	5	0	10	71	0	0	0	0	0	0	0	0	0	22	9	1	0	1	2	3	2	38	0	0	0	0	0	0	0	0	194	
162	77	45	3	1	17	15	49	320	0	0	0	0	0	0	0	0	0	64	27	19	4	1	13	10	24	138	0	0	0	0	0	0	0	0	852	
53	21	9	0	0	3	0	9	86	0	0	0	0	0	0	0	0	0	14	7	5	2	0	2	1	7	31	0	0	0	0	0	0	0	0	210	
43	14	5	0	0	3	2	5	67	0	0	0	0	0	0	0	0	0	6	4	1	0	1	3	1	2	16	0	0	0	0	0	0	0	0	176	
30	11	4	0	0	4	0	4	49	0	0	0	0	0	0	0	0	0	4	2	1	0	0	3	0	1	10	0	0	0	0	0	0	0	0	143	
55	18	1	0	0	1	0	1	75	0	0	0	0	0	0	0	0	0	18	9	4	0	1	1	0	5	33	0	0	0	0	0	0	0	0	191	
181	64	19	0	0	11	2	19	277	0	0	0	0	0	0	0	0	0	42	22	11	2	2	9	2	15	90	0	0	0	0	0	0	0	0	720	
42	26	9	2	1	6	2	12	88	0	0	0	0	0	0	0	0	0	14	9	1	0	0	0	0	1	24	0	0	0	0	0	0	0	0	206	
30	9	7	0	0	1	0	7	47	0	0	0	0	0	0	0	0	0	11	6	2	1	1	0	0	4	21	0	0	0	0	0	0	0	0	140	
52	18	11	0	0	4	0	11	85	0	0	0	0	0	0	0	0	0	15	6	5	0	0	1	0	5	27	0	0	0	0	0	0	0	0	210	
50	21	7	0	0	4	2	7	84	0	0	0	0	0	0	0	0	0	17	2	2	0	0	1	1	2	23	0	0	0	0	0	0	0	0	198	
174	74	34	2	1	15	4	37	304	0	0	0	0	0	0	0	0	0	57	23	10	1	1	2	1	12	95	0	0	0	0	0	0	0	0	754	
45	13	5	0	0	2	0	5	65	1	0	0	0	0	0	0	0	1	17	6	2	0	0	3	0	2	28	0	0	0	0	0	0	0	0	170	
43	22	8	0	0	0	0	8	73	0	1	0	0	0	0	0	0	0	20	4	3	1	0	1	0	4	29	0	0	0	0	0	0	0	0	180	
65	18	7	0	0	2	0	7	92	0	0	0	0	0	0	0	0	0	16	4	4	0	1	0	0	5	25	0	0	0	0	0	0	0	0	162	
61	26	7	1	0	2	0	8	97	0	0	0	0	0	0	0	0	0	15	2	0	1	0	0	0	1	18	1	0	0	0	0	0	0	1	186	
214	79	27	1	0	6	0	28	327	1	1	0	0	0	0	0	0	0	68	16	9	2	1	4	0	12	100	1	0	0	0	0	0	0	1	698	
52	18	8	2	0	3	0	10	83	0	0	0	0	0	0	0	0	0	14	2	2	0	0	0	0	2	18	0	0	0	0	0	0	0	0	162	
64	22	6	1	1	0	0	8	94	0	0	0	0	0	0	0	0	0	12	4	3	0	0	1	0	3	20	1	0	0	0	0	0	0	1	175	
53	25	8	0	0	1	0	8	87	0	0	0	0	0	0	0	0	0	21	3	4	1	0	0	0	5	29	0	0	0	0	0	0	0	0	174	
52	21	4	1	0	3	0	5	81	0	0	0	0	0	0	0	0	0	18	6	5	0	0	1	0	5	30	1	0	0	0	0	0	0	1	191	
221	86	26	4	1	7	0	31	345	0	0	0	0	0	0	0	0	0	65	15	14	1	0	2	0	15	97	2	0	0	0	0	0	0	2	702	
65	21	4	1	0	3	1	5	95	0	0	0	0	0	0	0	0	0	12	4	2	0	0	2	2	2	22	0	0	0	0	0	0	0	0	185	
38	18	7	0	2	2	1	9	68	0	0	0	0	0	0	0	0	0	10	1	1	0	0	1	0	1	13	0	0	0	0	0	0	0	0	152	
18	7	1	0	1	2	0	2	29	0	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	115	
31	7	5	0	1	2	0	6	46	0	0	0	0	0	0	0	0	0	11	5	3	0	0	0	0	3	19	0	0	0	0	0	0	0	0	154	
152	53	17	1	4	9	2	22	238	0	0	0	0	0	0	0	0	0	41	14	6	0	0	3	2	6	66	0	0	0	0	0	0	0	0	606	
31	16	2	2	1	5	1	5	58	0	0	0	0	0	0	0	0	0	13	4	2	0	1	0	0	3	20	0	0	0	0	0	0	0	0	128	
39	14	4	2	0	2	0	6	61	0	0	0	0	0	0	0	0	0	17	5	2	0	5	0	0	7	29	0	0	0	0	0	0	0	0	159	
69	20	5	3	1	2	0	9	100	0	0	0	0	0	0	0	0	0	17	5	2	0	0	1	0	2	25	0	0	0	0	0	0	0	0	187	
61	16	4	0	0	3	0	4	84	0	0	0	0	0	0	0	0	0	18	7	3	0	4	0	0	7	32	0	0	0	0	0	0	0	0	198	
200	66	15	7	2	12	1	24	303	0	0	0	0	0	0	0	0	0	65	21	9	0	10	1	0	19	106	0	0	0	0	0	0	0	0	672	
57	20	1	0	0	12	7	1	97	2	0	0	0	0	0	0	0	2	15	2	1	0	0	0	0	1	18	0	0	0	0	0	0	0	0	225	
67	17	2	0	1	6	10	3	103	0	0	0	0	0	0	0	0	0	12	3	0	0	0	2	0	0	17	0	0	0	0	0	0	0	0	198	
58	20	6	0																																	





Destination : F-Mansell Street										Destination : G- Tower Hill										Destination : H- Tower Hill										Destination : I- Crescent										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total					
18	7	1	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	26	15	3	0	0	2	0	3	46	0	0	0	0	0	0	0	0	0	73				
28	11	4	0	0	1	0	4	44	0	0	0	0	0	0	0	0	0	0	19	10	3	1	1	0	5	34	0	0	0	0	0	0	0	0	0	78				
18	12	1	0	0	2	0	1	33	0	0	0	0	0	0	0	0	0	0	26	19	2	0	0	3	0	2	50	0	0	0	0	0	0	0	0	85				
17	12	0	0	0	1	0	0	30	0	0	0	0	0	0	0	0	0	0	22	12	3	0	0	2	0	3	39	0	0	0	0	0	0	0	0	71				
81	42	6	0	0	4	0	6	133	0	0	0	0	0	0	0	0	0	0	93	56	11	1	1	7	0	13	169	0	0	0	0	0	0	0	0	307				
18	6	4	0	0	0	0	4	28	0	0	0	0	0	0	0	0	0	0	29	11	1	0	0	0	0	1	41	0	0	0	0	0	0	0	0	70				
13	7	2	0	0	1	0	2	23	0	0	0	0	0	0	0	0	0	0	14	9	3	0	0	0	0	3	26	0	0	0	0	0	0	0	0	49				
18	7	0	0	0	1	0	0	26	0	0	0	0	0	0	0	0	0	0	13	2	3	0	0	0	0	3	18	0	0	1	0	0	0	0	1	46				
15	7	0	0	0	0	1	0	23	0	0	0	0	0	0	0	0	0	0	13	6	2	0	0	0	0	2	21	0	0	0	0	0	0	0	0	44				
64	27	6	0	0	2	1	6	100	0	0	0	0	0	0	0	0	0	0	69	28	9	0	0	0	0	9	106	0	0	1	0	0	0	1	1	209				
26	5	2	0	0	2	0	2	35	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	52				
10	6	1	0	0	0	0	1	17	0	0	0	0	0	0	0	0	0	0	22	9	1	0	0	1	0	1	33	0	0	0	0	0	0	0	0	52				
8	3	1	0	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	16	6	1	0	0	0	0	1	23	0	0	0	0	0	0	0	0	40				
11	8	2	0	0	0	0	2	21	0	0	0	0	0	0	0	0	0	0	11	7	0	1	0	0	0	1	19	0	0	0	0	0	0	0	0	42				
55	22	6	0	0	2	0	6	85	0	0	0	0	0	0	0	0	0	0	58	27	2	1	0	1	0	3	89	0	0	0	0	0	0	0	0	0	186			
10	8	1	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	25	12	2	0	0	0	0	2	39	0	0	0	0	0	0	0	0	59				
12	1	1	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	1	10	0	0	0	0	0	0	0	0	27				
7	8	1	0	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	22				
7	2	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	16				
36	19	3	0	0	0	0	3	58	0	0	0	0	0	0	0	0	0	0	41	17	3	0	0	0	0	3	61	0	0	0	0	0	0	0	0	0	124			
7	3	2	0	0	1	0	2	13	0	0	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	1	6	0	0	0	0	0	0	0	0	19				
5	5	1	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	1	7	0	0	0	0	0	0	0	0	18				
6	3	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	14				
8	4	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	18				
26	15	4	0	0	1	0	4	46	0	0	0	0	0	0	0	0	0	0	12	6	2	0	0	0	0	2	20	0	0	0	0	0	0	0	0	69				
6	4	1	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	20				
8	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	0	0	1	7	0	0	0	0	0	0	0	0	18				
10	2	0	0	0	1	0	0	13	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	1	7	0	0	0	0	0	0	0	0	22				
12	2	0	0	0	1	0	0	15	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	23				
36	10	1	0	0	2	0	1	49	0	0	0	0	0	0	0	0	0	0	19	7	2	0	0	0	0	2	28	0	0	0	0	0	0	0	0	83				
3	1	2	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	0	5	0	0	0	0	0	0	0	0	11				
5	2	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	1	13	0	0	0	0	0	0	0	0	22				
9	6	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	6	3	0	0	1	2	0	1	12	0	0	0	0	0	0	0	0	27				
7	1	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0	14				
24	10	3	0	0	0	0	3	37	0	0	0	0	0	0	0	0	0	0	22	7	2	0	1	3	0	3	35	0	0	0	0	0	0	0	0	0	74			
9	10	1	1	0	0	0	2	21	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	28				
12	2	1	1	0	0	0	2	16	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	0	0	1	9	0	0	0	0	0	0	0	0	25				
11	4	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	23				
11	5	2	0	0	0	0	2	18	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	1	8	0	0	0	0	0	0	0	0	26				
43	21	4	2	0	0	0	6	70	0	0	0	0	0	0	0	0	0	0	27	3	2	0	0	0	0	2	32	0	0	0	0	0	0	0	0	102				
10	2	0	0	0	0	1	0	13	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	21				
20	6	0	0	0	0	1	0	27	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	31				
11	9	3	0	0	0	0	3	23	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	29				
19	3	1	0	0	0	0	1	23	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	29				
60	20	4	0	0	0	2	4	86	0	0	0	0	0	0	0	0	0	0	16	7	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0	110				
21	12	1	0	0	0	0	1	34	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	38				
29	13	1	0	0	0	0	1	43	0	1	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	10	0	1	0	0	0	0	0	1	57				
27	3	0	0	0	1	0	0	31	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	40				
16	4	2	0	0	0	0	2	22	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	28				
93	32	4	0	0	1	0	4	130	0	1	0	0	0	0	0	0	0	0	22	7	0	0	0	0	0	0	29	0	1	0	0	0	0	0	1	163				
19	6	1	0	0	0	0	1	26	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	32				
24	3	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	4	2	2	0	0	0	0	2	8	0	0	0	0	0</								

















Destination : F-Mansell Street										Destination : G- Tower Hill										Destination : H- Tower Hill										Destination : I- Crescent										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total					
5	1	0	0	0	0	0	0	6	161	35	14	6	1	14	6	21	237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	285							
3	1	0	0	0	2	0	0	6	132	38	16	18	3	22	16	37	245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	299							
2	2	0	0	0	0	0	0	4	145	36	16	22	2	17	20	40	258	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320							
6	2	0	0	0	2	0	0	10	129	26	28	16	3	21	15	47	238	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	309							
16	6	0	0	0	4	0	0	26	567	135	74	62	9	74	57	145	978	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1213							
5	3	3	0	0	2	1	3	14	135	29	21	22	0	23	27	43	257	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335							
4	5	3	0	0	2	2	3	16	119	40	20	19	4	36	38	43	276	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351							
5	1	1	0	0	1	1	1	9	116	36	16	29	1	23	29	46	250	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	319							
7	5	3	0	0	1	2	3	18	134	25	22	25	3	24	21	50	254	0	0	0	0	1	0	0	0	1	1	1	1	1	1	1	348							
21	14	10	0	0	6	6	10	57	504	130	79	95	8	106	115	182	1037	1	0	0	0	1	0	0	0	1	2	2	2	2	2	1353								
3	1	0	0	0	0	0	0	4	106	35	18	25	3	23	25	46	235	0	0	1	0	0	0	0	0	1	1	1	1	1	1	307								
0	0	2	0	1	0	0	3	3	135	48	34	25	1	21	16	60	280	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	359							
4	2	1	0	0	0	0	1	7	151	44	25	17	2	17	11	44	267	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	364							
3	3	2	0	0	0	0	2	8	125	47	23	16	0	10	9	39	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300							
10	6	5	0	1	0	0	6	22	517	174	100	83	6	71	61	189	1012	1	0	1	0	0	0	0	0	1	2	2	2	2	2	1330								
2	1	0	0	1	0	0	1	4	143	51	25	17	3	7	8	45	254	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323						
5	3	2	0	0	0	0	2	10	134	52	38	20	3	7	4	61	258	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	345						
5	3	3	0	0	0	0	3	11	138	57	28	20	2	3	4	50	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	334						
3	4	0	0	1	0	0	1	8	125	68	26	16	3	10	1	45	249	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	335						
15	11	5	0	2	0	0	7	33	540	228	117	73	11	27	17	201	1013	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1337							
2	4	3	0	0	0	0	3	9	145	57	34	24	3	13	0	61	276	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	358						
2	3	3	0	1	1	0	4	10	115	44	32	16	1	4	0	49	212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	268						
3	0	0	0	0	0	0	0	3	97	53	30	7	3	10	0	40	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240						
3	2	2	0	0	0	0	2	7	156	72	45	19	1	12	1	65	306	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	385					
10	9	8	0	1	1	0	9	29	513	226	141	66	8	39	1	215	994	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1251						
3	2	2	0	0	0	0	2	7	143	67	39	27	2	7	1	68	286	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	354						
0	1	0	0	0	1	0	0	2	89	50	24	10	2	5	2	36	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253						
2	3	0	0	0	0	0	0	5	163	86	38	23	1	12	2	62	325	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	410						
3	2	2	0	0	0	0	2	7	172	71	32	22	0	14	6	54	317	0	1	1	0	1	0	0	0	2	3	3	3	3	3	3	388							
8	8	4	0	0	1	0	4	21	567	274	133	82	5	38	11	220	1110	1	3	1	0	1	0	0	0	2	6	6	6	6	6	6	1405							
1	8	0	0	1	1	0	1	11	142	72	44	23	6	15	4	73	306	0	0	0	0	1	0	0	0	1	1	1	1	1	1	1	407							
2	3	1	0	2	0	0	3	8	156	68	36	18	3	12	2	57	295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367						
3	3	1	0	1	0	0	2	8	171	67	37	19	1	16	1	57	312	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	395						
3	0	3	0	4	0	0	7	10	120	72	31	20	6	16	6	57	271	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	345						
9	14	5	0	8	1	0	13	37	589	279	148	80	16	59	13	244	1184	0	1	0	0	1	0	0	0	1	2	2	2	2	2	2	1514							
1	2	0	0	0	0	0	0	3	128	79	31	22	2	9	6	55	277	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	344						
10	2	2	0	0	1	0	2	15	165	79	26	19	4	15	3	49	311	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	381						
2	1	1	3	0	1	0	4	8	134	95	29	23	4	15	7	56	307	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	383						
1	1	0	0	0	0	0	0	2	141	87	29	25	3	20	12	57	317	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	369						
14	6	3	3	0	2	0	6	28	568	340	115	89	13	59	28	217	1212	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1477						
3	2	1	0	0	0	0	1	6	111	94	28	24	4	14	22	56	297	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	367						
4	0	0	0	0	0	0	0	4	108	76	20	20	3	21	7	43	255	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	302						
4	1	0	0	0	0	0	0	5	129	107	28	21	5	23	12	54	325	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	397						
3	2	0	0	0	0	0	0	5	149	93	27	18	4	17	7	49	315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360						
14	5	1	0	0	0	0	1	20	497	370	103	83	16	75	48	202	1192	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1426						
2	1	1	0	1	0	0	2	5	87	69	20	15	3	29	8	38	231	0	0	1	0	1	0	0	0	2	2	2	2	2	2	2	283							
2	0	0	0	0	1	0	0	3	112	57	17	9	9	15	4	35	223	0	0	0	0	1	0	0	0	1	1	1	1	1	1	1	254							
4	2	0	0	0	1	0	0	7	79	64	12	11	4	19	15	27	204	0	0	0	0	1	0	0	0	1	1	1	1	1	1	1	252							
1	0	0	0	1	1	0	1	3	98	68	20	9	12	39	5	41	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	305						
9	3	1	0	2	3	0	3	18	376	258	69	44	28	102	32	141	909	0	0	1	0	3	0	0	0	4	4	4	4	4	4	4	1094							
2	4	0	1	1	4	0	2	12	142	97	15	8	12	35	9	35	318	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371						
2	2	0	0	0	1	1	0	6	133	76	20	8	13	39	15	41	304	0	0	0	0	1	0	0	0	1	1	1	1	1	1	1	354							
7	0	0	0	0	0	1	0	8	125	78	8	6	13	52	12	27	294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	374						
4	0	0	0	1	0	0	1	5	154	76	17	7	16	57	10																									







Origin : F-Mansell Street										Origin : G- Tower Hill										Origin : H- Tower Hill										Origin : I- Crescent										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Totals				
73	15	6	1	5	9	21	12	130	183	88	41	38	5	14	16	84	385	189	45	19	6	4	16	6	29	285	0	0	0	0	0	0	1	0	1	1128				
65	16	3	2	0	5	48	5	139	177	99	41	38	10	47	15	89	427	160	47	21	19	5	29	18	45	299	0	0	0	0	0	0	0	0	0	1229				
75	21	7	2	2	9	37	11	153	200	143	41	23	7	56	25	71	495	174	55	21	22	3	22	23	46	320	0	0	0	0	0	0	0	0	0	1370				
71	23	5	0	0	12	54	5	165	196	131	48	26	13	56	44	87	514	168	39	33	16	6	29	18	55	309	0	0	0	0	0	0	0	0	0	1377				
284	75	21	5	7	35	160	33	587	756	461	171	125	35	173	100	331	1821	691	186	94	63	18	96	65	175	1213	0	0	0	0	0	0	1	0	1	5104				
58	18	10	0	1	8	58	11	153	200	125	38	13	15	53	43	66	487	163	47	30	22	2	35	36	54	335	0	0	0	0	0	0	0	0	0	1361				
58	13	11	0	1	10	91	12	184	218	146	42	22	10	61	64	74	563	143	54	30	19	6	47	52	55	351	0	0	0	0	0	0	0	0	0	1443				
54	10	8	0	3	22	74	11	171	215	114	44	8	18	79	57	70	535	146	46	22	29	3	37	36	54	319	0	0	0	0	0	0	0	0	0	1443				
51	19	10	1	0	15	79	11	175	187	84	40	9	14	67	65	63	466	175	38	26	27	8	43	31	61	348	0	0	1	0	0	0	0	1	1	1321				
221	60	39	1	5	55	302	45	683	820	469	164	52	57	260	229	273	2051	627	185	108	97	19	162	155	224	1353	0	0	1	0	0	0	0	1	1	5568				
69	18	9	0	0	4	62	9	162	180	72	33	26	12	62	48	71	433	136	47	25	28	4	38	29	57	307	1	0	0	0	0	0	0	0	1	1283				
45	10	10	0	0	8	32	10	105	198	105	54	17	22	40	38	93	474	170	62	44	25	5	31	22	74	359	0	1	0	0	0	0	0	0	1	1280				
56	17	9	0	1	4	23	10	110	165	83	54	19	15	29	22	88	387	204	64	34	18	6	21	17	58	364	1	1	0	0	0	0	0	0	2	1203				
34	14	8	0	1	5	25	9	87	187	110	46	18	23	31	18	87	433	156	66	32	16	4	16	10	52	300	0	1	0	0	0	0	0	0	1	1143				
204	59	36	0	2	21	142	38	464	730	370	187	80	72	162	126	339	1727	666	239	135	87	19	106	78	241	1330	2	3	0	0	0	0	0	0	5	4909				
39	15	9	0	0	4	21	9	88	188	68	41	30	26	27	30	97	410	178	65	31	18	7	14	10	56	323	0	0	0	0	0	2	0	0	2	1146				
41	20	8	0	0	1	8	8	78	198	93	53	24	21	28	6	98	423	181	66	49	21	7	15	6	77	345	1	0	0	0	0	1	0	0	2	1158				
41	18	12	1	1	4	5	14	82	188	97	34	23	14	25	2	71	383	182	68	37	21	8	9	9	66	334	0	0	0	0	0	0	0	0	0	1077				
40	13	9	0	0	5	8	9	75	246	101	34	17	13	9	5	64	425	172	93	32	17	7	12	2	56	335	0	0	0	0	0	0	0	0	0	1112				
161	66	38	1	1	14	42	40	323	820	359	162	94	74	89	43	330	1641	713	292	149	77	29	50	27	255	1337	1	0	0	0	0	3	0	0	4	4493				
41	13	9	0	0	3	12	9	78	222	62	22	20	12	30	8	54	376	192	73	47	24	6	15	1	77	358	0	0	1	0	0	0	0	1	1	1118				
28	6	13	1	0	5	5	14	58	166	55	31	15	17	16	4	63	304	137	63	40	17	5	5	1	62	268	1	0	0	0	0	0	0	0	1	886				
23	13	14	0	0	2	5	14	57	179	35	39	16	15	24	7	70	315	122	63	31	8	4	11	1	43	240	0	1	0	0	0	0	0	0	1	842				
50	25	16	0	0	3	6	16	100	237	92	27	19	16	10	7	62	408	194	99	51	20	5	15	1	76	385	0	2	0	0	0	0	0	0	2	1154				
142	57	52	1	0	13	28	53	293	804	244	119	70	60	80	26	249	1403	645	298	169	69	20	46	4	258	1251	1	3	1	0	0	0	0	1	5	4000				
35	12	11	0	0	4	4	11	66	175	61	44	20	21	28	27	85	376	175	89	47	30	3	9	1	80	354	0	0	0	0	0	1	0	0	1	1088				
21	3	8	2	0	2	8	10	44	159	51	23	16	11	12	16	50	288	124	69	33	10	5	9	3	48	253	0	0	0	0	0	1	0	0	1	810				
44	25	15	1	1	5	3	17	94	232	78	38	16	14	15	12	68	405	206	114	45	24	3	16	2	72	410	0	1	0	0	0	0	0	0	1	1207				
48	22	11	2	0	3	6	13	92	226	75	36	31	16	11	8	83	403	207	90	42	23	3	16	7	68	388	0	0	0	0	0	0	0	0	0	1164				
148	62	45	5	1	14	21	51	296	792	265	141	83	62	66	63	286	1472	712	362	167	87	14	50	13	268	1405	0	1	0	0	0	2	0	0	3	4269				
56	24	9	0	0	3	8	9	100	229	60	38	19	13	31	7	70	397	184	106	49	27	12	21	8	88	407	0	0	0	0	0	0	0	0	0	1161				
50	23	7	2	1	3	8	10	94	232	72	38	30	16	26	16	84	430	196	85	41	19	6	15	5	66	367	0	1	0	0	0	0	0	0	1	1164				
40	23	8	3	3	0	8	14	85	214	59	27	25	15	24	8	67	372	208	89	45	21	5	22	5	71	395	0	1	0	0	0	0	0	0	1	1109				
49	26	14	0	1	3	10	15	103	195	60	18	26	14	20	5	58	338	157	82	46	21	14	17	8	81	345	0	0	0	0	0	0	0	0	0	1083				
195	96	38	5	5	9	34	48	382	870	251	121	100	58	101	36	279	1537	745	362	181	88	37	75	26	306	1514	0	2	0	0	0	0	0	0	2	4517				
41	20	7	0	1	8	6	8	83	219	65	34	28	12	26	8	74	392	166	97	36	23	3	11	8	62	344	0	0	0	0	0	1	0	0	1	1090				
42	34	12	0	2	1	13	14	104	232	65	19	29	16	15	8	64	384	202	96	33	19	8	18	5	60	381	0	0	0	0	0	0	0	0	0	1139				
43	23	12	3	0	0	11	15	92	202	66	22	13	11	19	6	46	339	179	112	34	27	6	17	8	67	383	0	1	0	0	0	1	0	0	2	1090				
32	15	7	1	2	6	9	10	72	202	59	21	11	18	20	3	50	334	170	98	36	25	5	22	13	66	369	0	0	0	0	0	0	0	0	0	1070				
158	92	38	4	5	15	39	47	351	855	255	96	81	57	80	25	234	1449	717	403	139	94	22	68	34	255	1477	0	1	0	0	0	2	0	0	3	4389				
36	13	15	1	0	7	13	16	85	181	54	17	12	18	15	8	47	305	152	111	32	25	7	18	22	64	367	1	0	0	0	0	0	0	0	1	1035				
34	22	13	2	0	5	12	15	88	235	48	20	7	14	19	6	41	349	133	83	23	20	5	27	11	48	302	0	1	0	0	0	1	0	0	2	1000				
42	22	10	0	1	4	16	11	95	197	50	17	5	19	23	10	41	321	168	122	32	22	6	32	15	60	397	1	0	0	0	0	1	0	0	2	1036				
35	19	9	0	1	2	13	10	79	172	43	17	2	15	16	4	34	269	174	103	30	18	8	19	8	56	360	0	0	0	0	0	0	0	0	0	994				
147	76	47	3	2	18	54	52	347	785	195	71	26	66	73	28	163	1244	627	419	117	85	26	96	56	228	1426	2	1	0	0	0	2	0	0	5	4065				
49	25	12	0	3	7	14	15	110	155	54	15	6	10	18	4	31	262	109	82	23	15	7	36	11	45	283	1	0	0	0	0	0	0	0	1	918				
45	23	12	1	1	3	14	14	99	205	47	13	2	12	21	3	27	303	125	60	19																				



Destination : F-Mansell Street										Destination : G- Tower Hill										Destination : H- Tower Hill										Destination : I- Crescent										Dest
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Dest Totals				
150	51	15	1	8	15	0	24	240	161	35	14	6	1	15	6	21	238	160	87	43	36	2	15	12	81	355	1	0	0	0	0	0	1	0	2	1128				
161	55	19	1	7	15	1	27	259	132	38	16	18	3	22	16	37	245	127	81	36	39	9	48	5	84	345	0	0	0	0	0	0	1	0	1	1229				
144	69	21	1	8	21	4	30	268	145	36	16	22	2	17	20	40	258	145	128	38	21	4	49	11	63	396	1	0	0	0	0	0	0	0	1	1370				
153	66	19	0	5	24	4	24	271	129	26	28	16	3	21	15	47	238	141	116	40	26	9	43	28	75	403	0	1	0	0	0	1	3	0	5	1377				
608	241	74	3	28	75	9	105	1038	567	135	74	62	9	75	57	145	979	573	412	157	122	24	155	56	303	1499	2	1	0	0	0	1	5	0	9	5104				
143	49	26	1	8	20	6	35	253	135	29	21	22	0	23	27	43	257	140	111	39	12	12	45	17	63	376	2	2	0	0	0	0	3	0	7	1361				
138	43	25	0	7	17	11	32	241	119	40	20	19	4	36	38	43	276	137	124	39	22	11	49	18	72	400	3	2	0	0	0	0	3	0	8	1443				
151	35	28	0	9	33	11	37	267	116	36	16	29	1	23	29	46	250	132	87	38	9	16	56	28	63	366	3	2	3	0	0	1	2	3	11	1443				
128	52	22	2	4	17	15	28	240	134	25	22	25	3	24	21	50	254	118	73	37	9	9	30	28	55	304	3	2	0	0	0	1	2	0	8	1321				
560	179	101	3	28	87	43	132	1001	504	130	79	95	8	106	115	182	1037	527	395	153	52	48	180	91	253	1446	11	8	3	0	0	2	10	3	34	5568				
173	48	20	1	5	9	19	26	275	106	35	18	25	3	23	25	46	235	103	62	35	27	12	43	26	74	308	2	0	0	0	0	0	1	0	3	1283				
97	40	20	2	10	14	17	32	200	135	48	34	25	1	21	16	60	280	152	101	46	14	17	40	6	77	376	3	1	0	0	0	0	3	0	7	1280				
124	40	19	1	6	5	8	26	203	151	44	25	17	2	17	11	44	267	140	69	48	19	15	28	6	82	325	2	1	0	0	0	0	0	0	3	1203				
91	50	26	0	4	13	4	30	188	125	47	23	16	0	10	9	39	230	153	83	34	21	19	29	9	74	348	1	2	1	0	0	0	0	1	4	1143				
485	178	85	4	25	41	48	114	866	517	174	100	83	6	71	61	189	1012	548	315	163	81	63	140	47	307	1357	8	4	1	0	0	0	4	1	17	4909				
103	43	26	1	10	8	6	37	197	143	51	25	17	3	7	8	45	254	146	61	29	30	21	19	24	80	330	1	4	0	0	0	2	0	0	7	1146				
112	43	20	2	7	9	6	29	199	135	52	38	20	3	7	4	61	259	133	68	39	23	17	24	2	79	306	4	1	0	0	0	2	0	0	7	1158				
108	50	29	3	5	8	6	37	209	138	57	28	20	2	3	4	50	252	167	78	27	22	10	25	4	59	333	4	2	0	0	0	0	0	0	6	1077				
112	44	19	2	11	13	1	32	202	125	68	26	16	3	10	1	45	249	182	79	21	15	10	8	3	46	318	5	0	0	0	0	0	0	0	5	1112				
435	180	94	8	33	38	19	135	807	541	228	117	73	11	27	17	201	1014	628	286	116	90	58	76	33	264	1287	14	7	0	0	0	4	0	0	25	4493				
111	56	30	0	6	6	0	36	209	145	57	34	24	3	13	0	61	276	159	49	13	20	8	24	5	41	278	2	0	0	0	0	0	0	0	2	1118				
90	34	23	1	5	15	2	29	170	115	44	32	16	1	4	0	49	212	126	44	31	14	14	14	1	59	244	2	2	0	0	0	0	0	0	4	886				
73	32	16	0	5	9	0	21	135	97	53	30	7	3	10	0	40	200	121	26	31	15	11	19	3	57	226	3	0	0	0	0	0	0	0	3	842				
122	44	19	0	5	9	0	24	199	156	72	45	19	1	12	1	65	306	155	73	20	17	10	7	3	47	285	1	0	0	0	0	0	0	0	1	1154				
396	166	88	1	21	39	2	110	713	513	226	141	66	8	39	1	215	994	561	192	95	66	43	64	12	204	1033	8	2	0	0	0	0	0	0	10	4000				
97	54	25	3	9	18	2	37	208	143	67	39	27	2	7	1	68	286	146	52	32	19	15	16	2	66	282	1	2	0	0	0	0	0	0	3	1088				
68	27	15	1	7	9	0	23	127	89	51	24	10	2	5	2	36	183	144	44	20	14	9	5	6	43	242	0	1	0	0	0	2	0	0	3	810				
115	59	24	2	9	16	0	35	225	163	86	38	23	1	12	2	62	325	166	59	36	13	9	10	7	58	300	1	0	0	0	0	1	0	0	2	1207				
119	40	20	1	5	11	2	26	198	172	71	32	22	0	14	6	54	317	146	56	30	27	11	9	4	68	283	3	0	0	0	0	0	0	0	3	1164				
399	180	84	7	30	54	4	121	758	567	275	133	82	5	38	11	220	1111	602	211	118	73	44	40	19	235	1107	5	3	0	0	0	3	0	0	11	4269				
135	59	16	0	6	6	1	22	223	143	72	44	23	6	15	4	73	307	186	37	28	17	7	24	3	52	302	0	3	0	0	0	2	0	0	5	1161				
115	55	19	1	9	6	1	29	206	156	69	36	18	3	12	2	57	296	176	55	30	28	10	19	9	68	327	3	0	0	0	0	0	0	0	3	1164				
130	59	18	2	7	9	2	27	227	171	67	37	19	1	16	1	57	312	156	46	19	22	16	19	6	57	284	4	0	0	0	0	0	0	0	4	1109				
152	64	24	3	10	9	2	37	264	120	72	31	20	6	16	6	57	271	146	42	16	27	11	16	4	54	262	4	0	0	0	0	0	0	0	4	1083				
532	237	77	6	32	30	6	115	920	590	280	148	80	16	59	13	244	1186	664	180	93	94	44	78	22	231	1175	11	3	0	0	0	2	0	0	16	4517				
126	66	18	3	6	14	0	27	233	128	79	31	22	2	9	6	55	277	159	37	27	28	8	20	4	63	283	4	0	2	0	0	1	2	2	9	1090				
145	64	27	2	6	4	2	35	250	165	79	26	19	4	15	3	49	311	189	48	15	27	15	13	3	57	310	5	1	0	0	0	1	0	0	7	1139				
134	65	18	4	6	6	1	28	234	134	95	29	23	4	15	7	56	307	159	46	16	10	7	15	3	33	256	5	4	1	0	0	0	0	1	10	1090				
123	50	18	2	11	9	1	31	214	143	87	29	25	3	20	12	57	319	146	45	20	10	13	13	1	43	248	1	0	0	0	0	1	0	0	2	1070				
528	245	81	11	29	33	4	121	931	570	340	115	89	13	59	28	217	1214	653	176	78	75	43	61	11	196	1097	15	5	3	0	0	3	2	3	28	4389				
136	50	21	2	3	6	5	26	223	111	94	29	24	4	14	22	57	298	118	33	14	12	11	11	8	37	207	6	4	0	0	1	0	0	1	11	1035				
116	57	22	2	7	8	2	31	214	110	76	20	20	3	21	7	43	257	170	27	19	5	12	13	3	36	249	9	1	0	0	0	2	0	0	12	1000				
98	45	17	0	4	10	0	21	174	129	107	28	21	5	23	12	54	325	153	37	10	5	14	13	3	29	235	4	0	2	0	0	2	0	2	8	1036				
118	62	19	0	7	4	0	26	210	149	93	27	18	4	17	7	49	315	121	39	12	0	8	9	0	20	189	2	0	2	0	0	0	0	2	4	994				
468	214	79	4	21	28	7	104	821	499	370	104	83	16	75	48	203	1195	562	136	55	22	45	46	14	122	880	21	5	4	0	1	4	0	5	35	4065				
126	62	15	4	6	18	4	25	235	89	69	20	15	3	29	8	38	233	109	31	11	6	6	3	2	23	168	6	2	0	0	0	0	1	0	9	918				
141	49	22	3	8	11	2	33	236	114	60	1																													











14:00	132	80	28	24	2	10	8	54	284	130	62	14	1	10	17	11	25	245	1	0	0	0	0	0	0	0	0	1	192	60	37	28	3	28	6	68	354	7	1	0	0	0	0	0	0	0	8	125	45	17	1	11	13	11	29	223	1115
14:15	169	80	20	21	6	14	4	47	314	133	61	22	4	6	8	11	32	245	1	0	0	0	0	0	0	0	0	1	225	64	21	30	3	12	6	54	361	7	2	0	0	0	0	2	0	0	11	108	54	19	0	17	5	16	36	219	1151
14:30	137	99	34	23	4	20	6	61	323	124	69	23	3	8	12	17	34	256	1	2	0	0	0	0	0	0	0	3	204	71	20	12	5	18	5	37	335	7	1	1	0	0	1	0	1	10	107	39	19	3	7	1	10	29	186	1113	
14:45	151	85	31	27	3	19	3	61	319	128	54	21	4	12	11	11	37	241	2	1	0	0	0	0	0	0	0	3	160	50	26	11	6	16	2	43	271	8	4	0	0	0	0	1	0	0	13	106	34	10	1	14	14	5	25	184	1031
1 Hr	589	344	113	95	15	63	21	223	1240	515	246	80	12	36	48	50	128	987	5	3	0	0	0	0	0	0	8	781	245	104	81	17	74	19	202	1321	29	8	1	0	0	2	2	1	42	446	172	65	5	49	33	42	119	812	4410		
15:00	115	89	29	22	4	18	6	55	283	129	50	22	1	4	5	12	27	223	0	0	0	0	0	0	0	0	0	156	56	17	13	7	13	6	37	268	8	0	0	0	0	0	0	0	0	8	92	32	19	1	12	11	9	32	176	958	
15:15	113	77	27	15	3	24	4	45	263	114	58	18	2	6	11	14	26	223	3	0	0	0	0	0	0	0	3	201	48	24	7	5	17	1	36	303	3	1	0	0	0	0	0	0	0	4	101	41	17	2	10	8	10	29	189	985	
15:30	131	111	30	19	6	24	5	55	326	86	51	18	0	6	8	8	24	177	0	0	0	0	0	0	0	0	0	210	53	16	5	6	18	3	27	311	4	1	0	0	0	0	0	0	0	5	83	39	15	0	13	10	11	28	171	990	
15:45	150	96	25	25	3	26	1	53	326	125	62	20	0	5	11	10	25	233	1	1	0	0	0	0	0	3	178	59	14	2	2	17	1	18	273	2	0	0	0	0	0	0	0	0	2	88	30	17	0	14	7	7	31	163	1000		
1 Hr	509	373	111	81	16	92	16	208	1198	454	221	78	3	21	35	44	102	856	4	1	0	0	0	0	0	6	745	216	71	27	20	65	11	118	1155	17	2	0	0	0	0	0	0	0	19	364	142	68	3	49	36	37	120	699	3933		
16:00	92	76	24	12	3	30	5	39	242	125	70	20	5	6	18	10	31	254	0	1	0	0	0	0	0	1	174	60	18	5	2	15	3	25	277	4	3	0	0	0	0	0	0	0	7	98	39	14	1	11	15	12	26	190	971		
16:15	112	58	20	8	8	4	0	36	210	136	55	17	2	8	11	19	27	248	2	1	0	0	0	0	0	3	207	53	9	4	6	17	2	19	298	3	0	0	0	0	2	1	0	6	108	46	20	1	12	8	10	33	205	970			
16:30	77	62	11	9	3	21	7	23	190	203	73	25	3	8	15	24	36	351	0	0	0	0	0	0	0	0	0	233	33	13	2	5	20	13	20	319	10	2	0	0	0	1	0	0	13	119	42	19	1	13	13	26	33	233	1106		
16:45	101	69	21	10	11	46	3	42	261	177	58	16	1	8	12	18	25	290	0	0	0	0	0	0	0	0	0	239	43	13	4	4	23	7	21	333	9	4	1	0	0	1	0	1	15	100	41	11	0	4	7	18	15	181	1080		
1 Hr	382	265	76	39	25	101	15	140	903	641	256	78	11	30	56	71	119	1143	2	2	0	0	0	0	0	4	853	189	53	15	17	75	25	85	1227	26	9	1	0	0	4	1	1	41	425	168	64	3	40	43	66	107	809	4127			
17:00	148	97	18	8	15	37	4	41	327	188	67	13	0	7	34	43	20	352	0	0	0	0	0	0	0	0	0	223	39	9	3	3	28	12	15	317	11	1	0	0	0	0	0	0	0	12	124	45	14	1	14	18	32	29	248	1256	
17:15	134	72	21	8	13	47	4	42	299	184	59	13	1	11	18	62	25	348	0	0	0	0	0	0	0	0	0	223	37	9	3	2	53	17	14	344	6	0	0	0	1	1	0	1	8	114	38	16	0	10	18	42	26	238	1237		
17:30	126	75	12	6	10	53	7	28	289	192	62	15	0	12	17	49	27	347	2	0	0	0	0	0	0	2	246	26	13	2	6	40	8	21	341	14	1	0	0	2	1	0	2	18	127	36	10	0	11	14	46	21	244	1241			
17:45	157	78	18	5	19	59	12	42	348	169	63	14	0	5	33	32	19	316	0	0	0	0	0	0	0	0	0	205	27	5	3	5	30	15	13	290	9	3	0	0	0	0	0	0	0	12	111	31	7	1	8	15	38	16	211	1177	
1 Hr	565	322	69	27	57	196	27	153	1263	733	251	55	1	35	102	186	91	1363	2	0	0	0	0	0	0	2	897	129	36	11	16	151	52	63	1292	40	5	0	0	3	2	0	3	50	476	150	47	2	43	65	158	92	941	4911			
18:00	161	55	15	9	20	53	6	44	319	220	46	10	1	6	21	61	17	365	0	0	0	0	0	0	0	0	0	316	42	6	2	4	37	22	12	429	14	1	0	0	0	0	0	0	0	15	93	25	9	0	10	16	43	19	196	1324	
18:15	123	29	12	3	10	54	13	25	244	163	37	5	0	5	26	46	10	282	0	0	0	0	0	0	0	0	0	331	41	6	7	7	49	22	20	463	8	0	0	0	0	0	0	0	0	8	137	30	5	0	10	20	41	15	243	1240	
18:30	186	39	10	5	9	53	11	24	313	146	26	5	1	7	12	66	13	263	0	0	0	0	0	0	0	0	0	298	26	7	0	2	46	19	9	398	7	1	0	0	0	0	0	0	0	8	111	25	4	0	11	7	30	15	188	1170	
18:45	156	39	8	2	10	43	9	20	267	162	46	6	0	5	13	62	11	294	1	0	0	0	0	0	0	1	354	32	9	4	2	38	19	15	458	5	1	0	0	0	0	0	0	0	6	161	25	10	0	13	9	37	23	255	1281		
1 Hr	626	162	45	19	49	203	39	113	1143	691	155	26	2	23	72	235	51	1204	1	0	0	0	0	0	0	1	1299	141	28	13	15	170	82	56	1748	34	3	0	0	0	0	0	0	0	37	502	105	28	0	44	52	151	72	882	5015		
Total	6482	2949	1190	857	235	1143	335	2282	13191	6338	2517	942	51	351	710	1191	1344	12100	33	15	7	0	0	3	0	7	58	9357	3303	1435	748	263	1307	314	2446	16727	421	121	42	0	5	15	23	47	627	5709	1921	792	29	491	706	1586	1312	11234	53937		

DESTINATION SUMMARY

Destination :	A- Tower Hill										B- Mansell Street										C- Royal Mint Court										D-Minories										E- St Katherines Way										F- Tower Bridge Approach										Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total							
07:00	203	92	41	38	6	16	18	85	414	72	15	6	1	0	9	16	7	119	3	1	1	0	0	0	0	1	5	212	55	22	5	4	28	7	31	333	0	0	0	0	0	0	0	0	0	0	154	68	14	1	7	14	11	22	269	1140					
07:15	187	103	42	38	11	50	18	91	449	65	16	3	0	0	5	33	3	122	2	0	0	0	0	0	0	1	0	3	187	55	16	17	5	26	14	38	320	0	0	0	0	0	0	0	0	0	0	163	59	25	0	4	19	18	29	288	1182				
07:30	208	144	42	23	8	58	28	73	511	74	21	7	0	0	9	27	7	138	1	0	0	0	0	0	0	1	0	2	190	58	21	27	4	27	21	52	348	0	0	0	0	0	0	0	0	0	0	134	98	20	0	6	16	15	26	289	1288				
07:45	203	138	50	26	14	58	46	90	535	70	23	5	0	0	12	44	5	154	2	0	0	0	0	0	0	0	2	187	46	42	14	5	36	19	61	349	0	0	0	0	0	0	0	0	0	0	163	63	33	0	6	13	43	39	321	1361					
1 Hr	801	477																																																											







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 12  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - Mansell Street

Destination : A - St Botolph Street										Destination : B - A11 east										Destination : C - Mansell Street										Destination : D - Aldgate High Street										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total					
07:00	0	0	0	0	0	0	0	0	97	29	14	1	2	10	9	17	162	0	0	0	0	0	0	0	0	0	52	19	10	4	7	5	6	21	103	265				
07:15	0	0	0	0	0	0	0	0	100	38	13	2	0	15	13	15	181	0	0	0	0	0	0	0	0	0	34	23	10	0	10	9	9	20	95	276				
07:30	0	0	0	0	0	0	0	0	84	50	7	1	0	15	18	8	175	0	0	0	0	0	0	0	0	0	62	26	1	2	6	21	10	9	128	303				
07:45	0	0	0	0	0	0	0	0	103	50	21	1	0	19	31	22	225	0	0	0	0	0	0	0	0	0	62	26	12	1	9	17	19	22	146	371				
1 Hr	0	0	0	0	0	0	0	0	384	167	55	5	2	59	71	62	743	0	0	0	0	0	0	0	0	0	210	94	33	7	32	52	44	72	472	1215				
08:00	0	0	0	0	0	0	0	0	91	37	10	0	0	17	20	10	175	0	0	0	0	0	0	0	0	0	60	27	6	2	8	12	16	16	131	306				
08:15	0	0	0	0	0	0	0	0	81	35	8	2	0	18	45	10	189	0	0	0	0	0	0	0	0	0	47	12	7	1	8	11	19	16	105	294				
08:30	0	0	0	0	0	0	0	0	109	46	9	1	0	22	34	10	221	0	0	0	0	0	0	0	0	0	72	27	14	1	10	9	17	25	150	371				
08:45	0	0	0	0	0	0	0	0	89	16	8	2	1	35	52	11	203	0	0	0	0	0	0	0	0	0	69	21	7	2	12	18	27	21	156	359				
1 Hr	0	0	0	0	0	0	0	0	370	134	35	5	1	92	151	41	788	0	0	0	0	0	0	0	0	0	248	87	34	6	38	50	79	78	542	1330				
09:00	0	0	0	0	0	0	0	0	85	27	8	3	0	26	46	11	195	0	0	0	0	0	0	0	0	0	68	26	5	2	5	15	29	12	150	345				
09:15	0	0	0	0	0	0	0	0	98	33	12	2	0	11	32	14	188	0	0	0	0	0	0	0	0	0	89	24	12	1	10	10	14	23	160	348				
09:30	0	0	0	0	0	0	0	0	60	27	16	1	1	12	24	18	141	0	0	0	0	0	0	0	0	0	60	23	17	3	6	5	9	26	123	264				
09:45	0	0	0	0	0	0	0	0	87	39	16	2	0	11	8	18	163	0	0	0	0	0	0	0	0	0	61	29	7	0	8	4	2	15	111	274				
1 Hr	0	0	0	0	0	0	0	0	330	126	52	8	1	60	110	61	687	0	0	0	0	0	0	0	0	0	278	102	41	6	29	34	54	76	544	1231				
10:00	0	0	0	0	0	0	0	0	90	43	24	2	0	13	15	26	187	0	0	0	0	0	0	0	0	0	57	23	13	2	1	5	4	16	105	292				
10:15	0	0	0	0	0	0	0	0	77	36	20	2	0	15	8	22	158	0	0	0	0	0	0	0	0	0	50	25	18	2	7	7	5	27	114	272				
10:30	0	0	0	0	0	0	0	0	68	30	19	5	4	10	5	28	141	0	0	0	0	0	0	0	0	0	62	27	12	5	8	4	2	25	120	261				
10:45	0	0	0	0	0	0	0	0	71	43	10	2	1	5	10	13	142	0	0	0	0	0	0	0	0	0	64	18	6	0	7	4	4	13	103	245				
1 Hr	0	0	0	0	0	0	0	0	306	152	73	11	5	43	38	89	628	0	0	0	0	0	0	0	0	0	233	93	49	9	23	20	15	81	442	1070				
11:00	0	0	0	0	0	0	0	0	104	37	16	3	0	8	8	19	176	0	0	0	0	0	0	0	0	0	66	26	8	1	7	4	2	16	114	290				
11:15	0	0	0	0	0	0	0	0	61	31	15	1	0	10	9	16	127	0	0	0	0	0	0	0	0	0	69	34	9	1	9	4	4	19	130	257				
11:30	0	0	0	0	0	0	0	0	49	25	6	0	0	8	9	6	97	0	0	0	0	0	0	0	0	0	35	14	8	1	7	2	3	16	70	167				
11:45	0	0	0	0	0	0	0	0	110	56	7	4	0	9	6	11	192	0	0	0	0	0	0	0	0	0	64	28	11	0	9	3	8	20	123	315				
1 Hr	0	0	0	0	0	0	0	0	324	149	44	8	0	35	32	52	592	0	0	0	0	0	0	0	0	0	234	102	36	3	32	13	17	71	437	1029				
12:00	0	0	0	0	0	0	0	0	79	37	11	4	3	7	10	18	151	0	0	0	0	0	0	0	0	0	53	23	10	2	8	4	5	20	105	256				
12:15	0	0	0	0	0	0	0	0	46	18	15	2	0	9	7	17	97	0	0	0	0	0	0	0	0	0	53	16	9	4	5	8	4	18	99	196				
12:30	0	0	0	0	0	0	0	0	101	43	14	1	1	9	9	16	178	0	0	0	0	0	0	0	0	0	73	19	6	1	8	4	5	15	116	294				
12:45	0	0	0	0	0	0	0	0	86	39	9	5	0	6	11	14	156	0	0	0	0	0	0	0	0	0	64	21	5	4	7	8	0	16	109	265				
1 Hr	0	0	0	0	0	0	0	0	312	137	49	12	4	31	37	65	582	0	0	0	0	0	0	0	0	0	243	79	30	11	28	24	14	69	429	1011				
13:00	0	0	0	0	0	0	0	0	90	37	10	4	1	11	6	15	159	0	0	0	0	0	0	0	0	0	43	18	5	2	9	5	6	16	88	247				
13:15	0	0	0	0	0	0	0	0	67	24	14	1	0	13	12	15	131	0	0	0	0	0	0	0	0	0	47	18	8	2	9	2	8	19	94	225				
13:30	0	0	0	0	0	0	0	0	55	19	9	3	0	5	7	12	98	0	0	0	0	0	0	0	0	0	44	12	5	3	4	5	7	12	80	178				
13:45	0	0	0	0	0	0	0	0	60	28	23	1	0	14	3	24	129	0	0	0	0	0	0	0	0	0	41	19	7	1	8	7	4	16	87	216				
1 Hr	0	0	0	0	0	0	0	0	272	108	56	9	1	43	28	66	517	0	0	0	0	0	0	0	0	0	175	67	25	8	30	19	25	63	349	866				
14:00	0	0	0	0	0	0	0	0	72	27	9	1	1	8	6	11	124	0	0	0	0	0	0	0	0	0	50	15	2	1	7	1	3	10	79	203				
14:15	0	0	0	0	0	0	0	0	62	26	7	2	0	14	8	9	119	0	0	0	0	0	0	0	0	0	44	10	5	2	9	6	10	16	86	205				
14:30	0	0	0	0	0	0	0	0	56	36	7	4	0	8	9	11	120	0	0	0	0	0	0	0	0	0	59	17	6	2	6	1	4	14	95	215				
14:45	0	0	0	0	0	0	0	0	83	24	7	1	1	12	7	9	135	0	0	0	0	0	0	0	0	0	47	7	10	3	7	0	1	20	75	210				
1 Hr	0	0	0	0	0	0	0	0	273	113	30	8	2	42	30	40	498	0	0	0	0	0	0	0	0	0	200	49	23	8	29	8	18	60	335	833				
15:00	0	0	0	0	0	0	0	0	64	32	8	1	1	12	5	10	123	0	0	0	0	0	0	0	0	0	65	16	2	0	7	4	2	9	96	219				
15:15	0	0	0	0	0	0	0	0	55	20	6	1	0	13	14	7	109	0	0	0	0	0	0	0	0	0	54	21	2	1	5	1	6	8	90	199				
15:30	0	0	0	0	0	0	0	0	63	27	2	1	0	17	13	3	123	0	0	0	0	0	0	0	0	0	42	12	3	0	5	2	5	8	69	192				
15:45	0	0	0	0	0	0	0	0	81	24	11	0	0	11	12	11	139	0	0	0	0	0	0	0	0	0	59	16	5	1	8	2	3	14	94	233				
1 Hr	0	0	0	0	0	0	0	0	263	103	27	3	1	53	44	31	494	0	0	0	0	0	0	0	0	0	220	65	12	2	25	9	16	39	349	843				
16:00	0	0	0	0	0	0	0	0	44	16	5	0	3	12	11	8	91	0	0	0	0	0	0	0	0	0	33	13	2	0	7	5	6	9	66	157				
16:15	0	0	0	0	0	0	0	0	85	26	7	0	2	13	9	9	142	0	0	0	0	0	0	0	0	0	59	5	6	1	10	2	5	17	88	230				
16:30	0	0	0	0	0	0	0	0	63	25	3	2	0	21	12	5	126	0	0	0	0	0	0	0	0	0	38	5	7	1	7	3	6	15						







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 12  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

	Origin : A - St Botolph Street									Origin : B - A11 east									Origin : C - Mansell Street									Origin : D - Aldgate High Street									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	71	28	19	2	24	9	5	45	158	36	46	10	3	24	23	51	37	193	149	48	24	5	9	15	15	38	265	0	0	0	0	0	0	0	0	0	616
07:15	46	28	19	9	24	6	14	52	146	44	58	16	2	27	38	52	45	237	134	61	23	2	10	24	22	35	276	0	0	0	0	0	0	0	0	0	659
07:30	65	32	25	5	21	4	18	51	170	51	44	19	2	20	41	85	41	262	146	76	8	3	6	36	28	17	303	0	0	0	0	0	0	0	0	0	735
07:45	70	39	16	6	22	11	11	44	175	46	38	18	2	35	51	68	55	258	165	76	33	2	9	36	50	44	371	0	0	0	0	0	0	0	0	0	804
1 Hr	252	127	79	22	91	30	48	192	649	177	186	63	9	106	153	256	178	950	594	261	88	12	34	111	115	134	1215	0	0	0	0	0	0	0	0	0	2814
08:00	84	41	16	2	23	7	17	41	190	36	33	13	0	29	54	86	42	251	151	64	16	2	8	29	36	26	306	0	0	0	0	0	0	0	0	0	747
08:15	86	40	13	6	26	5	25	45	201	33	26	8	1	20	38	110	29	236	128	47	15	3	8	29	64	26	294	0	0	0	0	0	0	0	0	0	731
08:30	75	41	17	0	21	15	25	38	194	51	28	5	2	23	53	148	30	310	181	73	23	2	10	31	51	35	371	0	0	0	0	0	0	0	0	0	875
08:45	100	21	24	7	24	9	31	55	216	36	23	8	4	24	44	124	36	263	158	37	15	4	13	53	79	32	359	0	0	0	0	0	0	0	0	0	838
1 Hr	345	143	70	15	94	36	98	179	801	156	110	34	7	96	189	468	137	1060	618	221	69	11	39	142	230	119	1330	0	0	0	0	0	0	0	0	0	3191
09:00	80	40	15	5	25	17	18	45	200	41	28	14	1	20	33	98	35	235	153	53	13	5	5	41	75	23	345	0	0	0	0	0	0	0	0	0	780
09:15	91	42	22	3	25	9	23	50	215	55	26	8	3	25	24	75	36	216	187	57	24	3	10	21	46	37	348	0	0	0	0	0	0	0	0	0	779
09:30	100	46	16	2	24	13	20	42	221	56	37	21	3	22	20	58	46	217	120	50	33	4	7	17	33	44	264	0	0	0	0	0	0	0	0	0	702
09:45	95	55	21	5	24	13	10	50	223	63	31	13	3	17	15	49	33	191	148	68	23	2	8	15	10	33	274	0	0	0	0	0	0	0	0	0	688
1 Hr	366	183	74	15	98	52	71	187	859	215	122	56	10	84	92	280	150	859	608	228	93	14	30	94	164	137	1231	0	0	0	0	0	0	0	0	0	2949
10:00	87	56	19	2	24	6	10	45	204	48	23	8	5	18	24	32	31	158	147	66	37	4	1	18	19	42	292	0	0	0	0	0	0	0	0	0	654
10:15	70	49	23	4	25	13	14	52	198	50	27	9	6	20	18	21	35	151	127	61	38	4	7	22	13	49	272	0	0	0	0	0	0	0	0	0	621
10:30	88	57	19	8	24	18	11	51	225	60	21	7	1	17	16	33	25	155	130	57	31	10	12	14	7	53	261	0	0	0	0	0	0	0	0	0	641
10:45	104	68	25	7	24	9	9	56	246	54	26	10	5	18	7	23	33	143	135	61	16	2	8	9	14	26	245	0	0	0	0	0	0	0	0	0	634
1 Hr	349	230	86	21	97	46	44	204	873	212	97	34	17	73	65	109	124	607	539	245	122	20	28	63	53	170	1070	0	0	0	0	0	0	0	0	0	2550
11:00	88	54	31	2	28	16	13	61	232	60	26	13	3	17	14	16	33	149	170	63	24	4	7	12	10	35	290	0	0	0	0	0	0	0	0	0	671
11:15	96	52	23	3	18	18	4	44	214	56	32	9	1	17	16	29	27	160	130	65	24	2	9	14	13	35	257	0	0	0	0	0	0	0	0	0	631
11:30	89	60	21	6	27	10	9	54	222	45	25	9	1	16	10	29	26	135	84	39	14	1	7	10	12	22	167	0	0	0	0	0	0	0	0	0	524
11:45	103	54	28	0	21	12	6	49	224	50	28	7	0	11	7	19	18	122	174	84	18	4	9	12	14	31	315	0	0	0	0	0	0	0	0	0	661
1 Hr	376	220	103	11	94	56	32	208	892	211	111	38	5	61	47	93	104	566	558	251	80	11	32	48	49	123	1029	0	0	0	0	0	0	0	0	0	2487
12:00	83	74	26	4	23	24	15	53	249	56	28	7	2	22	16	18	31	149	132	60	21	6	11	11	15	38	256	0	0	0	0	0	0	0	0	0	654
12:15	115	70	20	6	26	19	13	52	269	49	16	5	3	16	5	20	24	114	99	34	24	6	5	17	11	35	196	0	0	0	0	0	0	0	0	0	579
12:30	110	66	19	2	23	14	13	44	247	48	23	10	4	14	5	24	28	128	174	62	20	2	9	13	14	31	294	0	0	0	0	0	0	0	0	0	669
12:45	121	51	11	6	30	17	21	47	257	62	28	6	2	18	2	17	26	135	150	60	14	9	7	14	11	30	265	0	0	0	0	0	0	0	0	0	657
1 Hr	429	261	76	18	102	74	62	196	1022	215	95	28	11	70	28	79	109	526	555	216	79	23	32	55	51	134	1011	0	0	0	0	0	0	0	0	0	2559
13:00	127	52	22	3	22	19	9	47	254	46	11	8	2	23	10	16	33	116	133	55	15	6	10	16	12	31	247	0	0	0	0	0	0	0	0	0	617
13:15	118	48	23	4	21	16	19	48	249	35	24	11	1	16	7	15	28	109	114	42	22	3	9	15	20	34	225	0	0	0	0	0	0	0	0	0	583
13:30	88	64	20	3	19	23	13	42	230	54	22	5	2	16	5	17	23	121	99	31	14	6	4	10	14	24	178	0	0	0	0	0	0	0	0	0	529
13:45	86	44	20	10	28	15	11	58	214	55	16	7	5	19	3	19	31	124	101	47	30	2	8	21	7	40	216	0	0	0	0	0	0	0	0	0	554
1 Hr	419	208	85	20	90	73	52	195	947	190	73	31	10	74	25	67	115	470	447	175	81	17	31	62	53	129	866	0	0	0	0	0	0	0	0	0	2283
14:00	110	53	14	2	20	18	19	36	236	61	27	7	2	18	12	17	27	144	122	42	11	2	8	9	9	21	203	0	0	0	0	0	0	0	0	0	583
14:15	113	65	17	8	27	20	15	52	265	38	16	10	3	13	15	22	26	117	106	36	12	4	9	20	18	25	205	0	0	0	0	0	0	0	0	0	587
14:30	110	64	18	7	18	26	20	43	263	56	19	6	2	21	13	26	29	143	115	53	13	6	6	9	13	25	215	0	0	0	0	0	0	0	0	0	621
14:45	126	48	25	6	29	12	17	60	263	51	17	2	0	15	6	12	17	103	130	31	17	4	8	12	8	29	210	0	0	0	0	0	0	0	0	0	576
1 Hr	459	230	74	23	94	76	71	191	1027	206	79	25	7	67	46	77	99	507	473	162	53	16	31	50	48	100	833	0	0	0	0	0	0	0	0	0	2367
15:00	102	52	18	3	20	22	23	41	240	42	21	7	5	17	10	7	29	109	129	48	10	1	8	16	7	19	219	0	0	0	0	0	0	0	0	0	568
15:15	91	44	14	3	20	27	17	37	216	72	10	5	3	17	5	16	25	128	109	41	8	2	5	14	20	15	199	0	0	0	0	0	0	0	0	0	543
15:30	115	50	13	3	15	22	29	31	247	60	16	3	4	20	7	12	27	122	105	39	5	1	5	19	18	11	192	0	0	0	0	0	0	0	0	0	561
15:45	109	76	16	1	19	32	32	36	285	59	15	6	0	16	4	15	22	115	140	40	16	1	8	13	15	25	233	0	0	0	0	0	0	0	0	0	633
1 Hr	417	222	61																																		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 12  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Time	Destination : A - St Botolph Street									Destination : B - A11 east									Destination : C - Mansell Street									Destination : D - Aldgate High Street									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	141	42	21	3	19	17	13	43	256	0	0	0	0	0	0	0	0	0	115	80	32	7	38	30	58	77	360	616
07:15	0	0	0	0	0	0	0	0	0	125	51	20	10	15	20	21	45	262	0	0	0	0	0	0	0	0	0	99	96	38	3	46	48	67	87	397	659
07:30	0	0	0	0	0	0	0	0	0	121	63	14	6	12	18	33	32	267	0	0	0	0	0	0	0	0	0	141	89	38	4	35	63	98	77	468	735
07:45	0	0	0	0	0	0	0	0	0	129	67	30	7	15	25	38	52	316	0	0	0	0	0	0	0	0	0	147	86	37	3	51	73	91	91	488	804
1 Hr	0	0	0	0	0	0	0	0	0	521	223	85	26	61	80	105	172	1101	0	0	0	0	0	0	0	0	0	502	351	145	17	170	214	314	332	1713	2814
08:00	0	0	0	0	0	0	0	0	0	141	58	19	1	17	21	31	37	288	0	0	0	0	0	0	0	0	0	130	80	26	3	43	69	108	72	459	747
08:15	0	0	0	0	0	0	0	0	0	146	49	15	5	19	21	65	39	320	0	0	0	0	0	0	0	0	0	101	64	21	5	35	51	134	61	411	731
08:30	0	0	0	0	0	0	0	0	0	149	63	19	1	14	31	54	34	331	0	0	0	0	0	0	0	0	0	158	79	26	3	40	68	170	69	544	875
08:45	0	0	0	0	0	0	0	0	0	147	27	17	9	18	43	72	44	333	0	0	0	0	0	0	0	0	0	147	54	30	6	43	63	162	79	505	838
1 Hr	0	0	0	0	0	0	0	0	0	583	197	70	16	68	116	222	154	1272	0	0	0	0	0	0	0	0	0	536	277	103	17	161	251	574	281	1919	3191
09:00	0	0	0	0	0	0	0	0	0	141	42	17	8	17	36	57	42	318	0	0	0	0	0	0	0	0	0	133	79	25	3	33	55	134	61	462	780
09:15	0	0	0	0	0	0	0	0	0	148	50	27	5	17	17	44	49	308	0	0	0	0	0	0	0	0	0	185	75	27	4	43	37	100	74	471	779
09:30	0	0	0	0	0	0	0	0	0	127	52	26	3	16	21	37	45	282	0	0	0	0	0	0	0	0	0	149	81	44	6	37	29	74	87	420	702
09:45	0	0	0	0	0	0	0	0	0	149	63	25	7	17	19	16	49	296	0	0	0	0	0	0	0	0	0	157	91	32	3	32	24	53	67	392	688
1 Hr	0	0	0	0	0	0	0	0	0	565	207	95	23	67	93	154	185	1204	0	0	0	0	0	0	0	0	0	624	326	128	16	145	145	361	289	1745	2949
10:00	0	0	0	0	0	0	0	0	0	133	72	37	4	17	18	22	58	303	0	0	0	0	0	0	0	0	0	149	73	27	7	26	30	39	60	351	654
10:15	0	0	0	0	0	0	0	0	0	121	60	31	6	19	21	16	56	274	0	0	0	0	0	0	0	0	0	126	77	39	8	33	32	32	80	347	621
10:30	0	0	0	0	0	0	0	0	0	115	55	32	13	19	20	14	64	268	0	0	0	0	0	0	0	0	0	163	80	25	6	34	28	37	65	373	641
10:45	0	0	0	0	0	0	0	0	0	138	74	26	9	17	10	18	52	292	0	0	0	0	0	0	0	0	0	155	81	25	5	33	15	28	63	342	634
1 Hr	0	0	0	0	0	0	0	0	0	507	261	126	32	72	69	70	230	1137	0	0	0	0	0	0	0	0	0	593	311	116	26	126	105	136	268	1413	2550
11:00	0	0	0	0	0	0	0	0	0	153	63	33	5	20	17	19	58	310	0	0	0	0	0	0	0	0	0	165	80	35	4	32	25	20	71	361	671
11:15	0	0	0	0	0	0	0	0	0	119	56	29	4	14	16	11	47	249	0	0	0	0	0	0	0	0	0	163	93	27	2	30	32	35	59	382	631
11:30	0	0	0	0	0	0	0	0	0	94	52	20	6	18	16	16	44	222	0	0	0	0	0	0	0	0	0	124	72	24	2	32	14	34	58	302	524
11:45	0	0	0	0	0	0	0	0	0	181	92	23	4	15	14	11	42	340	0	0	0	0	0	0	0	0	0	146	74	30	0	26	17	28	56	321	661
1 Hr	0	0	0	0	0	0	0	0	0	547	263	105	19	67	63	57	191	1121	0	0	0	0	0	0	0	0	0	598	319	116	8	120	88	117	244	1366	2487
12:00	0	0	0	0	0	0	0	0	0	127	84	28	8	19	23	22	55	311	0	0	0	0	0	0	0	0	0	144	78	26	4	37	28	26	67	343	654
12:15	0	0	0	0	0	0	0	0	0	111	56	24	8	14	22	19	46	254	0	0	0	0	0	0	0	0	0	152	64	25	7	33	19	25	65	325	579
12:30	0	0	0	0	0	0	0	0	0	162	85	29	3	15	19	18	47	331	0	0	0	0	0	0	0	0	0	170	66	20	5	31	13	33	56	338	669
12:45	0	0	0	0	0	0	0	0	0	167	67	11	11	23	15	26	45	320	0	0	0	0	0	0	0	0	0	166	72	20	6	32	18	23	58	337	657
1 Hr	0	0	0	0	0	0	0	0	0	567	292	92	30	71	79	85	193	1216	0	0	0	0	0	0	0	0	0	632	280	91	22	133	78	107	246	1343	2559
13:00	0	0	0	0	0	0	0	0	0	165	76	24	7	17	23	15	48	327	0	0	0	0	0	0	0	0	0	141	42	21	4	38	22	22	63	290	617
13:15	0	0	0	0	0	0	0	0	0	135	58	30	5	14	20	28	49	290	0	0	0	0	0	0	0	0	0	132	56	26	3	32	18	26	61	293	583
13:30	0	0	0	0	0	0	0	0	0	97	50	20	5	14	19	16	39	221	0	0	0	0	0	0	0	0	0	144	67	19	6	25	19	28	50	308	529
13:45	0	0	0	0	0	0	0	0	0	96	46	34	9	17	22	11	60	235	0	0	0	0	0	0	0	0	0	146	61	23	8	38	17	26	69	319	554
1 Hr	0	0	0	0	0	0	0	0	0	493	230	108	26	62	84	70	196	1073	0	0	0	0	0	0	0	0	0	563	226	89	21	133	76	102	243	1210	2283
14:00	0	0	0	0	0	0	0	0	0	125	41	17	3	17	20	23	37	246	0	0	0	0	0	0	0	0	0	168	81	15	3	29	19	22	47	337	583
14:15	0	0	0	0	0	0	0	0	0	129	57	18	10	17	30	21	45	282	0	0	0	0	0	0	0	0	0	128	60	21	5	32	25	34	58	305	587
14:30	0	0	0	0	0	0	0	0	0	121	73	22	11	12	28	26	45	293	0	0	0	0	0	0	0	0	0	160	63	15	4	33	20	33	52	328	621
14:45	0	0	0	0	0	0	0	0	0	163	54	21	6	20	20	24	47	308	0	0	0	0	0	0	0	0	0	144	42	23	4	32	10	13	59	268	576
1 Hr	0	0	0	0	0	0	0	0	0	538	225	78	30	66	98	94	174	1129	0	0	0	0	0	0	0	0	0	600	246	74	16	126	74	102	216	1238	2367
15:00	0	0	0	0	0	0	0	0	0	116	61	19	4	14	24	27	37	265	0	0	0	0	0	0	0	0	0	157	60	16	5	31	24	10	52	303	568
15:15	0	0	0	0	0	0	0	0	0	101	33	12	4	14	32	28	30	224	0	0	0	0	0	0	0	0	0	171	62	15	4	28	14	25	47	319	543
15:30	0	0	0	0	0	0	0	0	0	107	45	5	2	10	35	37	17	241	0	0	0	0	0	0	0	0	0	173	60	16	6	30	13	22	52	320	561
15:45	0	0	0	0	0	0	0	0	0	133	50	17	0	12	37	36	29	285	0	0	0	0	0	0	0	0	0	175	81	21	2	31	12	26	54	348	633
1 Hr	0	0	0	0	0	0	0	0	0	457	189	53	10	50	128	128	113	1015	0	0	0	0	0	0	0	0	0	676	263	68	17	120	63	83	205	1290	2305
16:00	0	0	0	0	0																																





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 13  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - A11 east

	Destination : A - A1202 north									Destination : B - A11 east									Destination : C - A1202 south									Destination : D - A11 west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	33	21	9	3	0	11	7	12	84	0	0	0	0	0	0	0	0	0	36	28	5	3	4	10	3	12	89	49	42	16	6	21	36	49	43	219	392
07:15	37	19	16	1	0	21	7	17	101	0	0	0	0	0	0	0	0	0	31	16	7	2	1	4	11	10	72	57	32	15	4	22	42	52	41	224	397
07:30	23	22	5	3	0	19	17	8	89	0	0	0	0	0	0	0	0	0	39	20	10	0	0	14	11	10	94	57	39	10	3	15	54	85	28	263	446
07:45	27	18	7	4	0	27	21	11	104	0	0	0	0	0	0	0	0	0	30	25	7	1	0	15	15	8	93	59	36	11	3	27	41	63	41	240	437
1 Hr	120	80	37	11	0	78	52	48	378	0	0	0	0	0	0	0	0	0	136	89	29	6	5	43	40	40	348	222	149	52	16	85	173	249	153	946	1672
08:00	26	13	11	4	0	16	20	15	90	0	0	0	0	0	0	0	0	0	35	16	13	2	0	9	11	15	86	48	39	13	2	21	47	81	36	251	427
08:15	35	20	12	1	0	26	21	13	115	0	0	0	0	0	0	0	0	0	31	10	9	0	0	11	13	9	74	40	26	8	5	25	58	101	38	263	452
08:30	33	16	2	1	0	34	32	3	118	0	0	0	0	0	0	0	0	0	39	12	7	0	0	15	12	7	85	48	33	6	6	17	55	131	29	296	499
08:45	22	20	4	2	0	29	35	6	112	0	0	0	0	0	0	0	0	0	26	14	11	1	0	8	19	12	79	44	28	10	2	23	37	113	35	257	448
1 Hr	116	69	29	8	0	105	108	37	435	0	0	0	0	0	0	0	0	0	131	52	40	3	0	43	55	43	324	180	126	37	15	86	197	426	138	1067	1826
09:00	17	19	14	1	0	28	35	15	114	0	0	0	0	0	0	0	0	0	29	12	10	1	4	12	13	15	81	43	19	15	6	26	27	86	47	222	417
09:15	42	17	7	3	0	15	20	10	104	0	0	0	0	0	0	0	0	0	35	24	9	1	1	10	5	11	85	47	34	16	5	24	34	77	45	237	426
09:30	39	19	9	3	2	18	12	14	102	1	0	0	0	0	0	0	0	0	32	16	8	0	0	14	11	8	81	57	15	9	4	26	23	45	39	181	365
09:45	45	12	12	1	0	16	13	13	99	0	0	0	0	0	0	0	0	0	37	18	9	2	0	7	9	11	82	51	21	16	6	20	11	42	42	167	348
1 Hr	143	67	42	8	2	77	80	52	419	1	0	0	0	0	0	0	0	0	133	70	36	4	5	43	38	45	329	200	89	56	21	96	95	250	173	807	1556
10:00	41	21	14	4	0	4	8	18	92	0	0	0	0	0	0	0	0	0	36	14	6	1	0	5	4	7	66	68	18	8	5	13	17	20	26	149	307
10:15	38	12	7	0	1	6	8	8	72	0	0	0	0	0	0	0	0	0	25	11	10	1	2	5	2	13	56	67	19	11	3	15	9	32	29	156	284
10:30	29	15	8	4	1	5	2	13	64	0	0	0	0	0	0	0	0	0	31	10	8	0	2	3	3	10	57	68	31	11	4	13	8	19	28	154	275
10:45	43	15	12	6	0	8	3	18	87	0	0	0	0	0	0	0	0	0	32	14	5	0	0	1	4	5	56	68	23	9	2	16	9	21	27	148	291
1 Hr	151	63	41	14	2	23	21	57	315	0	0	0	0	0	0	0	0	0	124	49	29	2	4	14	13	35	235	271	91	39	14	57	43	92	110	607	1157
11:00	43	11	8	1	0	12	11	9	86	0	0	0	0	0	0	0	0	0	35	16	7	0	1	0	1	8	60	73	22	14	2	17	6	10	33	144	290
11:15	50	13	11	2	0	6	3	13	85	0	0	0	0	0	0	0	0	0	34	14	2	1	0	3	0	3	54	72	27	7	2	13	8	34	22	163	302
11:30	35	19	6	3	0	8	5	9	76	0	0	0	0	0	0	0	0	0	27	15	4	2	0	3	4	6	55	53	19	13	2	18	13	23	33	141	272
11:45	31	19	8	5	0	10	2	13	75	0	0	0	0	0	0	0	0	0	39	13	7	1	1	0	1	9	62	76	19	11	4	17	9	16	32	152	289
1 Hr	159	62	33	11	0	36	21	44	322	0	0	0	0	0	0	0	0	0	135	58	20	4	2	6	6	26	231	274	87	45	10	65	36	83	120	600	1153
12:00	46	23	5	4	0	10	4	9	92	0	0	0	0	0	0	0	0	0	32	15	10	1	1	3	0	12	62	56	20	9	4	18	13	8	31	128	282
12:15	51	18	10	6	0	6	2	16	93	0	0	0	0	0	0	0	0	0	27	9	3	1	0	7	1	4	48	56	14	13	8	15	2	6	36	114	255
12:30	38	23	6	2	0	4	1	8	74	0	0	0	0	0	0	0	0	0	24	10	3	0	0	6	2	3	45	44	23	6	2	16	10	11	24	112	231
12:45	48	14	6	1	0	6	4	7	79	0	0	0	0	0	0	0	0	0	42	13	6	1	0	4	4	7	70	52	19	2	1	13	11	12	16	110	259
1 Hr	183	78	27	13	0	26	11	40	338	0	0	0	0	0	0	0	0	0	125	47	22	3	1	20	7	26	225	208	76	30	15	62	36	37	107	464	1027
13:00	31	9	6	6	0	7	5	12	64	0	0	0	0	0	0	0	0	0	43	10	11	1	1	3	1	13	70	43	26	8	2	19	10	8	29	116	250
13:15	51	20	6	0	2	2	6	8	87	0	0	0	0	0	0	0	0	0	38	13	7	2	1	1	3	10	65	47	15	5	5	12	3	5	22	92	244
13:30	48	17	2	3	0	4	4	5	78	0	0	0	0	0	0	0	0	0	36	16	8	0	2	3	5	10	70	38	17	8	5	20	6	10	33	104	252
13:45	57	14	6	3	0	5	7	9	92	0	0	0	0	0	0	0	0	0	32	13	1	1	1	3	2	3	53	57	14	8	1	18	8	12	27	118	263
1 Hr	187	60	20	12	2	18	22	34	321	0	0	0	0	0	0	0	0	0	149	52	27	4	5	10	11	36	258	185	72	29	13	69	27	35	111	430	1009
14:00	44	12	5	3	0	8	5	8	77	0	0	0	0	0	0	0	0	0	37	8	4	2	0	5	2	6	58	48	20	3	3	11	7	11	17	103	238
14:15	41	16	9	0	1	4	7	10	78	0	0	0	0	0	0	0	0	0	41	14	4	1	0	4	0	5	64	57	15	7	3	20	7	12	30	121	263
14:30	46	13	3	3	0	8	6	6	79	0	0	1	0	0	0	0	1	1	36	9	4	0	0	3	3	4	55	50	10	5	3	10	14	8	18	100	235
14:45	47	8	6	2	0	5	2	8	70	0	0	0	0	0	0	0	0	0	36	10	5	2	0	3	2	7	58	56	13	5	1	20	15	12	26	122	250
1 Hr	178	49	23	8	1	25	20	32	304	0	0	1	0	0	0	0	1	1	150	41	17	5	0	15	7	22	235	211	58	20	10	61	43	43	91	446	986
15:00	42	12	2	1	0	8	5	3	70	0	0	0	0	0	0	0	0	0	39	12	3	2	0	2	4	5	62	41	12	7	2	17	7	18	26	104	236
15:15	44	19	5	0	0	1	2	5	71	0	0	0	0	0	0	0	0	0	39	10	3	0	1	1	5	4	59	33	13	6	2	13	5	11	21	83	213
15:30	57	9	3	1	0	7	1	4	78	0	0	0	0	0	0	0	0	0	43	10	3	1	0	4	0	4	61	45	10	3	0	19	7	14	22	98	237
15:45	55	16	3	0	0	11	4	3	89	0	0	0	0	0	0	0	0	0	23	10	3	1	0	3	2	4	42	56	12	5	1	13	8	12	19	107	238
1 Hr	198	56	13	2	0	27	12	15	308	0	0	0	0	0	0	0	0	0	144	42	12	4	1	10	11	17	224	175	47	21	5	62	27	55	88	392	924
16:00	55	14	3	3	0	9	5	6	89	0	0	0	0	0	0	0	0	0	41	13	5	1	1	1	2	7	64										





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 13  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : D - A11 west

	Destination : A - A1202 north									Destination : B - A11 east									Destination : C - A1202 south									Destination : D - A11 west									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	85	22	6	0	3	4	1	9	121	82	20	7	3	12	5	14	22	143	10	3	2	3	1	1	0	6	20	0	0	0	0	0	0	0	0	0	284
07:15	64	26	9	0	1	4	4	10	108	68	28	15	5	14	6	18	34	154	7	7	3	1	0	1	0	4	19	0	0	0	0	0	0	0	0	0	281
07:30	55	19	7	0	2	12	7	9	102	46	19	11	6	15	5	14	32	116	10	6	3	0	0	0	5	3	24	0	0	0	0	0	0	0	0	0	242
07:45	42	31	9	0	2	5	17	11	106	48	22	8	4	16	1	15	28	114	10	4	1	0	0	1	3	1	19	0	0	0	0	0	0	0	0	0	239
1 Hr	246	98	31	0	8	25	29	39	437	244	89	41	18	57	17	61	116	527	37	20	9	4	1	3	8	14	82	0	0	0	0	0	0	0	0	0	1046
08:00	59	29	10	0	1	8	9	11	116	61	22	9	4	10	9	12	23	127	15	6	3	0	0	2	4	3	30	0	0	0	0	0	0	0	0	0	273
08:15	54	27	8	0	2	12	11	10	114	60	28	7	7	15	8	22	29	147	5	9	6	0	0	3	2	6	25	0	0	0	0	0	0	0	0	0	286
08:30	58	25	6	0	1	14	26	7	130	67	18	15	4	14	6	27	33	151	14	5	3	0	0	2	6	3	30	0	0	0	0	0	0	0	0	0	311
08:45	44	16	10	0	2	23	19	12	114	77	13	15	4	9	6	28	28	152	13	7	6	1	0	2	4	7	33	0	0	0	0	0	0	0	0	0	299
1 Hr	215	97	34	0	6	57	65	40	474	265	81	46	19	48	29	89	113	577	47	27	18	1	0	9	16	19	118	0	0	0	0	0	0	0	0	0	1169
09:00	52	16	2	0	2	12	32	4	116	72	19	11	8	18	8	20	37	156	19	9	4	0	0	3	3	4	38	0	0	0	0	0	0	0	0	0	310
09:15	52	16	9	1	2	11	15	12	106	45	20	22	5	15	4	16	42	127	9	6	8	0	0	2	3	8	28	0	0	0	0	0	0	0	0	0	261
09:30	39	23	8	2	1	7	8	11	88	67	24	13	3	16	7	15	32	145	6	10	5	0	0	1	5	23	0	0	0	0	0	0	0	0	0	0	256
09:45	59	23	8	0	2	6	12	10	110	61	28	16	7	13	10	14	36	149	7	7	3	1	0	2	1	4	21	0	0	0	0	0	0	0	0	0	280
1 Hr	202	78	27	3	7	36	67	37	420	245	91	62	23	62	29	65	147	577	41	32	20	1	0	8	8	21	110	0	0	0	0	0	0	0	0	0	1107
10:00	45	27	19	0	1	6	8	20	106	75	32	19	3	16	6	15	38	166	15	7	3	1	0	1	2	4	29	0	0	0	0	0	0	0	0	0	301
10:15	53	20	10	1	1	5	5	12	95	70	22	20	7	15	7	12	42	153	4	5	7	0	0	2	3	7	21	0	0	0	0	0	0	0	0	0	269
10:30	44	26	6	0	1	0	2	7	79	71	32	12	5	15	6	11	32	152	6	11	3	1	0	3	0	4	24	0	0	0	0	0	0	0	0	0	255
10:45	44	28	7	0	2	8	2	9	91	80	19	24	2	13	4	14	39	156	9	11	3	0	0	1	1	3	25	0	0	0	0	0	0	0	0	0	272
1 Hr	186	101	42	1	5	19	17	48	371	296	105	75	17	59	23	52	151	627	34	34	16	2	0	7	6	18	99	0	0	0	0	0	0	0	0	0	1097
11:00	36	26	6	0	2	3	2	8	75	81	23	21	12	16	4	11	49	168	7	5	5	1	0	5	1	6	24	0	0	0	0	0	0	0	0	0	267
11:15	37	28	4	0	1	0	3	5	73	77	38	10	3	19	10	11	32	168	12	6	2	1	0	2	2	3	25	0	0	0	0	0	0	0	0	0	266
11:30	50	28	9	0	2	2	1	11	92	79	26	18	1	13	7	12	32	156	14	5	5	1	0	3	1	6	29	0	0	0	0	0	0	0	0	0	277
11:45	53	25	11	0	1	2	1	12	93	61	40	23	3	12	5	12	38	156	7	10	3	2	0	3	1	5	26	0	0	0	0	0	0	0	0	0	275
1 Hr	176	107	30	0	6	7	7	36	333	298	127	72	19	60	26	46	151	648	40	26	15	5	0	13	5	20	104	0	0	0	0	0	0	0	0	0	1085
12:00	44	18	10	2	2	2	3	14	81	75	24	15	2	17	12	13	34	158	15	10	2	0	0	1	0	2	28	0	0	0	0	0	0	0	0	0	267
12:15	38	13	6	2	1	2	1	9	63	77	29	20	5	11	9	13	36	164	14	6	7	0	0	2	2	7	31	0	0	0	0	0	0	0	0	0	258
12:30	35	15	8	0	1	5	2	9	66	74	28	16	1	12	10	12	29	153	5	7	9	2	0	2	4	11	29	0	0	0	0	0	0	0	0	0	248
12:45	23	15	9	0	2	4	0	11	53	74	35	10	7	16	7	14	33	163	4	6	1	1	0	3	1	2	16	0	0	0	0	0	0	0	0	0	232
1 Hr	140	61	33	4	6	13	6	43	263	300	116	61	15	56	38	52	132	638	38	29	19	3	0	8	7	22	104	0	0	0	0	0	0	0	0	0	1005
13:00	39	18	4	0	1	3	4	5	69	93	36	20	5	16	6	13	41	189	3	8	5	1	0	2	2	6	21	0	0	0	0	0	0	0	0	0	279
13:15	37	24	8	1	2	7	1	11	80	110	31	21	3	12	10	15	36	202	12	9	0	0	0	5	0	0	26	0	0	0	0	0	0	0	0	0	308
13:30	47	20	4	0	1	6	3	5	81	101	24	10	6	16	10	20	32	187	11	5	1	0	0	2	0	1	19	0	0	0	0	0	0	0	0	0	287
13:45	41	23	4	0	2	6	5	6	81	93	27	8	2	15	12	15	25	172	14	5	3	0	0	2	4	3	30	0	0	0	0	0	0	0	0	0	283
1 Hr	164	85	20	1	6	22	13	27	311	397	118	59	16	59	38	63	134	750	40	27	9	1	0	13	6	10	96	0	0	0	0	0	0	0	0	0	1157
14:00	30	10	5	0	2	4	2	7	53	74	30	17	4	12	8	25	33	170	5	5	3	1	0	2	2	4	18	0	0	0	0	0	0	0	0	0	241
14:15	37	13	7	0	3	2	4	10	66	88	23	12	5	16	11	26	33	181	10	5	4	1	0	1	3	5	24	0	0	0	0	0	0	0	0	0	271
14:30	35	14	5	0	1	2	1	6	58	79	30	16	3	15	16	26	34	185	4	8	1	0	0	1	1	1	15	0	0	0	0	0	0	0	0	0	258
14:45	42	17	2	0	2	5	1	4	69	88	37	17	5	12	13	28	34	200	8	8	4	0	0	6	4	4	30	0	0	0	0	0	0	0	0	0	299
1 Hr	144	54	19	0	8	13	8	27	246	329	120	62	17	55	48	105	134	736	27	26	12	2	0	10	10	14	87	0	0	0	0	0	0	0	0	0	1069
15:00	34	20	5	0	1	5	3	6	68	101	36	11	5	14	16	33	30	216	5	5	1	0	0	5	1	1	17	0	0	0	0	0	0	0	0	0	301
15:15	19	11	1	0	1	3	2	2	37	84	31	8	5	13	20	30	26	191	6	7	3	0	0	1	1	3	18	0	0	0	0	0	0	0	0	0	246
15:30	33	15	3	0	1	2	4	4	58	95	41	12	7	10	26	23	29	214	6	8	4	0	0	0	1	4	19	0	0	0	0	0	0	0	0	0	291
15:45	22	10	2	0	2	3	5	4	44	71	33	10	4	18	21	28	32	185	6	10	1	0	0	1	2	1	20	0	0	0	0	0	0	0	0	0	249
1 Hr	108	56	11	0	5	13	14	16	207	351	141	41	21	55	83	114	117	806	23	30	9	0	0	7	5	9	74	0	0	0	0	0	0	0	0	0	1087
16:00	18	8	2	0	1	7	4	3	40	83	33	15	1	12	19	36	28	199	11	6	2	0	0	2	0	2	21	0	0	0	0	0	0	0	0	0	260
16:15	29	8	4	0																																	



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 13  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

	Origin : A - A1202 north									Origin : B - A11 east									Origin : C - A1202 south									Origin : D - A11 west									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	138	46	13	0	1	18	13	14	229	118	91	30	12	25	57	59	67	392	0	0	0	0	0	0	0	0	0	177	45	15	6	16	10	15	37	284	905
07:15	123	38	7	2	2	9	11	11	192	125	67	38	7	23	67	70	68	397	0	0	0	0	0	0	0	0	0	139	61	27	6	15	11	22	48	281	870
07:30	119	46	12	3	2	17	24	17	223	119	81	25	6	15	87	113	46	446	0	0	0	0	0	0	1	0	1	111	44	21	6	17	17	26	44	242	912
07:45	141	35	13	1	2	17	35	16	244	116	79	25	8	27	83	99	60	437	0	0	0	0	0	0	1	0	1	100	57	18	4	18	7	35	40	239	921
1 Hr	521	165	45	6	7	61	83	58	888	478	318	118	33	90	294	341	241	1672	0	0	0	0	0	0	2	0	2	527	207	81	22	66	45	98	169	1046	3608
08:00	120	33	17	4	2	14	38	23	228	109	68	37	8	21	72	112	66	427	0	0	0	0	0	0	2	0	2	135	57	22	4	11	19	25	37	273	930
08:15	117	28	10	5	1	15	58	16	234	106	56	29	6	25	95	135	60	452	0	0	0	0	0	0	0	0	0	119	64	21	7	17	23	35	45	286	972
08:30	91	32	16	2	1	39	47	19	228	120	61	15	7	17	104	175	39	499	0	0	0	0	0	0	0	0	0	139	48	24	4	15	22	59	43	311	1038
08:45	94	31	12	3	2	18	58	17	218	92	62	25	5	23	74	167	53	448	0	0	0	0	0	0	0	0	0	134	36	31	5	11	31	51	47	299	965
1 Hr	422	124	55	14	6	86	201	75	908	427	247	106	26	86	345	589	218	1826	0	0	0	0	0	0	2	0	2	527	205	98	20	54	95	170	172	1169	3905
09:00	95	28	15	4	2	14	49	21	207	89	50	39	8	30	67	134	77	417	0	0	0	0	0	0	0	0	0	143	44	17	8	20	23	55	45	310	934
09:15	91	36	13	4	2	12	27	19	185	124	75	32	9	25	59	102	66	426	0	0	0	0	0	0	0	0	0	106	42	39	6	17	17	34	62	261	872
09:30	97	33	19	2	1	8	30	22	190	131	50	26	7	28	55	68	61	365	0	0	0	0	0	0	0	0	0	112	57	26	5	17	15	24	48	256	811
09:45	88	26	16	7	2	12	20	25	171	133	51	37	9	20	34	64	66	348	0	0	0	0	0	0	0	0	0	127	58	27	8	15	18	27	50	280	799
1 Hr	371	123	63	17	7	46	126	87	753	477	226	134	33	103	215	368	270	1556	0	0	0	0	0	0	0	0	0	488	201	109	27	69	73	140	205	1107	3416
10:00	63	34	19	1	1	8	16	21	142	145	53	28	10	13	26	32	51	307	0	0	0	0	0	0	0	0	0	135	66	41	4	17	13	25	62	301	750
10:15	89	28	21	5	2	5	11	28	161	130	42	28	4	18	20	42	50	284	0	0	0	0	0	0	0	0	0	127	47	37	8	16	14	20	61	269	714
10:30	72	33	21	1	1	6	10	23	144	128	56	27	8	16	16	24	51	275	0	0	0	0	0	0	0	0	0	121	69	21	6	16	9	13	43	255	674
10:45	90	33	35	2	1	14	8	38	183	143	52	26	8	16	18	28	50	291	0	0	0	0	0	0	0	0	0	133	58	34	2	15	13	17	51	272	746
1 Hr	314	128	96	9	5	33	45	110	630	546	203	109	30	63	80	126	202	1157	0	0	0	0	0	0	0	0	0	516	240	133	20	64	49	75	217	1097	2884
11:00	76	43	23	2	0	12	7	25	163	151	49	29	3	18	18	22	50	290	0	0	0	0	0	0	0	0	0	124	54	32	13	18	12	14	63	267	720
11:15	99	44	27	4	2	8	6	33	190	156	54	20	5	13	17	37	38	302	0	0	0	0	0	0	0	0	0	126	72	16	4	20	12	16	40	266	758
11:30	79	39	20	3	2	7	6	25	156	115	53	23	7	18	24	32	48	272	0	0	0	0	0	0	0	0	0	143	59	32	2	15	12	14	49	277	705
11:45	86	37	14	5	2	9	3	21	156	146	51	26	10	18	19	19	54	289	0	0	0	0	0	0	0	0	0	121	75	37	5	13	10	14	55	275	720
1 Hr	340	163	84	14	6	36	22	104	665	568	207	98	25	67	78	110	190	1153	0	0	0	0	0	0	0	0	0	514	260	117	24	66	46	58	207	1085	2903
12:00	77	32	16	2	3	10	7	21	147	134	58	24	9	19	26	12	52	282	0	0	0	0	0	0	0	0	0	134	52	27	4	19	15	16	50	267	696
12:15	100	39	20	5	1	13	3	26	181	134	41	26	15	15	9	56	255	0	0	0	0	0	0	0	0	0	129	48	33	7	12	13	16	52	258	694	
12:30	110	46	20	4	2	12	9	26	203	106	56	15	4	16	20	14	35	231	0	0	0	0	0	0	0	0	0	114	50	33	3	13	17	18	49	248	682
12:45	89	23	21	4	1	7	4	26	149	142	46	14	3	13	21	20	30	259	0	0	0	0	0	0	0	0	0	101	56	20	8	18	14	15	46	232	640
1 Hr	376	140	77	15	7	42	23	99	680	516	201	79	31	63	82	55	173	1027	0	0	0	0	0	0	0	0	0	478	206	113	22	62	59	65	197	1005	2712
13:00	100	41	17	2	2	5	6	21	173	117	45	25	9	20	20	14	54	250	0	0	0	0	0	0	0	0	0	135	62	29	6	17	11	19	52	279	702
13:15	108	30	8	7	2	15	7	17	177	136	48	18	7	15	6	14	40	244	0	0	0	0	0	0	1	0	1	159	64	29	4	14	22	16	47	308	730
13:30	107	42	16	5	2	13	7	23	192	122	50	18	8	22	13	19	48	252	0	0	0	0	0	0	0	0	0	159	49	15	6	17	18	23	38	287	731
13:45	103	58	14	2	2	9	6	18	194	146	41	15	5	19	16	21	39	263	0	0	0	0	0	0	0	0	0	148	55	15	2	17	22	24	34	283	740
1 Hr	418	171	55	16	8	42	26	79	736	521	184	76	29	76	55	68	181	1009	0	0	0	0	0	0	1	0	1	601	230	88	18	65	73	82	171	1157	2903
14:00	113	43	16	5	1	5	8	22	191	129	40	12	8	11	20	18	31	238	0	0	0	0	0	0	0	0	0	109	45	25	5	14	14	29	44	241	670
14:15	104	38	19	4	3	7	4	26	179	139	45	20	4	21	15	19	45	263	0	0	0	0	0	0	1	0	1	135	41	23	6	19	14	33	48	271	714
14:30	101	48	14	3	2	8	8	19	184	132	32	13	6	10	25	17	29	235	0	0	0	0	0	0	0	0	0	118	52	22	3	16	19	28	41	258	677
14:45	107	46	17	4	1	12	6	22	193	139	31	16	5	20	23	16	41	250	0	0	0	0	0	0	0	0	0	138	62	23	5	14	24	33	42	299	742
1 Hr	425	175	66	16	7	32	26	89	747	539	148	61	23	62	83	70	146	986	0	0	0	0	0	0	1	0	1	500	200	93	19	63	71	123	175	1069	2803
15:00	108	42	10	5	2	14	6	17	187	122	36	12	5	17	17	27	34	236	0	0	0	0	0	0	0	0	0	140	61	17	5	15	26	37	37	301	724
15:15	108	37	15	4	2	14	3	21	183	116	42	14	2	14	7	18	30	213	0	0	0	0	0	0	0	0	0	109	49	12	5	14	24	33	31	246	642
15:30	87	50	10	7	1	10	5	18	170	145	29	9	2	19	18	15	30	237	0	0	0	0	0	0	0	0	0	134	64	19	7	11	28	28	37	291	698
15:45	100	35	15	5	3	13	13	23	184	134	38	11	2	13	22	18	26	238	0	0	0	0	0	0	0	0	0	99	53	13	4	20	25				





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 13  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Time	Destination : A - A1202 north									Destination : B - A11 east									Destination : C - A1202 south									Destination : D - A11 west									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	118	43	15	3	3	15	8	21	205	163	46	12	3	12	15	20	27	271	103	51	15	6	5	19	8	26	207	49	42	16	6	22	36	51	44	222	905
07:15	101	45	25	1	1	25	11	27	209	135	41	17	6	14	13	25	37	251	94	48	15	4	1	7	15	20	184	57	32	15	4	24	42	52	43	226	870
07:30	78	41	12	3	2	31	25	17	192	106	39	14	9	15	18	25	38	226	108	52	22	0	0	18	27	22	227	57	39	10	3	17	54	87	30	267	912
07:45	69	49	16	4	2	32	39	22	211	129	37	17	5	16	11	26	38	241	98	49	12	1	0	23	39	13	222	61	36	11	3	29	41	66	43	247	921
1 Hr	366	178	68	11	8	103	83	87	817	533	163	60	23	57	57	96	140	989	403	200	64	11	6	67	89	81	840	224	149	52	16	92	173	256	160	962	3608
08:00	85	42	21	4	1	24	31	26	208	123	40	18	6	10	16	27	34	240	108	37	24	4	0	18	36	28	227	48	39	13	2	23	47	83	38	255	930
08:15	89	47	20	1	2	38	32	23	229	123	38	13	12	15	16	32	40	249	89	37	19	0	0	21	57	19	223	41	26	8	5	26	58	107	39	271	972
08:30	91	41	8	1	1	48	58	10	248	116	32	24	6	14	31	40	44	263	95	35	17	0	0	31	47	17	225	48	33	6	6	18	55	136	30	302	1038
08:45	66	36	14	2	2	52	54	18	226	127	29	22	7	10	18	37	39	250	81	36	22	2	0	16	69	24	226	46	28	10	2	24	37	116	36	263	965
1 Hr	331	166	63	8	6	162	175	77	911	489	139	77	31	49	81	136	157	1002	373	145	82	6	0	86	209	88	901	183	126	37	15	91	197	442	143	1091	3905
09:00	69	35	16	1	2	40	67	19	230	124	26	19	12	18	14	30	49	243	91	42	21	1	4	23	52	26	234	43	19	15	6	28	27	89	49	227	934
09:15	94	33	16	4	2	26	35	22	210	102	38	30	9	15	10	20	54	224	77	48	22	1	1	18	31	24	198	48	34	16	5	26	34	77	47	240	872
09:30	78	42	17	5	3	25	20	25	190	118	39	27	5	16	11	20	48	236	83	44	18	0	0	19	35	18	199	61	15	9	4	27	23	47	40	186	811
09:45	104	35	20	1	2	22	25	23	209	109	38	27	13	13	16	19	53	235	84	41	17	4	0	15	24	21	185	51	21	16	6	22	11	43	44	170	799
1 Hr	345	145	69	11	9	113	147	89	839	453	141	103	39	62	51	89	204	938	335	175	78	6	5	75	142	89	816	203	89	56	21	103	95	256	180	823	3416
10:00	86	48	33	4	1	10	16	38	198	113	45	31	4	16	8	19	51	236	75	42	16	2	0	12	18	18	165	69	18	8	5	14	17	20	27	151	750
10:15	91	32	17	1	2	11	13	20	167	111	37	33	10	15	8	14	58	228	76	29	25	3	2	11	14	30	160	68	19	11	3	17	9	32	31	159	714
10:30	73	41	14	4	2	5	4	20	143	112	44	22	6	15	10	15	43	224	68	42	22	1	2	8	9	25	152	68	31	11	4	14	8	19	29	155	674
10:45	87	43	19	6	2	16	5	27	178	136	32	39	4	13	10	17	56	251	74	45	28	0	0	10	10	28	167	69	23	9	2	17	9	21	28	150	746
1 Hr	337	164	83	15	7	42	38	105	686	472	158	125	24	59	36	65	208	939	293	158	91	6	4	41	51	101	644	274	91	39	14	62	43	92	115	615	2884
11:00	79	37	14	1	2	15	13	17	161	122	44	32	13	16	11	12	61	250	75	43	24	2	1	10	7	27	162	75	22	14	2	17	6	11	33	147	720
11:15	87	41	15	2	1	6	6	18	158	137	60	28	7	19	15	13	54	279	84	42	12	2	0	8	6	14	154	73	27	8	2	15	8	34	25	167	758
11:30	85	47	15	3	2	10	6	20	168	127	43	32	3	13	10	15	48	243	70	42	15	4	0	10	7	19	148	55	19	13	2	20	13	24	35	146	705
11:45	84	44	19	5	1	12	3	25	168	116	55	31	5	13	8	14	49	242	75	45	16	6	1	9	3	23	155	78	19	11	4	18	9	16	33	155	720
1 Hr	335	169	63	11	6	43	28	80	655	502	202	123	28	61	44	54	212	1014	304	172	67	14	2	37	23	83	619	281	87	46	10	70	36	85	126	615	2903
12:00	90	41	15	6	2	12	7	23	173	114	39	26	4	18	18	16	48	235	85	42	17	1	1	8	4	19	158	56	20	9	4	20	13	8	33	130	696
12:15	89	31	16	8	1	8	3	25	156	138	52	36	10	11	15	15	57	277	78	31	14	1	0	16	4	15	144	58	14	13	8	16	2	6	37	117	694
12:30	73	38	14	2	1	9	3	17	140	138	50	26	5	12	19	15	43	265	75	41	22	2	0	11	10	24	161	44	23	6	2	18	10	13	26	116	682
12:45	71	29	15	1	2	10	4	18	132	133	45	25	11	16	12	17	52	259	76	31	13	2	0	8	6	15	136	52	20	2	1	14	12	12	17	113	640
1 Hr	323	139	60	17	6	39	17	83	601	523	186	113	30	57	64	63	200	1036	314	145	66	6	1	43	24	73	599	210	77	30	15	68	37	39	113	476	2712
13:00	70	27	10	6	1	10	9	17	133	156	57	29	6	16	9	15	51	288	83	38	24	3	1	7	6	28	162	43	26	8	2	21	10	9	31	119	702
13:15	88	44	14	1	4	9	8	19	168	175	46	26	9	13	21	18	48	308	93	37	10	3	1	10	7	14	161	47	15	5	5	13	3	5	23	93	730
13:30	95	37	6	3	1	10	7	10	159	162	44	23	10	16	18	25	49	298	92	43	12	1	2	10	7	15	167	39	17	8	5	22	6	10	35	107	731
13:45	98	37	10	3	2	11	12	15	173	162	60	19	4	15	16	17	38	293	80	43	7	1	2	12	9	10	154	57	14	8	1	19	8	13	28	120	740
1 Hr	351	145	40	13	8	40	36	61	633	655	207	97	29	60	64	75	186	1187	348	161	53	8	6	39	29	67	644	186	72	29	13	75	27	37	117	439	2903
14:00	74	22	10	3	2	12	7	15	130	136	51	29	9	12	10	27	50	274	93	35	11	3	0	10	10	14	162	48	20	3	3	12	7	11	18	104	670
14:15	78	29	16	0	4	6	12	20	145	147	44	24	9	16	16	26	49	282	93	36	15	2	0	6	6	17	158	60	15	7	3	23	8	13	33	129	714
14:30	81	27	8	3	1	10	7	12	137	139	56	24	6	15	21	29	45	290	79	39	12	0	0	7	9	12	146	52	10	5	3	12	14	8	20	104	677
14:45	89	25	8	2	2	10	3	12	139	143	62	28	8	12	20	30	48	303	92	39	15	3	0	14	10	18	173	60	13	5	1	21	15	12	27	127	742
1 Hr	322	103	42	8	9	38	29	59	551	565	213	105	32	55	67	112	192	1149	357	149	53	8	0	37	35	61	639	220	58	20	10	68	44	44	98	464	2803
15:00	76	32	7	1	1	13	8	9	138	162	60	16	10	14	23	34	40	319	91	35	9	2	0	14	10	11	161	41	12	7	2	19	7	18	28	106	724
15:15	63	30	6	0	1	4	4	7	108	149	52	18	9	13	30	31	40	302	88	33	11	0	1	6	8	12	147	33	13	6	2	15	5	11	23	85	642
15:30	90	24	6	1	1	9	5	8	136	151	66	17	13	10	30	25	40	312	80	43	12	2	0	10	4	14	151	45	10	3	0	20	7	14	23	99	698</



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 14  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - A11 west

Destination : A - A11 west										Destination : B - A11 east										Destination : C - A13 Commercial Road										Arm Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	0	0	0	0	0	0	0	0	0	68	31	9	5	8	9	9	22	139	60	10	8	3	5	11	6	16	103	242		
07:15	0	0	0	0	0	0	0	0	0	63	31	12	1	8	12	14	21	141	68	25	4	8	4	7	7	16	123	264		
07:30	0	0	0	0	0	0	0	0	0	56	33	11	2	8	6	13	21	129	53	19	6	5	6	9	16	17	114	243		
07:45	0	0	0	0	0	0	0	0	0	57	32	15	2	7	12	16	24	141	57	14	7	4	5	8	13	16	108	249		
1 Hr	0	0	0	0	0	0	0	0	0	244	127	47	10	31	39	52	88	550	238	68	25	20	20	35	42	65	448	998		
08:00	0	0	0	0	0	0	0	0	0	66	28	15	2	10	13	11	27	145	59	17	3	6	6	14	20	15	125	270		
08:15	0	0	0	0	0	0	0	0	0	56	17	8	0	10	9	25	18	125	85	16	13	6	6	8	17	25	151	276		
08:30	0	0	0	0	0	0	0	0	0	76	26	11	1	8	12	34	20	168	58	9	7	1	5	10	13	13	103	271		
08:45	0	0	0	0	0	0	0	0	0	63	18	10	3	12	16	30	25	152	48	15	10	8	6	15	11	24	113	265		
1 Hr	0	0	0	0	0	0	0	0	0	261	89	44	6	40	50	100	90	590	250	57	33	21	23	47	61	77	492	1082		
09:00	0	0	0	0	0	0	0	0	0	58	13	10	1	9	9	25	20	125	63	19	10	8	4	7	10	22	121	246		
09:15	0	0	0	0	0	0	0	0	0	80	32	15	1	11	7	21	27	167	53	15	9	9	6	8	11	24	111	278		
09:30	0	0	0	0	0	0	0	0	0	52	17	11	1	8	14	16	20	119	54	24	10	6	7	7	6	23	114	233		
09:45	0	0	0	0	0	0	0	0	0	63	27	9	3	7	10	18	19	137	51	18	6	6	7	4	6	19	98	235		
1 Hr	0	0	0	0	0	0	0	0	0	253	89	45	6	35	40	80	86	548	221	76	35	29	24	26	33	88	444	992		
10:00	0	0	0	0	0	0	0	0	0	79	36	21	1	9	11	18	31	175	46	21	10	3	5	8	2	18	95	270		
10:15	0	0	0	0	0	0	0	0	0	59	30	30	1	12	9	12	43	153	51	25	10	7	6	3	6	23	108	261		
10:30	1	0	0	0	0	0	0	0	1	64	28	19	2	9	15	10	30	147	62	17	12	5	6	5	3	23	110	258		
10:45	0	0	0	0	0	0	0	1	0	72	34	15	1	11	8	14	27	155	49	22	14	10	3	4	5	27	107	263		
1 Hr	1	0	0	0	0	0	1	0	2	274	128	85	5	41	43	54	131	630	208	85	46	25	20	20	16	91	420	1052		
11:00	0	0	0	0	0	0	0	0	0	84	39	23	1	11	14	8	35	180	63	20	14	3	5	5	6	22	116	296		
11:15	0	0	0	0	0	0	0	0	0	54	32	15	2	8	10	4	25	125	58	26	15	4	5	4	4	24	116	241		
11:30	1	0	0	0	0	0	0	0	1	57	33	15	2	12	7	13	29	139	55	27	13	8	6	8	2	27	119	259		
11:45	0	0	0	0	0	0	0	0	0	95	39	13	1	7	11	8	21	174	49	23	10	6	5	4	4	21	101	275		
1 Hr	1	0	0	0	0	0	0	0	1	290	143	66	6	38	42	33	110	618	225	96	52	21	21	21	16	94	452	1071		
12:00	0	0	0	0	0	0	0	0	0	68	46	15	3	12	10	13	30	167	45	30	16	4	5	8	5	25	113	280		
12:15	0	0	0	0	0	0	0	0	0	70	33	18	2	9	17	15	29	164	49	29	12	6	7	10	6	25	119	283		
12:30	0	0	0	0	0	0	0	0	0	87	38	15	4	8	10	15	27	177	63	23	8	7	5	9	5	20	120	297		
12:45	0	0	0	0	0	0	0	0	0	113	41	11	1	12	7	24	24	209	50	19	9	10	5	4	5	24	102	311		
1 Hr	0	0	0	0	0	0	0	0	0	338	158	59	10	41	44	67	110	717	207	101	45	27	22	31	21	94	454	1171		
13:00	0	0	0	0	0	0	0	0	0	101	40	12	2	13	13	10	27	191	63	29	11	4	7	7	6	22	127	318		
13:15	0	0	0	0	0	0	0	0	0	65	31	17	2	7	11	16	26	149	61	34	8	6	5	7	0	19	121	270		
13:30	0	0	0	0	0	0	0	0	0	70	19	15	2	11	17	21	28	155	53	26	9	8	3	10	8	20	117	272		
13:45	0	0	0	0	0	0	0	0	0	68	27	28	2	10	7	14	40	156	55	23	13	10	6	10	3	29	120	276		
1 Hr	0	0	0	0	0	0	0	0	0	304	117	72	8	41	48	61	121	651	232	112	41	28	21	34	17	90	485	1136		
14:00	0	0	0	0	0	0	0	0	0	76	34	12	1	9	18	18	22	168	59	27	15	9	7	3	6	31	126	294		
14:15	0	0	0	0	0	0	0	0	0	93	33	13	1	8	15	18	22	181	65	20	12	7	6	15	4	25	129	310		
14:30	0	0	0	0	0	0	0	0	0	86	42	8	2	7	13	15	17	173	52	30	13	7	7	12	7	27	128	301		
14:45	0	0	0	0	0	0	0	0	0	94	44	15	0	9	13	22	24	197	66	32	13	9	5	16	4	27	145	342		
1 Hr	0	0	0	0	0	0	0	0	0	349	153	48	4	33	59	73	85	719	242	109	53	32	25	46	21	110	528	1247		
15:00	0	0	0	0	0	0	0	0	0	78	39	6	1	10	11	25	17	170	65	26	16	4	5	4	15	25	135	305		
15:15	0	0	0	0	0	0	0	0	0	73	31	8	1	7	16	22	16	158	70	31	9	4	6	16	6	19	142	300		
15:30	0	0	0	0	0	0	0	0	0	85	31	7	1	8	23	34	16	189	68	24	11	3	3	15	9	17	133	322		
15:45	0	0	0	0	0	0	0	0	0	85	37	12	1	6	16	29	19	186	75	36	6	1	3	17	5	10	143	329		
1 Hr	0	0	0	0	0	0	0	0	0	321	138	33	4	31	66	110	68	703	278	117	42	12	17	52	35	71	553	1256		
16:00	0	0	0	0	0	0	0	0	0	75	20	3	0	6	20	37	9	161	55	32	8	3	4	28	4	15	134	295		
16:15	0	0	0	0	0	0	0	0	0	113	36	6	1	10	25	38	17	229	66	24	8	2	7	30	15	17	152	381		
16:30	0	0	0	0	0	0	0	0	0	68	31	7	3	14	38	39	24	200	80	25	7	4	5	38	10	16	169	369		
16:45	0	0	0	0	0	0	0	0	0	74	33	7	1	9	32	49	17	205	86	21	6	1	10	30	14	17	168	373		
1 Hr	0	0	0	0	0	0	0	0	0	330	120	23	5	39	115	163	67	795	287	102	29	10	26	126	43	65	623	1418		
17:00	0	0	0	0	0	0	0	0	0	88	27	7	1	10	32	76	18	241	67	23	7	5	4	57	15	16	178	419		
17:15	0	0	0	0	0	0	0	0	0	92	36	6	0	6	48	63	12	251	82	23	5	2	4	73	16	11	205	456		
17:30	0	0	0	0	0	0	0	0	0	79	27	7	1	10	40	103	18	267	78	27	5	1	5	62	23	11	201	468		
17:45	0	0	0	0	0	0	0	0	0	108	29	4	0	5	45	111	9	302	73	24	5	1	3	60	20	9	186	488		
1 Hr	0	0	0	0	0	0	0	0	0	367	119	24	2	31	165	353	57	1061	300	97	22	9	16	252	74	47	770	1831		
18:00	0	0	0	0	0	0	0	0	0	100	20	4	1	8	36	88	13	257	84	14	3	2	5	60	32	10	200	457		
18:15	0	0	0	0	0	0	0	0	0	113	26	2	1	13	33	115	16	303	75	28	1	2	5	56	20	8	187	490		
18:30	0	0	0	0	0	0	0	0	0	110	26	3	0	14	20	106	17	279	79	11	8	3	4	43	34	15	182	461		
18:45	0	0	0	0	0	0	0	0	0	103	17	2	2	8	27	77	12	236	83	14	5	2	9	29	28	16	170	406		
1 Hr	0	0	0																											





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 14  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : C - A13 Commercial Road

	Destination : A - A11 west								Total	Destination : B - A11 east								Total	Destination : C - A13 Commercial Road								Total	Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv		Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv		Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv		
07:00	33	45	10	7	10	37	10	27	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	152		
07:15	26	29	13	2	5	37	12	20	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	124	
07:30	50	29	19	1	6	54	23	26	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	182	
07:45	35	24	22	5	9	41	23	36	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	159	159	
1 Hr	144	127	64	15	30	169	68	109	617	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	617	617	
08:00	36	32	11	2	7	49	20	20	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	157	
08:15	35	24	6	4	5	54	33	15	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	161	161	
08:30	29	27	6	5	9	54	23	20	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	153	
08:45	23	16	9	2	8	40	41	19	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	139	
1 Hr	123	99	32	13	29	197	117	74	610	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	610	610	
09:00	30	16	8	2	7	33	20	17	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	116	
09:15	30	18	5	6	10	21	19	21	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	109	
09:30	63	29	25	4	9	28	17	38	175	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	176	176	
09:45	60	35	15	4	7	16	17	26	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	154	
1 Hr	183	98	53	16	33	98	73	102	554	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	555	555	
10:00	73	19	10	11	6	23	8	27	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	150	
10:15	53	33	15	3	6	18	12	24	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	140	
10:30	74	30	10	6	3	18	8	19	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	149	
10:45	49	23	14	3	4	12	6	21	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	111	
1 Hr	249	105	49	23	19	71	34	91	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550	550	
11:00	57	30	8	7	5	7	5	20	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	119	
11:15	54	26	11	2	6	18	10	19	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	127	127	
11:30	49	34	14	3	7	10	8	24	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	125	
11:45	48	21	9	1	4	10	12	14	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	105	
1 Hr	208	111	42	13	22	45	35	77	476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	476	476	
12:00	50	22	16	2	5	17	9	23	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	121	121	
12:15	64	23	7	7	4	7	6	18	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118	
12:30	56	32	14	7	7	9	12	28	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137	137	
12:45	67	24	7	5	6	6	5	18	120	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	121	121	
1 Hr	237	101	44	21	22	39	32	87	496	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	497	497	
13:00	72	22	8	7	5	8	9	20	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	131	
13:15	51	24	15	5	4	9	2	24	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	110	
13:30	70	23	12	3	10	8	6	25	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	133	133	
13:45	59	28	12	9	5	7	8	26	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	128	
1 Hr	252	97	47	24	24	32	25	95	501	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	502	502	
14:00	63	23	6	6	6	10	4	18	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118	
14:15	64	20	10	2	4	13	5	16	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118	
14:30	52	15	11	4	6	9	5	21	102	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	103	
14:45	69	17	7	0	7	8	8	14	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	116	
1 Hr	248	75	34	12	23	40	22	69	454	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	455	455	
15:00	66	21	8	1	4	5	6	13	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	111	
15:15	72	12	5	4	4	6	8	13	111	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	112	112	
15:30	64	24	5	6	7	7	11	18	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	124	
15:45	64	17	5	2	7	6	10	14	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	111	
1 Hr	266	74	23	13	22	24	35	58	457	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	458	458	
16:00	82	13	4	2	5	9	4	11	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	119	
16:15	73	19	5	3	6	12	12	14	130	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	131	131	
16:30	89	15	8	3	1	11	15	12	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	142	
16:45	73	19	3	3	5	8	20	11	131	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	132	132	
1 Hr	317	66	20	11	17	40	51	48	522	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	524	524	
17:00	91	10	5	2	8	14	19	15	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	149	
17:15	80	12	4	4	5	7	9	13	121	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	122	122	
17:30	83	12	4	4	5	17	33	13	158	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	159	159	
17:45	81	13	3	2	5	17	28	10	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	149	
1 Hr	335	47	16	12	23	55	89	51	577	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	579	579	
18:00	92	10	5	1	5	13	17	11	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	143	
18:15	84	7	1	0	7	24	20	8	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	143	
18:30	66	10	1	5	4	14	18	10	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118	
18:45	98	14	4	1	7	17	13	12	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	154	154	
1 Hr	340	41	11	7	23	68	68	41	558	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	558	558	
Total	2902	1041	435	180	287	878	649	902	6372	2	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	6381	6381	



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 14  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

Origin : A - A11 west										Origin : B - A11 east										Origin : C - A13 Commercial Road										Origin Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total				
07:00	128	41	17	8	13	20	15	38	242	62	56	8	2	13	33	55	23	229	33	45	10	7	10	37	10	27	152	623		
07:15	131	56	16	9	12	19	21	37	264	85	73	25	1	21	37	61	47	303	26	29	13	2	5	37	12	20	124	691		
07:30	109	52	17	7	14	15	29	38	243	72	55	19	2	12	41	82	33	283	50	29	19	1	6	54	23	26	182	708		
07:45	114	46	22	6	12	20	29	40	249	56	42	13	1	25	38	85	39	260	35	24	22	5	9	41	23	36	159	668		
1 Hr	482	195	72	30	51	74	94	153	998	275	226	65	6	71	149	283	142	1075	144	127	64	15	30	169	68	109	617	2690		
08:00	125	45	18	8	16	27	31	42	270	74	54	9	2	19	29	94	30	281	36	32	11	2	7	49	20	20	157	708		
08:15	141	33	21	6	16	17	42	43	276	56	30	13	2	15	28	130	30	274	35	24	6	4	5	54	33	15	161	711		
08:30	134	35	18	2	13	22	47	33	271	88	30	9	5	20	32	179	34	363	29	27	6	5	9	54	23	20	153	787		
08:45	111	33	20	11	18	31	41	49	265	73	30	14	4	16	44	146	34	327	23	16	9	2	8	40	41	19	139	731		
1 Hr	511	146	77	27	63	97	161	167	1082	291	144	45	13	70	133	549	128	1245	123	99	32	13	29	197	117	74	610	2937		
09:00	121	32	20	9	13	16	35	42	246	66	34	13	1	17	23	104	31	258	30	16	8	2	7	33	20	17	116	620		
09:15	133	47	24	10	17	15	32	51	278	74	34	15	2	13	31	76	30	245	30	18	5	6	10	21	19	21	109	632		
09:30	106	41	21	7	15	21	22	43	233	62	33	14	1	11	22	60	26	203	63	29	25	4	9	28	18	38	176	612		
09:45	114	45	15	9	14	14	24	38	235	74	32	9	4	10	11	48	23	188	60	35	15	4	7	16	17	26	154	577		
1 Hr	474	165	80	35	59	66	113	174	992	276	133	51	8	51	87	288	110	894	183	98	53	16	33	98	74	102	555	2441		
10:00	125	57	31	4	14	19	20	49	270	56	19	12	2	9	17	26	23	141	73	19	10	11	6	23	8	27	150	561		
10:15	110	55	40	8	18	12	18	66	261	83	24	13	7	11	15	25	31	178	53	33	15	3	6	18	12	24	140	579		
10:30	127	45	31	7	15	20	13	53	258	68	23	16	3	12	12	35	31	169	74	30	10	6	3	18	8	19	149	576		
10:45	121	56	29	11	14	12	20	54	263	77	35	18	3	15	12	20	36	180	49	23	14	3	4	12	6	21	111	554		
1 Hr	483	213	131	30	61	63	71	222	1052	284	101	59	15	47	56	106	121	668	249	105	49	23	19	71	34	91	550	2270		
11:00	147	59	37	4	16	19	14	57	296	72	34	9	4	8	14	21	21	162	57	30	8	7	5	7	5	20	119	577		
11:15	112	58	30	6	13	14	8	49	241	65	33	8	2	13	16	27	23	164	54	26	11	2	6	18	10	19	127	532		
11:30	113	60	28	10	18	15	15	56	259	67	29	6	3	6	10	29	15	150	49	34	14	3	7	10	8	24	125	534		
11:45	144	62	23	7	12	15	12	42	275	74	27	9	1	12	13	14	22	150	48	21	9	1	4	10	12	14	105	530		
1 Hr	516	239	118	27	59	63	49	204	1071	278	123	32	10	39	53	91	81	626	208	111	42	13	22	45	35	77	476	2173		
12:00	113	76	31	7	17	18	18	55	280	82	35	7	1	15	12	22	23	174	50	22	16	2	5	17	9	23	121	575		
12:15	119	62	30	8	16	27	21	54	283	67	19	9	3	10	13	21	22	142	64	23	7	7	4	7	6	18	118	543		
12:30	150	61	23	11	13	19	20	47	297	72	25	12	1	9	10	22	22	151	56	32	14	7	7	9	12	28	137	585		
12:45	163	60	20	11	17	11	29	48	311	82	24	11	0	8	10	23	19	158	67	24	7	5	6	6	6	18	121	590		
1 Hr	545	259	104	37	63	75	88	204	1171	303	103	39	5	42	45	88	86	625	237	101	44	21	22	39	33	87	497	2293		
13:00	164	69	23	6	20	20	16	49	318	59	21	5	2	16	16	12	23	131	72	22	8	7	5	8	9	20	131	580		
13:15	126	65	25	8	12	18	16	45	270	61	29	16	2	10	9	18	28	145	51	24	15	5	4	9	2	24	110	525		
13:30	123	45	24	10	14	27	29	48	272	76	28	7	1	7	6	21	15	146	70	24	12	3	10	8	6	25	133	551		
13:45	123	50	41	12	16	17	17	69	276	49	16	4	2	13	6	20	19	110	59	28	12	9	5	7	8	26	128	514		
1 Hr	536	229	113	36	62	82	78	211	1136	245	94	32	7	46	37	71	85	532	252	98	47	24	24	32	25	95	502	2170		
14:00	135	61	27	10	16	21	24	53	294	76	20	8	1	10	14	19	19	148	63	23	6	6	6	10	4	18	118	560		
14:15	158	53	25	8	14	30	22	47	310	48	25	15	2	7	15	19	24	131	64	20	10	2	4	13	5	16	118	559		
14:30	138	72	21	9	14	25	22	44	301	87	23	13	1	13	10	18	27	165	53	15	11	4	6	9	5	21	103	569		
14:45	160	76	28	9	14	29	26	51	342	75	20	8	0	10	12	9	18	134	69	17	7	0	7	8	8	14	116	592		
1 Hr	591	262	101	36	58	105	94	195	1247	286	88	44	4	40	51	65	88	578	249	75	34	12	23	40	22	69	455	2280		
15:00	143	65	22	5	15	15	40	42	305	72	36	3	4	13	16	10	20	154	66	21	8	1	4	5	6	13	111	570		
15:15	143	62	17	5	13	32	28	35	300	86	23	7	2	11	4	14	20	147	72	12	5	4	4	6	9	13	112	559		
15:30	153	55	18	4	11	38	43	33	322	86	21	8	3	12	7	18	23	155	64	24	5	6	7	7	11	18	124	601		
15:45	160	73	18	2	9	33	34	29	329	80	30	6	1	8	9	19	15	153	64	17	5	2	7	6	10	14	111	593		
1 Hr	599	255	75	16	48	118	145	139	1256	324	110	24	10	44	36	61	78	609	266	74	23	13	22	24	36	58	458	2323		
16:00	130	52	11	3	10	48	41	24	295	75	19	5	1	11	16	17	17	144	82	13	4	2	5	9	4	11	119	558		
16:15	179	60	14	3	17	55	53	34	381	81	16	5	1	5	10	33	11	151	73	19	5	3	6	12	13	14	131	663		
16:30	148	56	14	7	19	76	49	40	369	85	15	5	1	13	12	27	19	158	89	15	8	3	1	11	15	12	142	669		
16:45	160	54	13	2	19	62	63	34	373	91	19	4	1	5	22	20	10	162	74	19	3	3	5	8	20	11	132	667		
1 Hr	617	222	52	15	65	241	206	132	1418	332	69	19	4	34	60	97	57	615	318	66	20	11	17	40	52	48	524	2557		
17:00	155	50	14	6	14	89	91	34	419	85	12	2	1	9	15	31	12	155	91	10	5	2	8	14	19	15	149	723		
17:15	174	59	11	2	10	121	79	23	456	94	15	4	0	12	19	38	16	182	80	12	4	4	5	7	10	13	122	760		
17:30	157	54	12	2	15	102	126	29	468	105	14	6	0	5	26	34	11	190	83	12	4	4	5	17	34	13	159	817		
17:45	181	53	9	1	8	105	131	18	488	102	6	1	1	15	13	25	17	163	81	13	3	2	5	17	28	10	149	800		
1 Hr	667	216	46	11	47	417	427	104	1831	386	47	13	2	41	73	128	56	690	335	47	16	12	23	55	91	51	579	3100		
18:00	184	34	7	3	13	96	120	23	457	111	20	5	2	7	13	42	14	200	92	10	5	1	5	13	17					



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 14  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Destination : A - A11 west										Destination : B - A11 east										Destination : C - A13 Commercial Road										Dest Totals
Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Total			
07:00	95	101	17	9	23	70	65	49	380	68	31	9	5	8	9	9	22	139	60	10	9	3	5	11	6	17	104	623		
07:15	111	102	38	3	26	74	73	67	427	63	31	12	1	8	12	14	21	141	68	25	4	8	4	7	7	16	123	691		
07:30	121	84	38	3	18	95	105	59	464	56	33	11	2	8	6	13	21	129	54	19	6	5	6	9	16	17	115	708		
07:45	91	66	35	6	34	79	108	75	419	57	32	15	2	7	12	16	24	141	57	14	7	4	5	8	13	16	108	668		
1 Hr	418	353	128	21	101	318	351	250	1690	244	127	47	10	31	39	52	88	550	239	68	26	20	20	35	42	66	450	2690		
08:00	110	86	20	4	26	78	114	50	438	66	28	15	2	10	13	11	27	145	59	17	3	6	6	14	20	15	125	708		
08:15	91	54	19	6	20	82	163	45	435	56	17	8	0	10	9	25	18	125	85	16	13	6	6	8	17	25	151	711		
08:30	117	57	15	10	29	86	202	54	516	76	26	11	1	8	12	34	20	168	58	9	7	1	5	10	13	13	103	787		
08:45	96	45	23	6	24	84	187	53	465	63	18	10	3	12	16	30	25	152	48	16	10	8	6	15	11	24	114	731		
1 Hr	414	242	77	26	99	330	666	202	1854	261	89	44	6	40	50	100	90	590	250	58	33	21	23	47	61	77	493	2937		
09:00	96	50	21	3	24	56	124	48	374	58	13	10	1	9	9	25	20	125	63	19	10	8	4	7	10	22	121	620		
09:15	104	52	20	8	23	52	95	51	354	80	32	15	1	11	7	21	27	167	53	15	9	9	6	8	11	24	111	632		
09:30	125	62	39	5	20	50	77	64	378	52	17	11	1	8	14	17	20	120	54	24	10	6	7	7	6	23	114	612		
09:45	134	67	24	8	17	27	65	49	342	63	27	9	3	7	10	18	19	137	51	18	6	6	7	4	6	19	98	577		
1 Hr	459	231	104	24	84	185	361	212	1448	253	89	45	6	35	40	81	86	549	221	76	35	29	24	26	33	88	444	2441		
10:00	129	38	22	13	15	40	34	50	291	79	36	21	1	9	11	18	31	175	46	21	10	3	5	8	2	18	95	561		
10:15	136	57	28	10	17	33	37	55	318	59	30	30	1	12	9	12	43	153	51	25	10	7	6	3	6	23	108	579		
10:30	143	53	26	9	15	30	43	50	319	64	28	19	2	9	15	10	30	147	62	17	12	5	6	5	3	23	110	576		
10:45	126	58	32	6	19	24	27	57	292	72	34	15	1	11	8	14	27	155	49	22	14	10	3	4	5	27	107	554		
1 Hr	534	206	108	38	66	127	141	212	1220	274	128	85	5	41	43	54	131	630	208	85	46	25	20	20	16	91	420	2270		
11:00	129	64	16	11	13	21	26	40	280	84	39	23	1	11	14	8	35	180	63	20	15	3	5	5	6	23	117	577		
11:15	119	59	19	4	19	34	37	42	291	54	32	15	2	8	10	4	25	125	58	26	15	4	5	4	4	24	116	532		
11:30	117	63	20	6	13	20	37	39	276	57	33	15	2	12	7	13	29	139	55	27	13	8	6	8	2	27	119	534		
11:45	122	48	18	2	16	23	26	36	255	95	39	13	1	7	11	8	21	174	49	23	10	6	5	4	4	21	101	530		
1 Hr	487	234	73	23	61	98	126	157	1102	290	143	66	6	38	42	33	110	618	225	96	53	21	21	21	16	95	453	2173		
12:00	131	57	23	3	20	29	31	46	294	69	46	15	3	12	10	13	30	168	45	30	16	4	5	8	5	25	113	575		
12:15	129	42	16	10	14	20	27	40	258	70	33	18	2	9	17	15	29	164	51	29	12	6	7	10	6	25	121	543		
12:30	127	57	26	8	16	19	34	50	287	88	38	15	4	8	10	15	27	178	63	23	8	7	5	9	5	20	120	585		
12:45	149	48	18	5	14	16	27	37	277	113	41	11	1	12	7	25	24	210	50	19	9	10	5	4	6	24	103	590		
1 Hr	536	204	83	26	64	84	119	173	1116	340	158	59	10	41	44	68	110	720	209	101	45	27	22	31	22	94	457	2293		
13:00	129	43	13	9	21	24	21	43	260	101	40	12	2	13	13	10	27	191	65	29	11	4	7	7	6	22	129	580		
13:15	111	53	31	7	14	18	19	52	253	65	31	17	2	7	11	16	26	149	62	34	8	6	5	7	1	19	123	525		
13:30	146	51	19	4	17	14	27	40	278	70	19	15	2	11	17	21	28	155	53	27	9	8	3	10	8	20	118	551		
13:45	108	43	16	11	18	13	28	45	237	68	27	28	2	10	7	14	40	156	55	24	13	10	6	10	3	29	121	514		
1 Hr	494	190	79	31	70	69	95	180	1028	304	117	72	8	41	48	61	121	651	235	114	41	28	21	34	18	90	491	2170		
14:00	138	43	14	7	16	23	23	37	264	76	34	12	1	9	18	18	22	168	60	27	15	9	7	4	6	31	128	560		
14:15	111	45	25	4	11	28	24	40	248	93	33	13	1	8	15	18	22	181	66	20	12	7	6	15	4	25	130	559		
14:30	138	38	24	5	19	19	23	48	266	87	42	8	2	7	13	15	17	174	53	30	13	7	7	12	7	27	129	569		
14:45	142	37	15	0	17	19	17	32	247	94	44	15	0	9	13	22	24	197	68	32	13	9	5	17	4	27	148	592		
1 Hr	529	163	78	16	63	89	87	157	1025	350	153	48	4	33	59	73	85	720	247	109	53	32	25	48	21	110	535	2280		
15:00	138	57	11	5	17	21	16	33	265	78	39	6	1	10	11	25	17	170	65	26	16	4	5	4	15	25	135	570		
15:15	157	35	12	6	15	10	22	33	257	73	31	8	1	7	16	23	16	159	71	31	9	4	6	16	6	19	143	559		
15:30	150	45	13	9	19	14	29	41	279	85	31	7	1	8	23	34	16	189	68	24	11	3	3	15	9	17	133	601		
15:45	144	47	11	3	15	15	28	29	263	85	37	12	1	6	16	29	19	186	75	36	6	1	3	17	6	10	144	593		
1 Hr	589	184	47	23	66	60	95	136	1064	321	138	33	4	31	66	111	68	704	279	117	42	12	17	52	36	71	555	2323		
16:00	157	32	9	3	16	25	21	28	263	75	20	3	0	6	20	37	9	161	55	32	8	3	4	28	4	15	134	558		
16:15	154	35	10	4	11	22	45	25	281	113	36	6	1	10	25	39	17	230	66	24	8	2	7	30	15	17	152	663		
16:30	174	30	13	4	14	23	42	31	300	68	31	7	3	14	38	39	24	200	80	25	7	4	5	38	10	16	169	669		
16:45	164	38	7	4	10	30	40	21	293	75	33	7	1	9	32	49	17	206	86	21	6	1	10	30	14	17	168	667		
1 Hr	649	135	39	15	51	100	148	105	1137	331	120	23	5	39	115	164	67	797	287	102	29	10	26	126	43	65	623	2557		
17:00	176	22	7	3	17	29	50	27	304	88	27	7	1	10	32	76	18	241	67	23	7	5	4	57	15	16	178	723		
17:15	173	27	8	4	17	26	47	29	302	92	36	6	0	6	48	64	12	252	83	23	5	2	4	73	16	11	206	760		
17:30	188	26	10	4	10	43	67	24	348	79	27	7	1	10	40	104	18	268	78	27	5	1	5	62	23	11	201	817		
17:45	183	19	4	3	20	30	53	27	312	108	29	4	0	5	45	111	9	302	73	24	5	1	3	60	20	9	186	800		
1 Hr	720	94	29	14	64	128	217	107	1266	367	119	24	2	31	165	355	57	1063	301	97	22	9	16	252	74	47	771	3100		
18:00	203	30	10	3	12	26	59	25	343	100	20	4	1	8	36	88	13	257	84	14	3	2	5	60	32	10	200	800		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 15  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : A - Blackfriars Road north

Time	Destination : A - Blackfriars Road north									Destination : B - Southwark Street									Destination : C - Blackfriars Road south									Destination : D - Stamford Street									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	0	0	0	0	0	0	0	0	0	23	12	2	0	0	0	3	2	40	48	14	3	3	6	3	7	12	84	23	16	1	1	0	7	1	2	49	173
07:15	0	0	0	0	0	0	0	0	0	19	8	5	2	0	2	8	7	44	41	19	4	3	5	4	11	12	87	31	12	6	3	1	1	3	10	57	188
07:30	0	0	0	0	0	0	0	0	0	21	8	6	2	0	9	7	8	53	55	26	8	1	6	13	7	15	116	34	12	1	1	0	5	12	2	65	234
07:45	0	0	0	0	0	0	0	0	0	31	8	4	3	0	10	16	7	72	73	15	6	2	8	8	13	16	125	47	3	2	1	0	3	15	3	71	268
1 Hr	0	0	0	0	0	0	0	0	0	94	36	17	7	0	21	34	24	209	217	74	21	9	25	28	38	55	412	135	43	10	6	1	16	31	17	242	863
08:00	0	0	0	0	0	0	0	0	0	28	9	3	0	0	3	12	3	55	70	27	9	0	7	7	15	16	135	36	11	2	1	0	6	17	3	73	263
08:15	0	0	0	0	0	0	0	0	0	28	17	5	3	0	4	19	8	76	67	25	10	2	7	6	27	19	144	57	6	4	0	0	2	23	4	92	312
08:30	0	0	0	0	0	0	0	0	0	37	14	4	0	0	10	33	4	98	83	20	8	1	7	9	33	16	161	40	5	5	0	0	4	19	5	73	332
08:45	0	0	0	0	0	0	0	0	0	25	4	9	2	0	13	40	11	93	75	9	9	2	5	9	35	16	144	41	5	4	0	0	17	32	4	99	336
1 Hr	0	0	0	0	0	0	0	0	0	118	44	21	5	0	30	104	26	322	295	81	36	5	26	31	110	67	584	174	27	15	1	0	29	91	16	337	1243
09:00	0	0	0	0	0	0	0	0	0	41	8	6	2	0	11	33	8	101	92	15	12	1	8	8	29	21	165	42	8	4	0	1	8	16	5	79	345
09:15	0	0	0	0	0	0	0	0	0	43	12	3	1	0	6	20	4	85	88	14	7	2	8	4	28	17	151	42	4	8	3	0	2	17	11	76	312
09:30	0	0	0	0	0	0	0	0	0	33	8	3	1	0	5	19	4	69	65	11	11	1	7	2	20	19	117	36	7	4	2	0	3	20	6	72	258
09:45	0	0	0	0	0	0	0	0	0	42	16	3	2	1	4	11	6	79	70	15	9	2	8	3	13	19	120	32	9	4	0	1	6	18	5	70	269
1 Hr	0	0	0	0	0	0	0	0	0	159	44	15	6	1	26	83	22	334	315	55	39	6	31	17	90	76	553	152	28	20	5	2	19	71	27	297	1184
10:00	0	0	0	0	0	0	0	0	0	36	14	7	2	0	5	3	9	67	78	20	5	0	7	8	14	12	132	35	7	2	1	0	3	7	3	55	254
10:15	0	0	0	0	0	0	0	0	0	39	19	6	0	0	5	6	6	75	75	21	12	1	7	9	7	20	132	46	13	7	0	0	1	3	7	70	277
10:30	0	0	0	0	0	0	0	0	0	61	15	3	2	0	10	11	5	102	69	20	7	2	8	9	7	17	122	41	10	3	2	0	0	3	5	59	283
10:45	0	0	0	0	0	0	0	0	0	42	14	4	1	0	7	2	5	70	55	18	8	3	7	5	9	18	105	32	9	6	0	1	6	0	7	54	229
1 Hr	0	0	0	0	0	0	0	0	0	178	62	20	5	0	27	22	25	314	277	79	32	6	29	31	37	67	491	154	39	18	3	1	10	13	22	238	1043
11:00	0	0	0	0	0	0	0	0	0	54	12	5	0	0	5	6	5	82	51	26	8	1	10	6	2	19	104	33	17	2	1	0	1	7	3	61	247
11:15	0	0	0	0	0	0	0	0	0	46	17	5	2	0	4	8	7	82	62	25	8	2	4	8	6	14	115	44	9	3	0	0	3	3	3	62	259
11:30	0	0	0	0	0	0	0	0	0	41	13	3	2	1	5	10	6	75	54	29	7	2	6	6	4	15	108	24	7	4	1	0	2	4	5	42	225
11:45	0	0	0	0	0	0	0	0	0	40	13	2	2	0	5	8	4	70	56	24	17	2	6	5	7	25	117	39	7	1	1	0	3	5	2	56	243
1 Hr	0	0	0	0	0	0	0	0	0	181	55	15	6	1	19	32	22	309	223	104	40	7	26	25	19	73	444	140	40	10	3	0	9	19	13	221	974
12:00	0	0	0	0	0	0	0	0	0	42	15	3	3	1	5	5	7	74	67	23	9	0	4	5	6	13	114	36	12	5	1	0	3	1	6	58	246
12:15	0	0	0	0	0	0	0	0	0	42	9	6	2	0	4	11	8	74	57	20	10	1	7	9	8	18	112	43	5	1	1	0	1	2	2	53	239
12:30	0	0	0	0	0	0	0	0	0	66	15	5	1	0	8	4	6	99	70	26	9	0	6	8	8	15	127	37	12	0	1	0	3	5	1	58	284
12:45	0	0	0	0	0	0	0	0	0	58	15	1	2	1	10	10	4	97	79	29	10	0	7	7	1	17	133	19	7	2	1	0	4	3	3	36	266
1 Hr	0	0	0	0	0	0	0	0	0	208	54	15	8	2	27	30	25	344	273	98	38	1	24	29	23	63	486	135	36	8	4	0	11	11	12	205	1035
13:00	0	0	0	0	0	0	0	0	0	46	6	3	3	0	3	8	6	69	75	24	4	2	6	7	9	12	127	17	5	1	1	0	2	4	2	30	226
13:15	0	0	0	0	0	0	0	0	0	53	11	3	3	0	6	13	6	89	71	22	6	1	8	7	8	15	123	23	7	5	0	0	6	6	5	47	259
13:30	0	0	0	0	0	0	0	0	0	51	12	3	2	0	8	7	5	83	67	31	13	0	7	9	7	20	134	35	5	3	1	0	4	5	4	53	270
13:45	0	0	0	0	0	0	0	0	0	43	13	1	2	0	7	14	3	80	54	17	6	0	3	9	8	9	97	32	5	0	3	0	2	14	3	56	233
1 Hr	0	0	0	0	0	0	0	0	0	193	42	10	10	0	24	42	20	321	267	94	29	3	24	32	32	56	481	107	22	9	5	0	14	29	14	186	988
14:00	0	0	0	0	0	0	0	0	0	70	20	3	0	0	8	12	3	113	74	25	9	1	7	9	14	17	139	45	3	2	0	0	4	10	2	64	316
14:15	0	0	0	0	0	0	0	0	0	54	13	4	1	0	8	5	85	62	35	5	0	6	6	7	11	121	29	11	1	1	0	0	1	2	43	249	
14:30	0	0	0	0	0	0	0	0	0	67	11	1	2	1	5	7	4	94	63	37	5	2	7	10	10	14	134	28	13	2	0	1	1	2	3	47	275
14:45	0	0	0	0	0	0	0	0	0	50	22	2	1	0	5	8	3	88	64	26	9	0	7	10	15	16	131	38	7	3	1	2	0	4	6	55	274
1 Hr	0	0	0	0	0	0	0	0	0	241	66	10	4	1	26	32	15	380	263	123	28	3	27	35	46	58	525	140	34	8	2	3	5	17	13	209	1114
15:00	0	0	0	0	0	0	0	0	0	47	15	4	2	1	8	4	7	81	72	34	7	0	7	2	8	14	130	36	8	2	0	0	4	2	2	52	263
15:15	0	0	0	0	0	0	0	0	0	55	25	6	2	0	9	10	8	107	57	28	11	2	4	8	14	17	124	40	4	1	0	0	6	9	1	60	291
15:30	0	0	0	0	0	0	0	0	0	76	29	4	2	0	15	9	6	135	81	33	8	0	5	12	13	13	152	31	11	1	1	0	9	7	2	60	347
15:45	0	0	0	0	0	0	0	0	0	57	19	1	3	0	7	7	4	94	67	42	6	1	7	7	11	14	141	23	5	0	0	1	5	7	1	41	276
1 Hr	0	0	0	0	0	0	0	0	0	235	88	15	9	1	39	30	25	417	277	137	32	3	23	29	46	58	547	130	28	4	1	1	24	25	6	213	1177
16:00	0	0	0	0	0	0	0	0	0	59	19	4	2	0	8	17	6	109	70	34	6	2	9	14	13	17	148	26	6	2	0	0	5	15	2	54	311
16:15	0	0	0	0	0	0	0	0	0	58	16	7	1	6	7	16	14																				



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 15  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : B - Southwark Street

	Destination : A - Blackfriars Road north									Destination : B - Southwark Street									Destination : C - Blackfriars Road south									Destination : D - Stamford Street									Arm Totals	
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total		
07:00	22	20	4	0	0	3	11	4	60	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	2	7	60	32	10	5	3	4	17	18	131	198
07:15	27	27	6	2	0	10	16	8	88	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0	1	2	1	7	37	31	12	3	2	12	17	17	114	209
07:30	30	26	9	1	0	9	12	10	87	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	1	2	0	11	40	34	11	5	2	8	27	18	127	225
07:45	28	28	4	0	0	6	25	4	91	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	0	0	1	8	38	31	9	3	3	11	29	15	124	223
1 Hr	107	101	23	3	0	28	64	26	326	0	0	0	0	0	0	0	0	0	0	15	8	3	1	0	2	4	4	33	175	128	42	16	10	35	90	68	496	855
08:00	22	19	5	0	0	11	19	5	76	0	0	0	0	0	0	0	0	0	0	6	1	0	1	0	1	0	1	9	38	17	10	5	3	11	46	18	130	215
08:15	40	22	2	1	0	11	47	3	123	0	0	0	0	0	0	0	0	0	0	5	4	3	0	0	1	0	3	13	30	24	8	1	5	6	28	14	102	238
08:30	30	16	3	3	0	10	59	6	121	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	1	7	33	23	10	2	3	13	45	15	129	257
08:45	26	21	5	1	0	8	61	6	122	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	1	4	7	30	15	7	4	3	12	47	14	118	247
1 Hr	118	78	15	5	0	40	186	20	442	0	0	0	0	0	0	0	0	0	0	17	7	8	1	0	2	1	9	36	131	79	35	12	14	42	166	61	479	957
09:00	46	16	4	2	0	11	52	6	131	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	1	3	7	39	11	7	0	4	11	32	11	104	242
09:15	44	8	7	0	0	11	35	7	105	0	0	0	0	0	0	0	0	0	0	8	2	1	0	0	0	1	1	12	48	18	6	1	5	5	36	12	119	236
09:30	32	16	8	1	0	6	38	9	101	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	2	0	5	12	35	21	11	1	5	10	35	17	118	231
09:45	32	14	6	2	1	9	17	9	81	0	0	0	0	0	0	0	0	0	0	3	2	2	0	0	2	1	2	10	52	21	11	2	4	12	21	17	123	214
1 Hr	154	54	25	5	1	37	142	31	418	0	0	0	0	0	0	0	0	0	0	17	6	11	0	0	4	3	11	41	174	71	35	4	18	38	124	57	464	923
10:00	36	12	7	1	2	6	14	10	78	0	0	0	0	0	0	0	0	0	0	6	5	1	0	0	0	0	1	12	40	16	8	0	10	2	16	18	92	182
10:15	27	23	7	3	2	4	13	12	79	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	1	1	2	10	40	20	8	1	7	7	15	16	98	187
10:30	38	14	8	1	2	2	8	11	73	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	1	7	45	17	10	0	5	2	17	15	96	176
10:45	47	14	4	2	3	5	12	9	87	0	0	0	0	0	0	0	0	0	0	5	1	4	0	0	0	0	4	10	42	24	8	1	4	12	21	13	112	209
1 Hr	148	63	26	7	9	17	47	42	317	0	0	0	0	0	0	0	0	0	0	17	12	8	0	0	1	1	8	39	167	77	34	2	26	23	69	62	398	754
11:00	23	15	2	0	4	6	8	6	58	0	0	0	0	0	0	0	0	0	0	10	7	3	0	0	1	0	3	21	57	14	6	3	6	5	10	15	101	180
11:15	41	7	6	1	3	7	2	10	67	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	8	53	14	9	2	5	8	9	16	100	175
11:30	40	16	7	1	2	2	12	10	80	0	0	0	0	0	0	0	0	0	0	6	3	2	0	0	0	0	2	11	41	16	12	2	6	6	19	20	102	193
11:45	48	20	4	3	3	12	14	10	104	0	0	0	0	0	0	0	0	0	0	1	7	1	0	0	0	1	1	10	41	20	11	0	3	6	8	14	89	203
1 Hr	152	58	19	5	12	27	36	36	309	0	0	0	0	0	0	0	0	0	0	19	23	6	0	0	1	1	6	50	192	64	38	7	20	25	46	65	392	751
12:00	37	15	2	2	3	8	6	7	73	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	1	0	0	6	60	21	9	0	2	3	2	11	97	176
12:15	44	11	6	1	2	3	6	9	73	0	0	0	0	0	0	0	0	0	0	4	3	3	0	0	1	0	3	11	63	13	7	0	8	8	7	15	106	190
12:30	38	16	5	0	3	3	12	8	77	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	9	53	21	2	2	4	5	12	8	99	185
12:45	40	19	4	1	1	8	3	6	76	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	2	0	0	10	48	18	5	2	4	9	10	11	96	182
1 Hr	159	61	17	4	9	22	27	30	299	0	0	0	0	0	0	0	0	0	0	22	7	3	0	0	4	0	3	36	224	73	23	4	18	25	31	45	398	733
13:00	39	8	4	2	0	1	9	6	63	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	2	0	0	11	26	16	8	5	7	5	8	20	75	149
13:15	42	6	3	1	7	5	11	6	69	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	1	2	0	9	49	12	6	3	5	7	9	14	91	169
13:30	37	9	4	1	0	4	11	5	66	0	0	0	0	0	0	0	0	0	0	9	4	2	0	0	1	1	2	17	61	18	4	1	6	5	15	11	110	193
13:45	44	12	4	1	4	7	7	9	79	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	1	1	0	14	66	21	2	1	6	7	14	9	117	210
1 Hr	162	35	15	5	11	17	32	31	277	0	0	0	0	0	0	0	0	0	0	26	14	2	0	0	5	4	2	51	202	67	20	10	24	24	46	54	393	721
14:00	38	6	4	1	3	4	8	8	64	0	0	0	0	0	0	0	0	0	0	6	3	1	0	0	1	0	1	11	59	14	11	4	2	7	6	17	103	178
14:15	53	18	5	0	2	4	8	7	90	0	0	0	0	0	0	0	0	0	0	4	3	1	1	1	0	0	3	10	53	14	11	0	6	10	9	17	103	203
14:30	39	11	4	0	4	15	2	8	75	0	0	0	0	0	0	0	0	0	0	6	3	0	0	0	0	7	0	16	46	17	3	1	8	13	8	12	96	187
14:45	56	12	5	1	2	7	7	8	90	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	2	0	0	9	59	20	6	0	4	4	11	10	104	203
1 Hr	186	47	18	2	11	30	25	31	319	0	0	0	0	0	0	0	0	0	0	23	9	2	1	1	3	7	4	46	217	65	31	5	20	34	34	56	406	771
15:00	50	15	1	1	1	10	4	3	82	0	0	0	0	0	0	0	0	0	0	8	3	2	0	0	1	1	2	15	67	22	4	1	6	4	7	11	111	208
15:15	49	18	2	3	2	9	5	7	88	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	1	0	1	8	62	16	4	0	4	5	3	8	94	190
15:30	61	9	3	2	4	2	5	9	86	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	61	14	2	0	8	10	13	10	108	200
15:45	42	5	3	2	3	9	12	8	76	0	0	0	0	0	0	0	0	0	0	6	1	2	0	0	1	1	2	11	65	23	2	0	3	8	19	5	120	207
1 Hr	202	47	9	8	10	30	26	27	332	0	0	0	0	0	0	0	0	0	0	24	6	5	0	0	3	2	5	40	255	75	12	1	21	27	42	34	433	805
16:00	53	15	3	1	3	7	8	7	90	0	0	0	0	0	0	0	0	0	0	7	1	2	0	0	1	1	2	12	50	18	5							







Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 15  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

Entry : D - Stamford Street

	Destination : A - Blackfriars Road north									Destination : B - Southwark Street									Destination : C - Blackfriars Road south									Destination : D - Stamford Street									Arm Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	25	10	1	1	1	10	8	3	56	24	11	6	0	4	6	16	10	67	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124		
07:15	24	6	0	1	1	11	17	2	60	16	13	6	3	2	6	22	11	68	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129			
07:30	27	11	6	0	0	9	35	6	88	29	9	4	1	4	11	37	9	95	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	185			
07:45	37	9	3	0	0	4	36	3	89	22	12	8	1	3	6	45	12	97	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	189			
1 Hr	113	36	10	2	2	34	96	14	293	91	45	24	5	13	29	120	42	327	5	1	0	0	0	1	0	0	0	0	0	0	0	0	627				
08:00	31	8	2	1	1	7	66	4	116	33	17	5	1	3	10	60	9	129	3	2	1	0	0	0	0	1	0	0	0	0	0	0	0	251			
08:15	27	7	3	1	0	11	59	4	108	23	16	7	1	3	15	48	11	113	1	0	1	0	1	1	0	2	4	0	0	0	0	0	0	225			
08:30	50	11	2	2	0	14	60	4	139	28	10	5	3	2	11	73	10	132	4	2	1	0	0	0	0	1	7	0	0	0	0	0	0	278			
08:45	48	8	5	2	0	10	53	7	126	24	10	9	2	4	17	63	15	129	1	1	1	0	0	0	0	1	3	0	0	0	0	0	0	258			
1 Hr	156	34	12	6	1	42	238	19	489	108	53	26	7	12	53	244	45	503	9	5	4	0	1	1	0	5	20	0	0	0	0	0	0	1012			
09:00	38	13	3	2	0	10	43	5	109	32	12	4	3	3	15	55	10	124	2	2	0	0	0	1	1	0	6	0	0	0	0	0	0	239			
09:15	34	8	4	0	0	8	24	4	78	30	8	5	2	5	11	36	12	97	1	0	2	0	0	0	0	2	2	5	0	0	0	0	0	180			
09:30	40	17	7	1	0	8	24	8	97	31	10	5	1	5	4	30	11	86	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	186			
09:45	26	4	7	1	0	4	16	8	58	25	11	4	3	6	15	12	13	76	1	2	2	0	0	0	1	2	6	0	0	0	0	0	0	140			
1 Hr	138	42	21	4	0	30	107	25	342	118	41	18	9	19	45	133	46	383	6	5	4	0	0	1	4	4	20	0	0	0	0	0	0	745			
10:00	22	8	5	3	1	6	7	9	52	35	12	5	2	5	6	15	12	80	2	0	1	0	0	0	0	1	3	0	0	0	0	0	0	135			
10:15	14	7	1	2	1	4	4	4	33	23	13	6	4	8	2	8	18	64	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	99			
10:30	29	5	1	2	0	4	5	3	46	38	10	4	3	5	7	11	12	78	4	3	2	1	0	0	0	3	10	0	0	0	0	0	0	134			
10:45	21	7	4	1	3	2	4	8	42	30	8	13	1	9	5	6	23	72	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	117			
1 Hr	86	27	11	8	5	16	20	24	173	126	43	28	10	27	20	40	65	294	8	6	3	1	0	0	0	4	18	0	0	0	0	0	0	485			
11:00	28	10	2	2	0	3	9	4	54	37	14	9	4	4	3	3	17	74	2	1	0	0	0	2	0	4	5	0	0	0	0	0	0	133			
11:15	22	11	4	0	0	3	4	4	44	23	18	7	3	4	5	3	14	63	3	3	2	0	0	0	0	2	8	0	0	0	0	0	0	115			
11:30	36	9	6	2	0	1	3	8	57	39	15	9	0	4	8	8	13	83	3	1	1	0	0	0	0	1	5	0	0	0	0	0	0	145			
11:45	22	9	3	2	0	1	5	5	42	43	10	12	1	2	1	18	15	87	5	0	2	0	0	1	0	2	8	0	0	0	0	0	0	137			
1 Hr	108	39	15	6	0	8	21	21	197	142	57	37	8	14	17	32	59	307	13	5	5	0	0	3	0	5	26	0	0	0	0	0	0	530			
12:00	27	4	2	0	1	6	7	3	47	26	9	13	1	4	3	9	18	65	1	1	0	0	0	0	1	0	3	0	0	0	0	0	0	115			
12:15	32	8	5	0	0	2	4	5	51	42	13	3	2	5	5	11	10	81	4	2	2	0	0	0	2	2	10	0	0	0	0	0	0	142			
12:30	30	12	4	0	0	7	3	4	56	41	19	8	2	3	1	3	13	77	1	6	1	0	0	0	0	1	8	0	0	0	0	0	0	141			
12:45	25	7	3	0	0	3	3	3	41	38	13	5	1	2	4	9	8	72	5	0	3	0	0	0	0	3	8	0	0	0	0	0	0	121			
1 Hr	114	31	14	0	1	18	17	15	195	147	54	29	6	14	13	32	49	295	11	9	6	0	0	0	3	6	29	0	0	0	0	0	0	519			
13:00	35	5	5	2	1	2	6	8	56	44	12	7	2	5	3	15	14	88	0	4	0	0	0	0	0	0	4	0	0	0	0	0	0	148			
13:15	25	11	4	0	1	4	9	5	54	36	22	4	0	3	6	6	7	77	3	2	2	1	0	0	0	3	8	0	0	0	0	0	0	139			
13:30	27	4	1	0	0	1	2	1	35	37	11	3	1	5	8	4	9	69	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	105			
13:45	19	7	6	1	0	0	4	7	37	45	13	5	1	5	9	8	11	86	5	1	0	0	0	1	0	0	7	0	0	0	0	0	0	130			
1 Hr	106	27	16	3	2	7	21	21	182	162	58	19	4	18	26	33	41	320	8	7	2	2	0	1	0	4	20	0	0	0	0	0	0	522			
14:00	22	6	3	2	1	3	3	6	40	50	14	3	2	5	5	7	10	86	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	127			
14:15	26	9	3	0	0	0	9	3	47	47	12	2	2	4	4	5	8	76	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	124			
14:30	35	13	2	0	0	1	3	2	54	46	18	7	5	5	10	13	17	104	4	3	0	0	0	0	0	0	7	0	0	0	0	0	0	165			
14:45	23	9	1	0	0	3	9	1	45	51	14	5	3	7	4	8	15	92	4	1	0	0	0	0	0	0	5	0	0	0	0	0	0	142			
1 Hr	106	37	9	2	1	7	24	12	186	194	58	17	12	21	23	33	50	358	9	4	1	0	0	0	0	1	14	0	0	0	0	0	0	558			
15:00	20	6	1	1	0	1	3	2	32	42	18	9	0	3	4	5	12	81	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	116			
15:15	25	6	0	1	0	4	4	1	40	55	18	5	4	3	5	13	12	103	1	3	0	0	0	1	0	0	5	0	0	0	0	0	0	148			
15:30	24	9	1	1	2	3	6	4	46	53	19	7	1	4	11	16	12	111	3	0	0	0	0	1	0	4	0	0	0	0	0	0	0	161			
15:45	23	7	2	0	0	5	3	2	40	46	12	8	2	5	5	12	15	90	6	4	0	0	0	0	0	0	10	0	0	0	0	0	0	140			
1 Hr	92	28	4	3	2	13	16	9	158	196	67	29	7	15	25	46	51	385	11	9	0	0	0	2	0	0	22	0	0	0	0	0	0	565			
16:00	31	5	0	1	0	6	9	1	52	55	16	5	1	7	7	17	13	108	4	1	2	0	0	0	1	2	8	0	0	0	0	0	0	168			
16:15	32	13	1	1	1	6	6	3	60	32	18	7	1	6	8	13	14	85	0	2	1	0	0	0	0	1	3	0	0	0	0	0	0	148			
16:30	40	3	0	1	1	5	8	2	58	41	14	4	0	5	6	25	9	95	2	2	1	0	0	0	0	1	5	0	0	0	0	0	0	158			
16:45	56	7	1	0	2	2	7	3	75	60	14	1	0	5	11	23	6	114	2	2	1	0	0	1	0	1	6	0	0	0	0	0	0	195			
1 Hr	159	28	2	3	4	19	30	9	245	188	62	17	2	23	32	78	42	402	8	7	5	0	0	1	1	5	22	0	0	0	0	0	0	669			
17:00	44	7	3	1	0	3	21	4	79	43	8	2	1	3	12	20	6	89	2	1	1	1	0	0	0	2	5	0	0	0	0	0	0	173			
17:15	33	8	1																																		



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 15  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

ORIGIN SUMMARY

	Origin : A - Blackfriars Road north									Origin : B - Southwark Street									Origin : C - Blackfriars Road south									Origin : D - Stamford Street									Origin Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	94	42	6	4	6	10	11	16	173	86	53	16	5	3	7	28	24	198	57	27	2	0	8	18	31	10	143	50	21	7	1	5	16	24	13	124	638
07:15	91	39	15	8	6	7	22	29	188	66	59	18	6	2	23	35	26	209	60	30	10	1	9	19	38	20	167	41	19	6	4	3	17	39	13	129	693
07:30	110	46	15	4	6	27	26	25	234	73	65	20	6	2	18	41	28	225	71	22	12	0	10	17	52	22	184	57	21	10	1	4	20	72	15	185	828
07:45	151	26	12	6	8	21	44	26	268	72	60	14	3	3	17	54	20	223	90	30	12	0	5	21	82	17	240	61	21	11	1	3	11	81	15	189	920
1 Hr	446	153	48	22	26	65	103	96	863	297	237	68	20	10	65	158	98	855	278	109	36	1	32	75	203	69	734	209	82	34	7	15	64	216	56	627	3079
08:00	134	47	14	1	7	16	44	22	263	66	37	15	6	3	23	65	24	215	98	22	12	2	9	30	109	23	282	67	27	8	2	4	17	126	14	251	1011
08:15	152	48	19	5	7	12	69	31	312	75	50	13	2	5	18	75	20	238	91	28	4	1	9	47	141	14	321	51	23	11	2	4	27	107	17	225	1096
08:30	160	39	17	1	7	23	85	25	332	68	40	14	5	3	23	104	22	257	94	25	8	2	7	47	190	17	373	82	23	8	5	2	25	133	15	278	1240
08:45	141	18	22	4	5	39	107	31	336	57	37	16	5	3	20	109	24	247	88	20	2	2	7	46	184	11	349	73	19	15	4	4	27	116	23	258	1190
1 Hr	587	152	72	11	26	90	305	109	1243	266	164	58	18	14	84	353	90	957	371	95	26	7	32	170	624	65	1325	273	92	42	13	14	96	482	69	1012	4537
09:00	175	31	22	3	9	27	78	34	345	87	28	14	2	4	22	85	20	242	92	18	6	1	6	33	136	13	292	72	27	7	5	3	26	99	15	239	1118
09:15	173	30	18	6	8	12	65	32	312	100	28	14	1	5	16	72	20	236	91	21	4	1	10	36	116	15	279	65	16	11	2	5	19	62	18	180	1007
09:30	134	26	18	4	7	10	59	29	258	71	38	24	2	5	18	73	31	231	83	32	5	0	6	18	67	11	211	73	28	12	2	5	12	54	19	186	886
09:45	144	40	16	4	10	13	42	30	269	87	37	19	4	5	23	39	28	214	70	24	10	1	7	26	45	18	183	52	17	13	4	6	19	29	23	140	806
1 Hr	626	127	74	17	34	62	244	125	1184	345	131	71	9	19	79	269	99	923	336	95	25	3	29	113	364	57	965	262	88	43	13	19	76	244	75	745	3817
10:00	149	41	14	3	7	16	24	24	254	82	33	16	1	12	8	30	29	182	74	17	11	5	6	10	27	22	150	59	20	11	5	6	12	22	22	135	721
10:15	160	53	25	1	7	15	16	33	277	72	44	17	4	9	12	29	30	187	62	22	6	1	7	8	18	14	124	38	21	7	6	9	6	12	22	99	687
10:30	171	45	13	6	8	19	21	27	283	84	36	19	1	7	4	25	27	176	65	25	9	1	6	10	13	16	129	71	18	7	6	5	11	16	18	134	722
10:45	129	41	18	4	8	18	11	30	229	94	39	16	3	7	17	33	26	209	55	18	8	1	4	4	15	13	105	52	17	17	2	12	7	10	31	117	660
1 Hr	609	180	70	14	30	68	72	114	1043	332	152	68	9	35	41	117	112	754	256	82	34	8	23	32	73	65	508	220	76	42	19	32	36	60	93	485	2790
11:00	138	55	15	2	10	12	15	27	247	90	36	11	3	10	12	18	24	180	71	21	8	2	6	6	6	16	120	67	25	11	6	4	8	12	21	133	680
11:15	152	51	16	4	4	15	17	24	259	96	27	15	3	8	15	11	26	175	63	22	11	0	7	8	13	18	124	48	32	13	3	4	8	7	20	115	673
11:30	119	49	14	5	7	13	18	26	225	87	35	21	3	8	8	31	32	193	58	19	8	0	6	8	11	14	110	78	25	16	2	4	9	11	22	145	673
11:45	135	44	20	5	6	13	20	31	243	90	47	16	3	6	18	23	25	203	58	15	5	1	7	4	10	13	100	70	19	17	3	2	3	23	22	137	683
1 Hr	544	199	65	16	27	53	70	108	974	363	145	63	12	32	53	83	107	751	250	77	32	3	26	26	40	61	454	263	101	57	14	14	28	53	85	530	2709
12:00	145	50	17	4	5	13	12	26	246	101	37	11	2	5	12	8	18	176	54	21	4	2	8	5	13	14	107	54	14	15	1	5	9	17	21	115	644
12:15	142	34	17	4	7	14	21	28	239	111	27	16	1	10	12	13	27	190	38	16	9	1	4	7	8	14	83	78	23	10	2	5	7	17	17	142	654
12:30	173	53	14	2	6	19	17	22	284	99	38	7	2	7	8	24	16	185	65	28	8	1	7	8	12	16	129	72	37	13	2	3	8	6	18	141	739
12:45	156	51	13	3	8	21	14	24	266	94	39	9	3	5	19	13	17	182	63	13	9	0	4	10	10	13	109	68	20	11	1	2	7	12	14	121	678
1 Hr	616	188	61	13	26	67	64	100	1035	405	141	43	8	27	51	58	78	733	220	78	30	4	23	30	43	57	428	272	94	49	6	15	31	52	70	519	2715
13:00	138	35	8	6	6	12	21	20	226	70	28	12	7	7	8	17	26	149	55	24	6	4	5	2	7	15	103	79	21	12	4	6	5	21	22	148	626
13:15	147	40	14	4	8	19	27	26	259	96	19	9	4	12	13	16	25	169	57	20	11	2	7	5	9	20	111	64	35	10	1	4	10	15	15	139	678
13:30	153	48	19	3	7	21	19	29	270	107	31	10	2	6	10	27	18	193	78	16	4	0	9	9	13	13	129	64	15	4	2	5	9	6	11	105	697
13:45	129	35	7	5	3	18	36	15	233	117	38	6	2	10	15	22	18	210	62	19	6	1	4	6	15	11	113	69	21	11	2	5	10	12	18	130	686
1 Hr	567	158	48	18	24	70	103	90	988	390	116	37	15	35	46	82	87	721	252	79	27	7	25	22	44	59	456	276	92	37	9	20	34	54	66	522	2687
14:00	189	48	14	1	7	21	36	22	316	103	23	16	5	5	12	14	26	178	53	22	8	3	7	4	10	18	107	73	20	6	4	6	8	10	16	127	728
14:15	145	59	10	2	6	14	13	18	249	110	35	17	1	9	14	17	27	203	58	22	12	1	6	4	9	19	112	73	21	6	2	4	4	14	12	124	688
14:30	158	61	8	4	9	16	19	21	275	91	31	7	1	12	28	17	20	187	61	17	7	2	7	5	6	16	105	85	34	9	5	5	11	16	19	165	732
14:45	152	55	14	2	9	15	27	25	274	122	32	11	1	6	13	18	18	203	55	14	3	1	6	2	6	10	87	78	24	6	3	7	7	17	16	142	706
1 Hr	644	223	46	9	31	66	95	86	1114	426	121	51	8	32	67	66	91	771	227	75	30	7	26	15	31	63	411	309	99	27	14	22	30	57	63	558	2854
15:00	155	57	13	2	8	14	14	23	263	125	40	7	2	7	15	12	16	208	64	17	4	1	5	4	6	10	101	63	26	10	1	3	5	8	14	116	688
15:15	152	57	18	4	4	23	33	26	291	115	36	7	3	6	15	8	16	190	48	18	3	1	8	7	12	12	97	81	27	5	5	3	10	17	13	148	726
15:30	188	73	13	3	5	36	29	21	347	128	23	5	2	12	12	18	19	200	55	19	4	1	5	12	8	10	104	80	28	8	2	6	15	22	16	161	812
15:45	147	66	7	4	8	19	25	19																													



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 15  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry & bright

DESTINATION SUMMARY

Time	Destination : A - Blackfriars Road north									Destination : B - Southwark Street									Destination : C - Blackfriars Road south									Destination : D - Stamford Street									Dest Totals
	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	Car/T	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Hdv	Total	
07:00	103	57	7	1	9	30	49	17	256	47	23	8	0	4	6	19	12	107	53	15	5	3	6	3	7	14	92	84	48	11	6	3	12	19	20	183	638
07:15	110	63	16	4	10	39	71	30	313	35	21	11	5	2	8	30	18	112	44	20	4	4	5	5	13	13	95	69	43	18	6	3	14	20	27	173	693
07:30	127	59	27	1	10	35	98	38	357	50	17	10	3	4	20	45	17	149	59	32	8	1	6	14	9	15	129	75	46	12	6	2	13	39	20	193	828
07:45	151	63	18	0	5	31	143	23	411	53	20	12	4	3	16	61	19	169	81	16	7	2	8	9	13	17	136	89	38	12	4	3	14	44	19	204	920
1 Hr	491	242	68	6	34	135	361	108	1337	185	81	41	12	13	50	155	66	537	237	83	24	10	25	31	42	59	452	317	175	53	22	11	53	122	86	753	3079
08:00	148	48	18	3	10	48	194	31	469	61	26	8	1	3	13	72	12	184	79	30	10	1	7	8	15	18	150	77	29	13	6	3	17	63	22	208	1011
08:15	155	55	9	3	9	68	247	21	546	51	33	12	4	3	19	67	19	189	73	29	14	2	8	8	27	24	161	90	32	12	1	5	9	51	18	200	1096
08:30	171	50	12	7	7	71	307	26	625	65	24	9	3	2	21	106	14	230	92	23	10	1	7	9	33	18	175	76	30	16	2	3	17	66	21	210	1240
08:45	155	47	12	5	7	64	296	24	586	49	14	18	4	4	30	103	26	222	77	11	14	2	5	9	36	21	154	78	22	11	4	3	29	81	18	228	1190
1 Hr	629	200	51	18	33	251	1044	102	2226	226	97	47	12	12	83	348	71	825	321	93	48	6	27	34	111	81	640	321	113	52	13	14	72	261	79	846	4537
09:00	171	47	12	5	6	53	229	23	523	73	20	10	5	3	26	88	18	225	96	18	15	1	8	9	31	24	178	86	19	12	0	5	20	50	17	192	1118
09:15	165	36	15	1	10	55	174	26	456	73	20	8	3	5	17	56	16	182	97	16	10	2	8	4	31	20	168	94	23	14	4	5	7	54	23	201	1007
09:30	148	63	19	2	6	32	129	27	399	64	18	8	2	5	9	49	15	155	71	13	16	1	7	4	20	24	132	78	30	16	3	5	13	55	24	200	886
09:45	125	41	23	4	8	37	78	35	316	67	27	7	5	7	19	23	19	155	74	19	13	2	8	5	15	23	136	87	31	15	2	5	20	39	22	199	806
1 Hr	609	187	69	12	30	177	610	111	1694	277	85	33	15	20	71	216	68	717	338	66	54	6	31	22	97	91	614	345	103	57	9	20	60	198	86	792	3817
10:00	124	37	21	9	9	20	47	39	267	71	26	12	4	5	11	18	21	147	86	25	7	0	7	8	14	14	147	83	23	12	1	10	7	24	23	160	721
10:15	96	49	12	5	10	16	35	27	223	62	33	12	4	8	7	14	24	140	81	23	14	1	7	10	8	22	144	93	35	17	2	7	8	18	26	180	687
10:30	127	43	16	4	8	16	26	28	240	99	25	7	5	5	17	22	17	180	74	28	10	3	8	9	7	21	139	91	28	15	2	5	2	20	22	163	722
10:45	119	37	16	4	10	11	30	20	227	72	22	17	2	9	12	8	28	142	61	21	12	3	7	5	9	22	118	78	35	14	1	5	18	22	20	173	660
1 Hr	466	166	65	22	37	63	138	124	957	304	106	48	15	27	47	62	90	609	302	97	43	7	29	32	38	79	548	345	121	58	6	27	35	84	91	676	2790
11:00	116	45	11	4	10	15	23	25	224	91	26	14	4	4	8	9	22	156	63	34	11	1	10	9	2	22	130	96	32	9	4	6	3	17	19	170	680
11:15	119	37	20	1	10	18	18	31	223	69	35	12	5	4	9	11	21	145	67	34	10	2	4	8	6	16	131	104	26	13	2	5	11	13	20	174	673
11:30	128	42	20	3	8	11	25	31	237	80	28	12	2	5	13	18	19	158	63	33	10	2	6	6	4	18	124	71	25	17	3	6	8	24	26	154	673
11:45	125	41	11	6	10	17	29	27	239	83	23	14	3	2	6	26	19	157	62	31	20	2	6	6	8	28	135	83	30	13	1	3	9	13	17	152	683
1 Hr	488	165	62	14	38	61	95	114	923	323	112	52	14	15	36	64	81	616	255	132	51	7	26	29	20	84	520	354	113	52	10	20	34	67	82	650	2709
12:00	106	38	8	4	12	19	26	24	213	68	24	16	4	5	8	14	25	139	72	25	9	0	4	6	7	13	123	108	35	14	1	2	6	3	17	169	644
12:15	108	32	18	2	6	11	18	26	195	84	22	9	4	5	9	22	18	155	65	25	15	1	7	10	10	23	133	112	21	10	1	8	10	9	19	171	654
12:30	126	55	16	1	10	18	27	27	253	107	34	13	3	3	9	7	19	176	79	33	10	0	6	8	8	16	144	97	34	3	3	4	8	17	10	166	739
12:45	121	36	16	1	5	18	14	22	211	96	28	6	3	3	14	19	12	169	91	31	13	0	7	9	1	20	152	73	28	7	3	4	16	15	14	146	678
1 Hr	461	161	58	8	33	66	85	99	872	355	108	44	14	16	40	62	74	639	307	114	47	1	24	33	26	72	552	390	118	34	8	18	40	44	60	652	2715
13:00	123	34	14	8	6	5	22	28	212	90	18	10	5	5	6	23	20	157	80	32	4	2	6	9	9	12	142	49	24	10	6	7	7	12	23	115	626
13:15	110	32	17	3	15	13	23	35	213	89	33	7	3	3	12	19	13	166	79	25	8	2	8	8	10	18	140	86	24	12	3	5	14	15	20	159	678
13:30	140	28	9	1	9	12	26	19	225	88	23	6	3	5	16	11	14	152	76	35	15	1	7	10	8	23	152	98	24	7	2	6	11	20	15	168	697
13:45	121	37	16	3	8	12	25	27	222	88	26	6	3	5	16	22	14	166	66	23	6	0	3	11	9	9	118	102	27	2	4	6	10	29	12	180	686
1 Hr	494	131	56	15	38	42	96	109	872	355	100	29	14	18	50	75	61	641	301	115	33	5	24	38	36	62	552	335	99	31	15	24	42	76	70	622	2687
14:00	111	31	14	6	11	10	21	31	204	120	34	6	2	5	13	19	13	199	81	28	10	1	7	10	14	18	151	106	20	14	4	2	12	16	20	174	728
14:15	132	48	16	1	8	8	25	25	238	101	25	6	3	4	12	10	13	161	66	38	7	1	7	6	7	15	132	87	26	16	1	6	10	11	23	157	688
14:30	133	41	13	2	11	21	11	26	232	113	29	8	7	6	15	20	21	198	73	43	5	2	7	10	17	14	157	76	30	5	1	9	14	10	15	145	732
14:45	130	35	9	2	8	12	22	19	218	101	36	7	4	7	9	16	18	180	75	27	9	0	7	12	15	16	145	101	27	9	1	6	4	15	16	163	706
1 Hr	506	155	52	11	38	51	79	101	892	435	124	27	16	22	49	65	65	738	295	136	31	4	28	38	53	63	585	370	103	44	7	23	40	52	74	639	2854
15:00	128	36	6	3	6	15	13	15	207	89	33	13	2	4	12	9	19	162	81	39	9	0	7	3	9	16	148	109	32	6	1	6	8	9	13	171	688
15:15	116	40	5	5	10	20	20	20	216	110	43	11	6	3	14	23	20	210	62	33	12	2	4	10	14	18	137	108	22	5	0	4	11	13	9	163	726
15:30	132	33	8	4	11	17	19	23	224	129	48	11	3	4	26	25	18	246	90	33	8	0	5	13	13	13	162	100	29	3	1	8	19	20	12	180	812
15:45	132	35	13	4	11	27	28	2																													

**TRANS 003**





# Sky High-Count On Us



**Client:** Dragados  
**Project:** L0513NM Bank Station  
**Survey Date:** Thursday 24 October 2013  
**Survey Period:** 07:00-19:00  
**Method:** Video  
**AM Weather:** Dry & bright  
**PM Weather:** Dry and bright

**Incidents / Observations:**

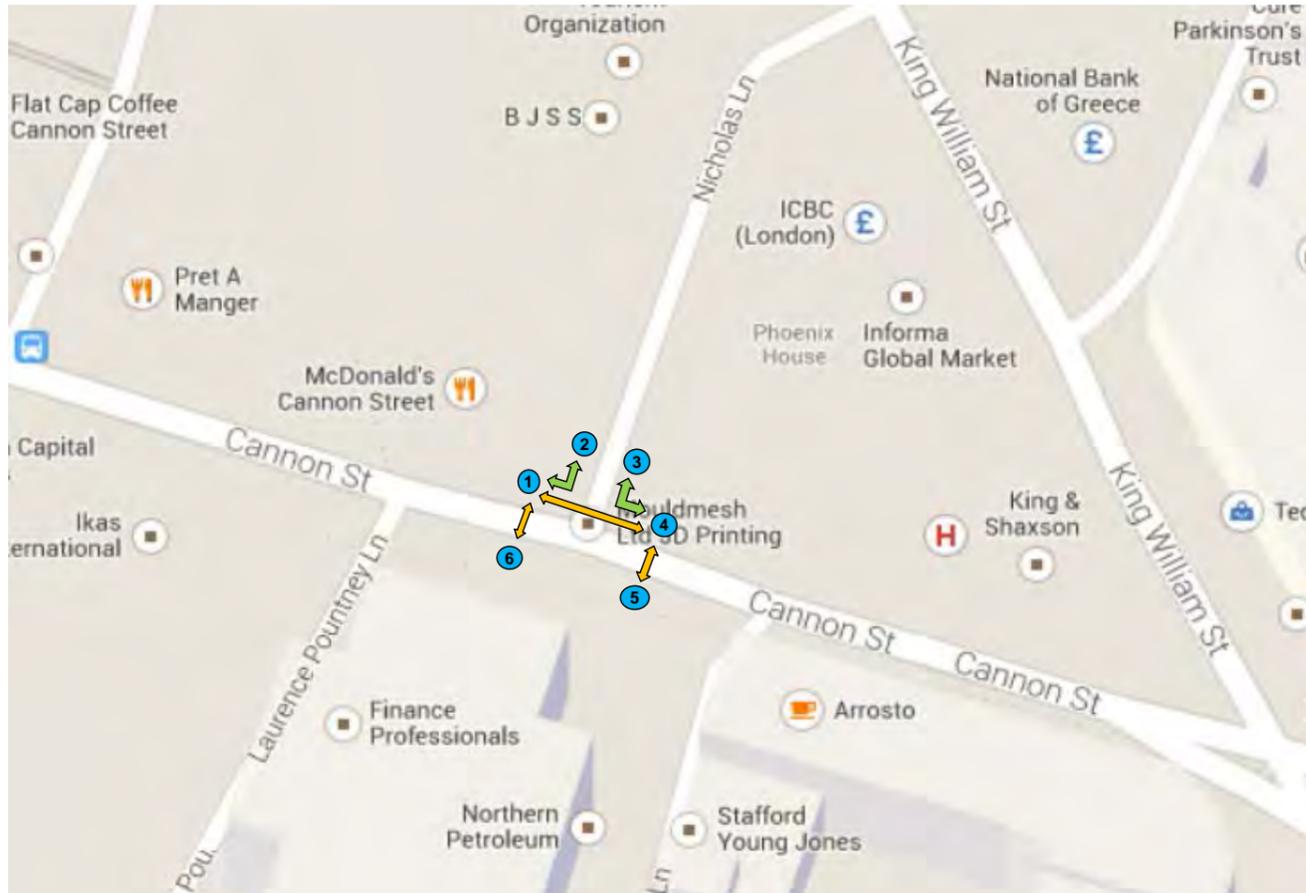


# Sky High-Count On Us



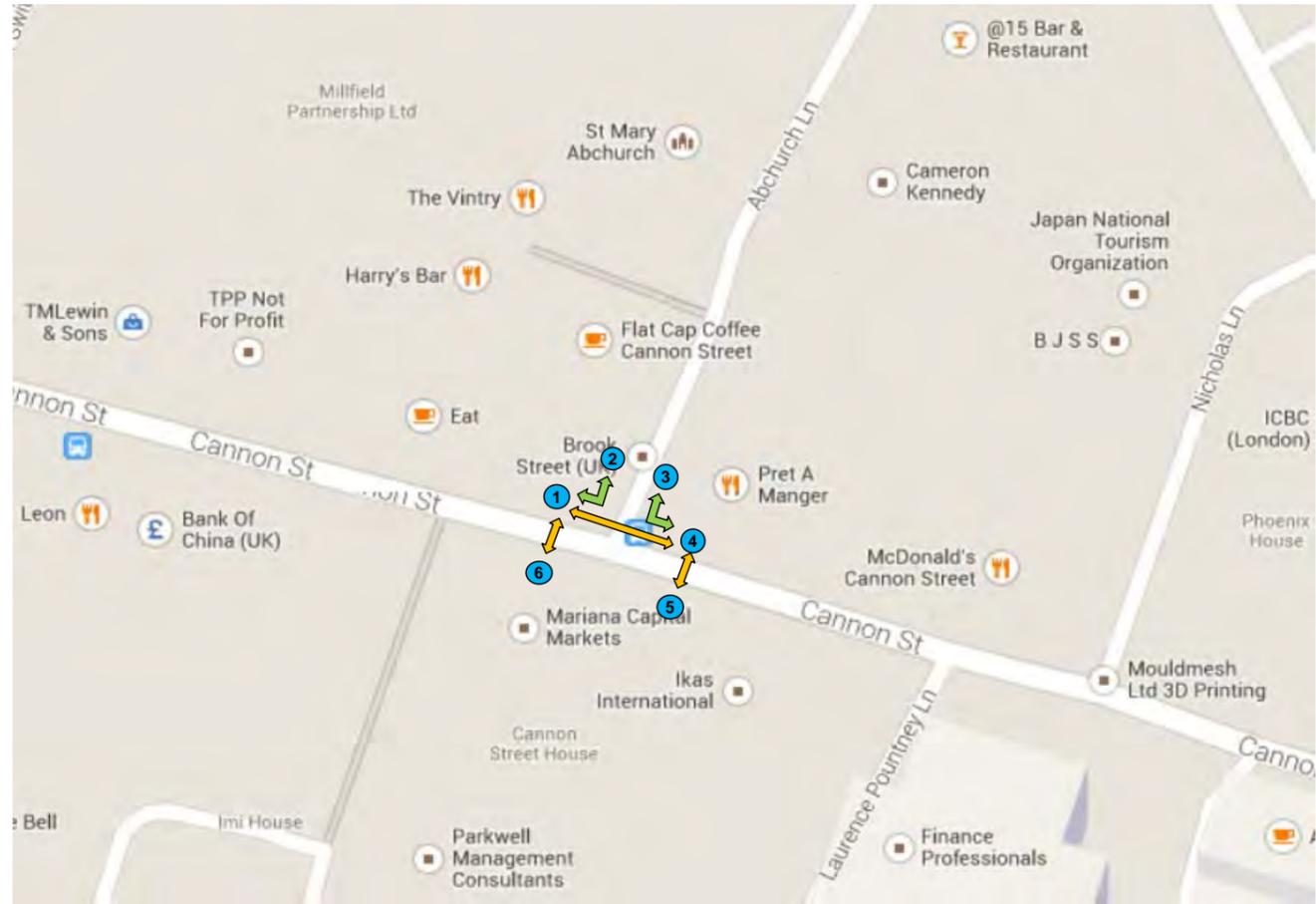
**Client :** Dragados      Trans 003 sites: Pedestrian origin/destinations

**Project :** L0513NM Bank Station      Site 1: Cannon Street/ Nicholas Lane

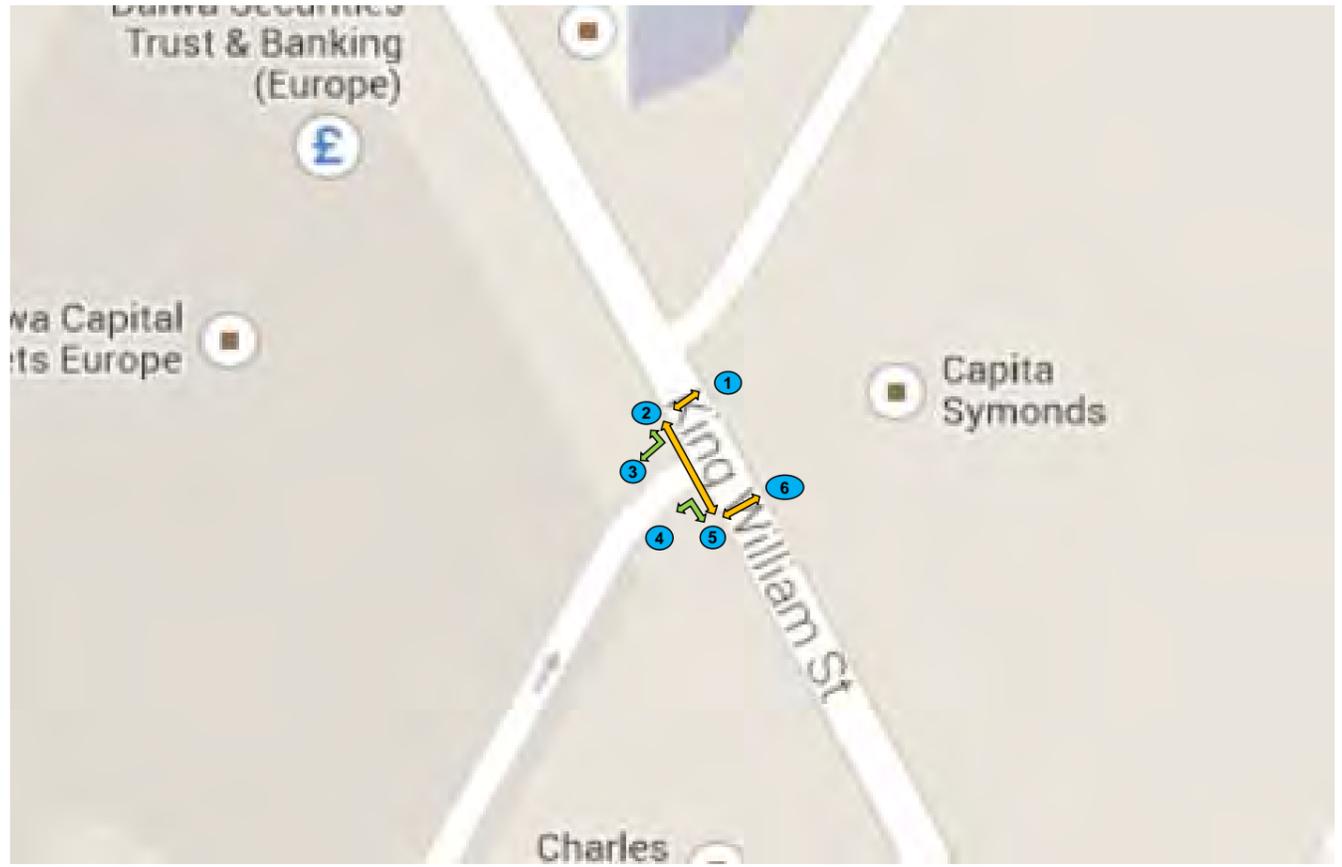




<b>Client :</b> Dragados	Trans 003 sites: Pedestrian origin/destinations
<b>Project :</b> L0513NM Bank Station	Site 2: Cannon Street/ Abchurch Lane



<b>Client :</b> Dragados	Trans 003 sites: Pedestrian origin/destinations
<b>Project :</b> L0513NM Bank Station	Site 3: King William Street/ Abchurch Lane





Sky High-Count On Us

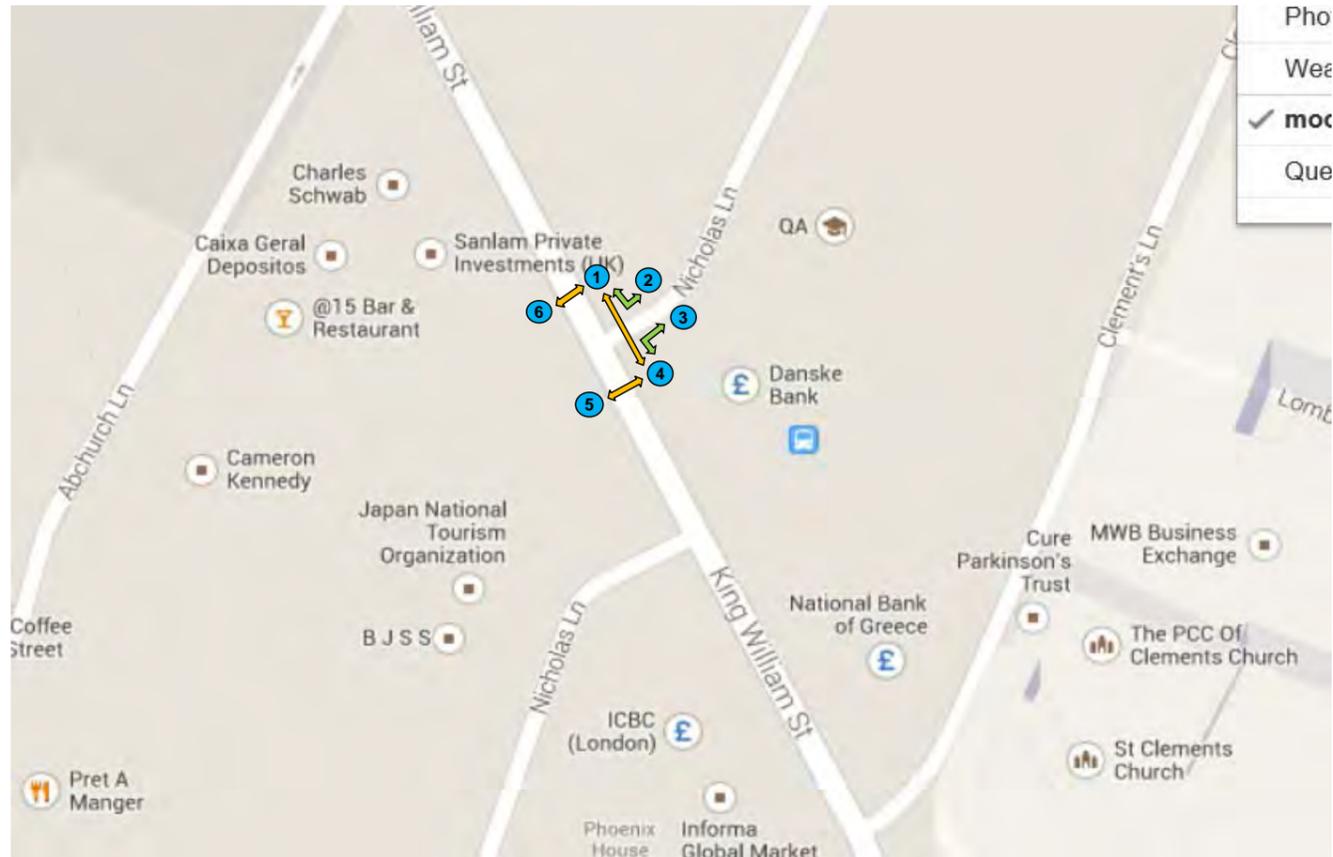


Client : Dragados

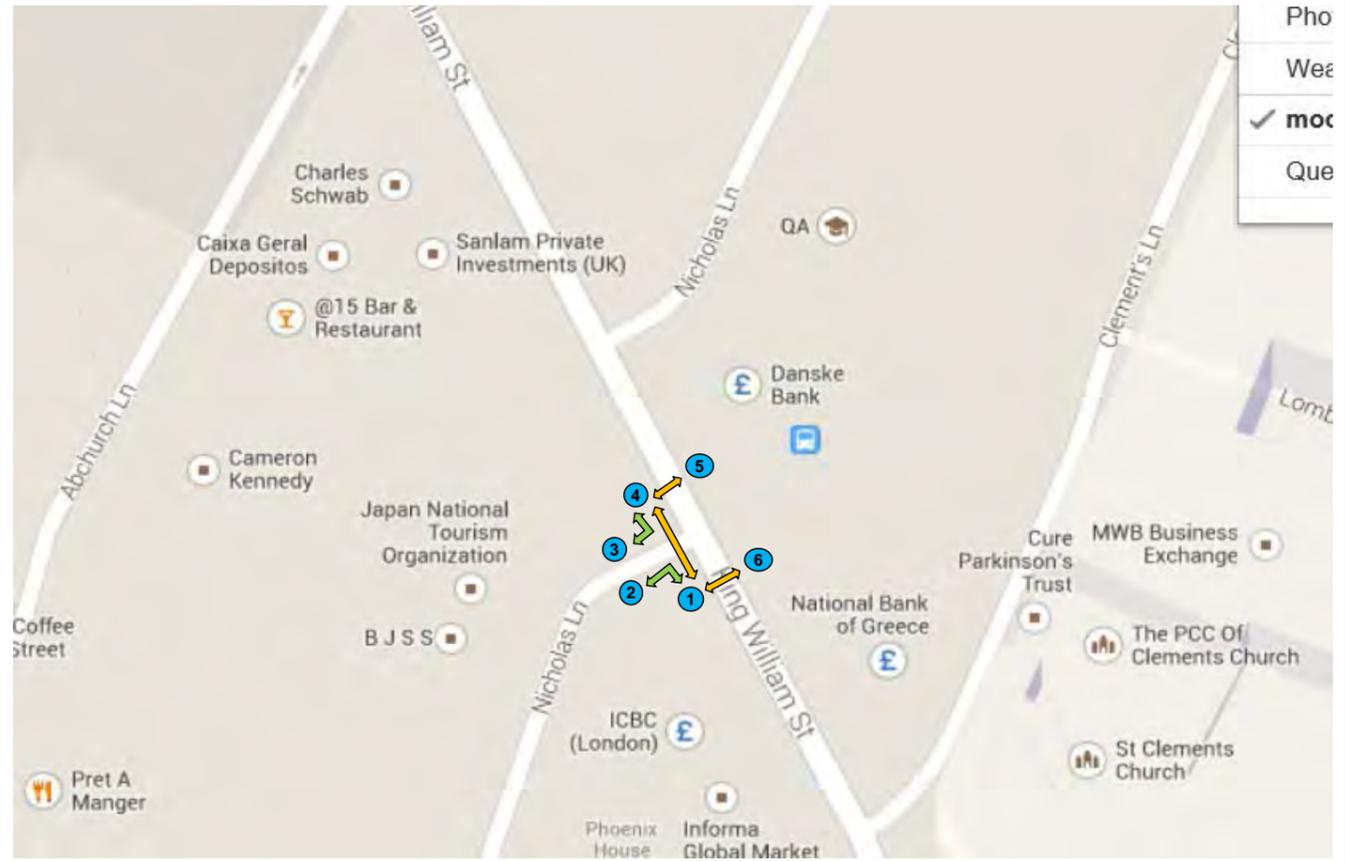
Trans 003 sites: Pedestrian origin/destinations

Project : L0513NM Bank Station

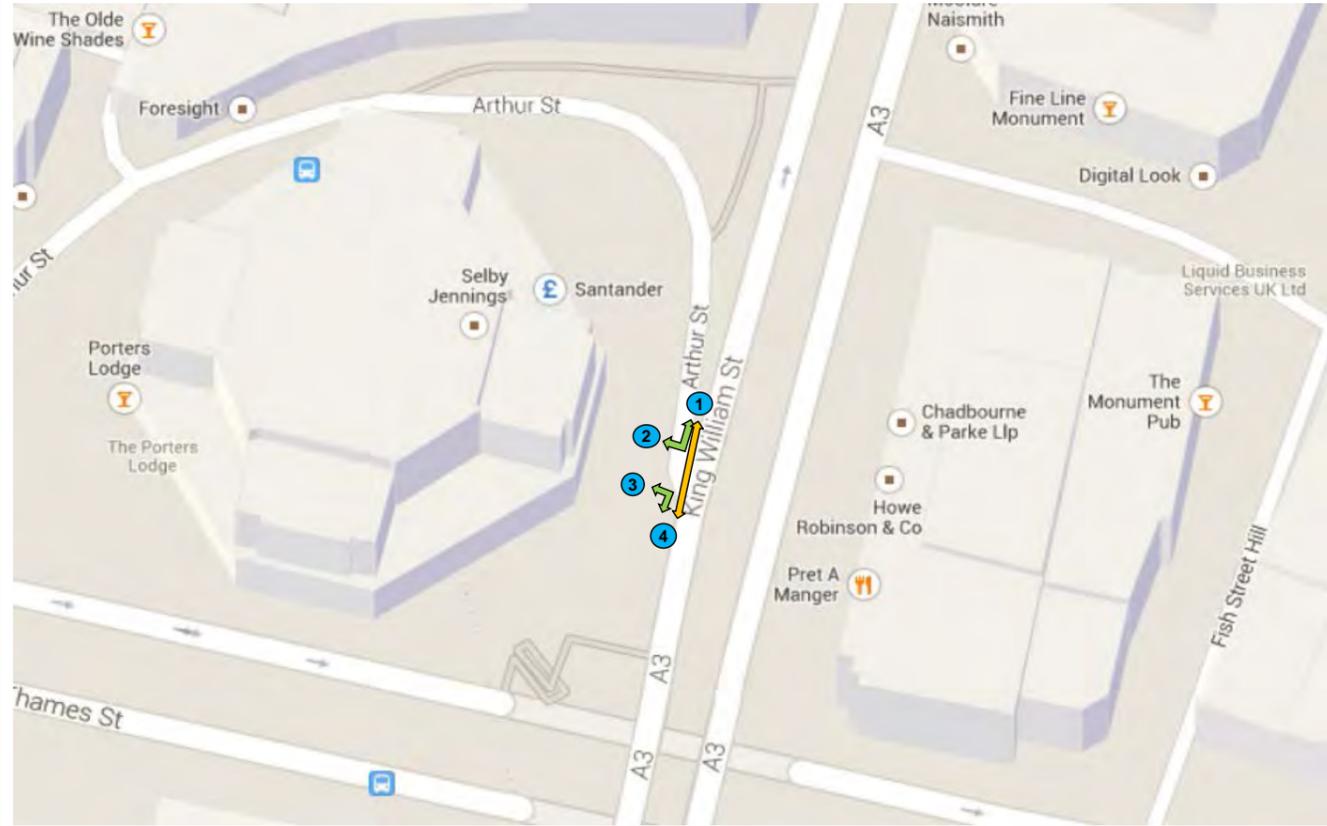
Site 4: King William Street/ Nicholas Lane (North)



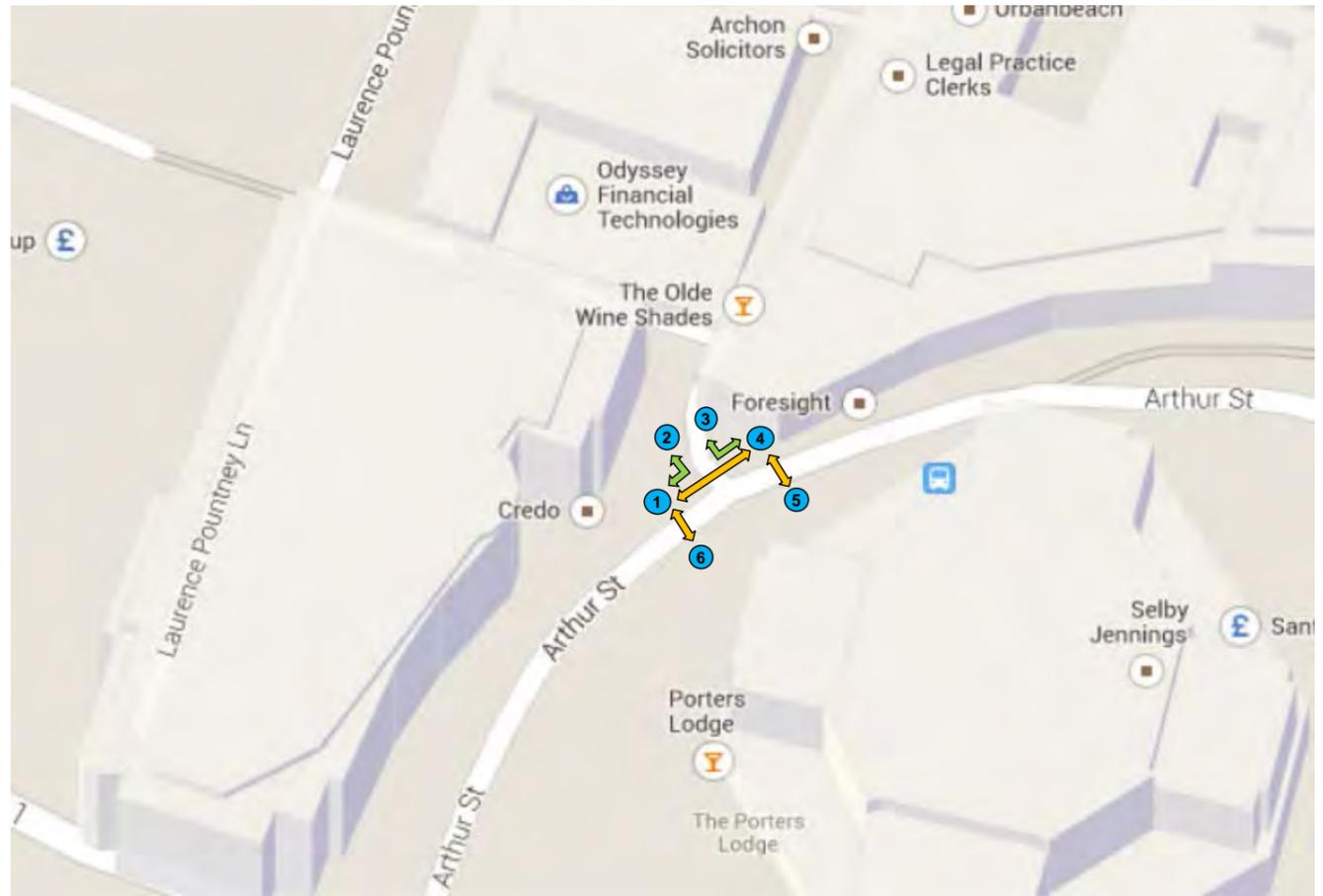
<b>Client :</b> Dragados	Trans 003 sites: Pedestrian origin/destinations
<b>Project :</b> L0513NM Bank Station	Site 5: King William Street/ Nicholas Lane (South)



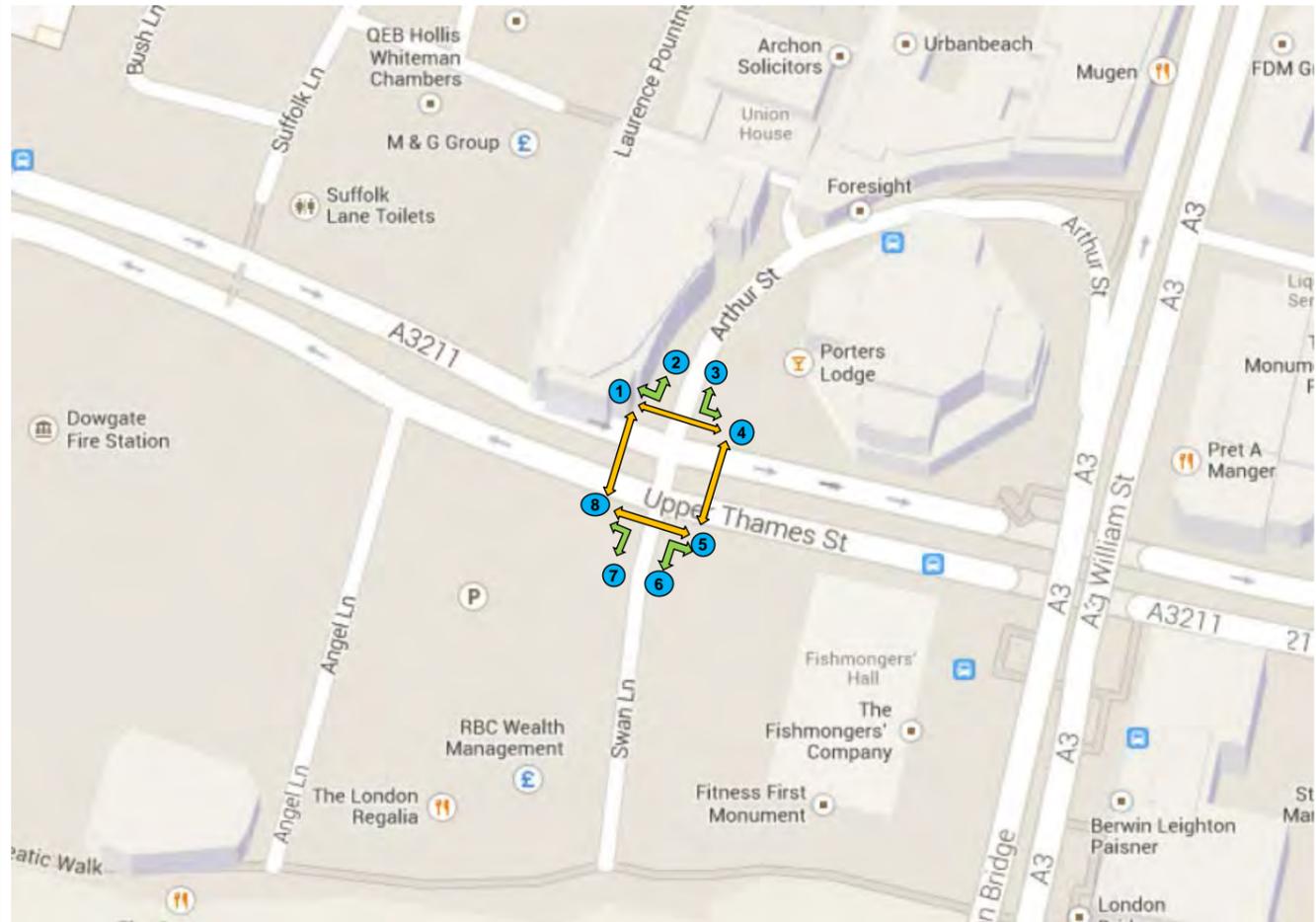
<b>Client :</b> Dragados	Trans 003 sites: Pedestrian origin/destinations
<b>Project :</b> L0513NM Bank Station	Site 6: A3 King William Street/ Arthur Street



<b>Client :</b> Dragados	Trans 003 sites: Pedestrian origin/destinations
<b>Project :</b> L0513NM Bank Station	Site 7: Arthur Street/ Martin Lane



<b>Client :</b> Dragados	Trans 003 sites: Pedestrian origin/destinations
<b>Project :</b> L0513NM Bank Station	Site 8: A3211 Upper Thames Street/ Arthur Street





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 1  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	1 to 4	4 to 1	Total	1 to 6	6 to 1	Total	4 to 5	5 to 4	Total
07:00	10	6	16	0	0	0	37	48	85	20	9	29	4	4	8
07:15	28	7	35	3	1	4	99	54	153	40	36	76	9	4	13
07:30	39	11	50	4	7	11	154	69	223	47	50	97	6	10	16
07:45	27	15	42	3	0	3	156	84	240	54	31	85	9	3	12
1 Hr	104	39	143	10	8	18	446	255	701	161	126	287	28	21	49
08:00	46	13	59	1	3	4	277	116	393	56	52	108	13	20	33
08:15	50	4	54	2	0	2	224	153	377	58	40	98	19	8	27
08:30	55	20	75	5	0	5	301	157	458	95	60	155	20	7	27
08:45	62	10	72	5	3	8	319	139	458	114	84	198	18	15	33
1 Hr	213	47	260	13	6	19	1121	565	1686	323	236	559	70	50	120
09:00	31	9	40	6	2	8	235	100	335	103	81	184	23	4	27
09:15	16	11	27	1	1	2	109	73	182	51	56	107	19	12	31
09:30	16	5	21	2	0	2	74	55	129	27	28	55	10	2	12
09:45	15	18	33	0	1	1	49	39	88	31	25	56	6	4	10
1 Hr	78	43	121	9	4	13	467	267	734	212	190	402	58	22	80
10:00	8	5	13	3	1	4	50	39	89	16	11	27	8	3	11
10:15	6	4	10	1	0	1	47	39	86	11	16	27	2	6	8
10:30	12	11	23	3	0	3	50	46	96	8	16	24	4	5	9
10:45	6	5	11	0	1	1	39	40	79	12	8	20	7	2	9
1 Hr	32	25	57	7	2	9	186	164	350	47	51	98	21	16	37
11:00	14	11	25	2	2	4	41	40	81	13	19	32	3	7	10
11:15	7	12	19	0	1	1	34	52	86	7	13	20	1	7	8
11:30	6	11	17	2	0	2	44	56	100	16	15	31	5	12	17
11:45	19	11	30	2	2	4	51	57	108	21	39	60	4	14	18
1 Hr	46	45	91	6	5	11	170	205	375	57	86	143	13	40	53
12:00	28	30	58	1	6	7	116	72	188	22	35	57	5	16	21
12:15	23	25	48	8	0	8	90	110	200	23	42	65	12	27	39
12:30	35	35	70	0	2	2	146	168	314	25	45	70	10	22	32
12:45	32	49	81	3	0	3	139	175	314	54	66	120	17	15	32
1 Hr	118	139	257	12	8	20	491	525	1016	124	188	312	44	80	124
13:00	54	75	129	7	4	11	187	202	389	52	71	123	26	21	47
13:15	38	22	60	4	3	7	190	188	378	50	42	92	18	17	35
13:30	49	35	84	3	2	5	154	141	295	48	45	93	16	14	30
13:45	29	23	52	1	1	2	109	110	219	37	30	67	8	14	22
1 Hr	170	155	325	15	10	25	640	641	1281	187	188	375	68	66	134
14:00	26	16	42	8	4	12	107	111	218	24	26	50	9	12	21
14:15	16	22	38	0	2	2	78	74	152	20	14	34	8	7	15
14:30	10	17	27	2	2	4	104	75	179	21	20	41	5	9	14
14:45	16	19	35	0	3	3	84	55	139	22	23	45	12	10	22
1 Hr	68	74	142	10	11	21	373	315	688	87	83	170	34	38	72
15:00	10	9	19	1	2	3	55	71	126	20	17	37	10	8	18
15:15	6	27	33	1	2	3	42	54	96	21	19	40	5	7	12
15:30	11	24	35	1	1	2	83	65	148	20	23	43	7	9	16
15:45	18	15	33	3	2	5	48	67	115	19	28	47	4	11	15
1 Hr	45	75	120	6	7	13	228	257	485	80	87	167	26	35	61
16:00	14	17	31	4	0	4	66	82	148	16	17	33	2	12	14
16:15	5	9	14	0	2	2	74	71	145	24	16	40	5	9	14
16:30	14	24	38	1	0	1	63	90	153	20	29	49	7	11	18
16:45	15	22	37	0	0	0	78	121	199	17	20	37	4	13	17
1 Hr	48	72	120	5	2	7	281	364	645	77	82	159	18	45	63
17:00	17	71	88	0	2	2	133	248	381	40	29	69	9	22	31
17:15	20	50	70	1	2	3	129	191	320	26	24	50	14	27	41
17:30	13	58	71	1	5	6	180	246	426	42	30	72	24	28	52
17:45	9	45	54	1	2	3	161	216	377	26	47	73	12	25	37
1 Hr	59	224	283	3	11	14	603	901	1504	134	130	264	59	102	161
18:00	15	34	49	0	0	0	151	189	340	29	66	95	12	32	44
18:15	11	27	38	0	4	4	129	132	261	22	28	50	7	17	24
18:30	11	22	33	1	0	1	93	101	194	10	34	44	7	10	17
18:45	10	24	34	0	3	3	70	93	163	9	20	29	6	21	27
1 Hr	47	107	154	1	7	8	443	515	958	70	148	218	32	80	112
Total	1028	1045	2073	97	81	178	5449	4974	10423	1559	1595	3154	471	595	1066





Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 2  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	1 to 4	4 to 1	Total	1 to 6	6 to 1	Total	4 to 5	5 to 4	Total
07:00	21	3	24	12	7	19	33	33	66	24	15	39	8	1	9
07:15	15	5	20	9	8	17	118	44	162	29	51	80	17	5	22
07:30	29	6	35	11	12	23	137	65	202	26	52	78	24	26	50
07:45	23	6	29	22	4	26	134	56	190	59	52	111	29	15	44
1 Hr	88	20	108	54	31	85	422	198	620	138	170	308	78	47	125
08:00	47	9	56	24	19	43	292	75	367	76	117	193	36	9	45
08:15	50	8	58	30	21	51	262	129	391	87	88	175	25	14	39
08:30	56	10	66	32	23	55	298	146	444	104	120	224	51	26	77
08:45	57	12	69	37	32	69	276	109	385	128	101	229	49	28	77
1 Hr	210	39	249	123	95	218	1128	459	1587	395	426	821	161	77	238
09:00	24	7	31	24	25	49	179	66	245	63	80	143	52	20	72
09:15	23	10	33	15	16	31	77	70	147	50	58	108	25	12	37
09:30	18	4	22	9	19	28	95	48	143	28	51	79	21	18	39
09:45	9	9	18	14	16	30	38	51	89	41	29	70	15	8	23
1 Hr	74	30	104	62	76	138	389	235	624	182	218	400	113	58	171
10:00	8	10	18	20	15	35	52	40	92	29	30	59	6	5	11
10:15	7	3	10	11	14	25	36	38	74	14	37	51	11	12	23
10:30	11	10	21	12	16	28	41	43	84	42	29	71	8	12	20
10:45	16	9	25	7	10	17	36	36	72	18	31	49	9	9	18
1 Hr	42	32	74	50	55	105	165	157	322	103	127	230	34	38	72
11:00	13	10	23	15	10	25	33	40	73	22	31	53	12	13	25
11:15	6	3	9	6	12	18	35	51	86	22	25	47	6	10	16
11:30	11	10	21	10	19	29	47	47	94	20	26	46	8	14	22
11:45	16	9	25	17	16	33	47	53	100	37	38	75	13	29	42
1 Hr	46	32	78	48	57	105	162	191	353	101	120	221	39	66	105
12:00	18	12	30	26	18	44	78	69	147	62	94	156	28	31	59
12:15	30	15	45	20	22	42	96	127	223	82	98	180	32	40	72
12:30	25	20	45	26	35	61	113	128	241	101	136	237	28	33	61
12:45	18	24	42	23	31	54	133	140	273	101	103	204	48	39	87
1 Hr	91	71	162	95	106	201	420	464	884	346	431	777	136	143	279
13:00	20	28	48	21	30	51	175	130	305	87	125	212	31	48	79
13:15	37	47	84	22	36	58	215	152	367	98	90	188	41	40	81
13:30	36	28	64	29	32	61	144	106	250	82	84	166	26	25	51
13:45	35	17	52	20	16	36	83	103	186	62	79	141	21	16	37
1 Hr	128	120	248	92	114	206	617	491	1108	329	378	707	119	129	248
14:00	18	14	32	15	24	39	79	98	177	49	57	106	14	21	35
14:15	13	20	33	12	18	30	54	93	147	50	53	103	6	8	14
14:30	17	14	31	20	13	33	56	79	135	30	31	61	10	6	16
14:45	15	20	35	21	24	45	51	67	118	33	36	69	13	18	31
1 Hr	63	68	131	68	79	147	240	337	577	162	177	339	43	53	96
15:00	12	17	29	10	17	27	40	44	84	28	43	71	9	7	16
15:15	13	8	21	21	16	37	47	53	100	28	27	55	14	10	24
15:30	15	10	25	15	20	35	69	63	132	34	15	49	4	15	19
15:45	12	9	21	16	12	28	43	68	111	27	28	55	14	10	24
1 Hr	52	44	96	62	65	127	199	228	427	117	113	230	41	42	83
16:00	16	7	23	8	9	17	50	56	106	35	29	64	6	1	7
16:15	13	11	24	7	10	17	49	68	117	23	25	48	10	7	17
16:30	19	14	33	8	8	16	44	70	114	33	30	63	12	4	16
16:45	12	14	26	10	8	18	48	87	135	80	44	124	16	8	24
1 Hr	60	46	106	33	35	68	191	281	472	171	128	299	44	20	64
17:00	29	35	64	19	15	34	69	135	204	132	158	290	29	17	46
17:15	33	40	73	8	15	23	46	113	159	109	97	206	27	7	34
17:30	31	30	61	24	14	38	75	195	270	135	83	218	37	12	49
17:45	31	30	61	22	15	37	112	154	266	67	72	139	18	14	32
1 Hr	124	135	259	73	59	132	302	597	899	443	410	853	111	50	161
18:00	32	24	56	11	19	30	130	131	261	111	89	200	28	15	43
18:15	27	41	68	9	16	25	90	74	164	64	73	137	16	19	35
18:30	30	36	66	18	26	44	56	78	134	45	66	111	12	18	30
18:45	20	35	55	21	19	40	47	44	91	44	45	89	13	6	19
1 Hr	109	136	245	59	80	139	323	327	650	264	273	537	69	58	127
Total	1087	773	1860	819	852	1671	4558	3965	8523	2751	2971	5722	988	781	1769



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 3  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	5 to 4	4 to 5	Total	3 to 2	2 to 3	Total	5 to 2	2 to 5	Total	5 to 6	6 to 5	Total
07:00	18	17	35	8	7	15	0	16	16	74	13	87	24	18	42
07:15	13	22	35	11	4	15	6	10	16	102	30	132	31	24	55
07:30	18	15	33	2	6	8	3	9	12	106	28	134	41	37	78
07:45	29	32	61	6	7	13	1	10	11	191	44	235	55	28	83
1 Hr	78	86	164	27	24	51	10	45	55	473	115	588	151	107	258
08:00	39	44	83	8	15	23	3	11	14	223	47	270	90	48	138
08:15	37	39	76	11	17	28	7	12	19	303	60	363	74	49	123
08:30	45	63	108	23	14	37	1	6	7	364	82	446	120	70	190
08:45	51	52	103	14	11	25	2	11	13	313	86	399	85	44	129
1 Hr	172	198	370	56	57	113	13	40	53	1203	275	1478	369	211	580
09:00	37	39	76	8	13	21	1	5	6	235	96	331	83	59	142
09:15	9	17	26	7	4	11	2	3	5	125	78	203	61	40	101
09:30	8	21	29	4	4	8	0	2	2	80	37	117	57	33	90
09:45	8	11	19	10	4	14	4	6	10	75	48	123	19	21	40
1 Hr	62	88	150	29	25	54	7	16	23	515	259	774	220	153	373
10:00	22	14	36	3	1	4	3	7	10	59	34	93	20	18	38
10:15	6	9	15	3	2	5	1	9	10	61	25	86	19	15	34
10:30	7	28	35	3	0	3	16	9	25	66	37	103	31	19	50
10:45	9	25	34	3	3	6	1	8	9	47	36	83	18	15	33
1 Hr	44	76	120	12	6	18	21	33	54	233	132	365	88	67	155
11:00	4	10	14	1	4	5	3	6	9	43	32	75	20	11	31
11:15	6	21	27	1	2	3	3	3	6	63	22	85	17	7	24
11:30	13	9	22	1	6	7	0	7	7	30	95	125	22	9	31
11:45	14	22	36	5	4	9	2	8	10	35	28	63	25	16	41
1 Hr	37	62	99	8	16	24	8	24	32	171	177	348	84	43	127
12:00	17	33	50	7	12	19	9	4	13	61	58	119	48	23	71
12:15	21	29	50	11	16	27	8	9	17	94	81	175	57	38	95
12:30	21	39	60	16	27	43	7	8	15	83	83	166	90	41	131
12:45	27	34	61	26	13	39	12	12	24	80	83	163	59	67	126
1 Hr	86	135	221	60	68	128	36	33	69	318	305	623	254	169	423
13:00	25	32	57	16	13	29	6	11	17	93	66	159	82	84	166
13:15	15	25	40	12	7	19	7	12	19	67	70	137	55	30	85
13:30	23	18	41	20	15	35	5	9	14	104	54	158	39	46	85
13:45	17	14	31	12	5	17	20	6	26	90	87	177	37	30	67
1 Hr	80	89	169	60	40	100	38	38	76	354	277	631	213	190	403
14:00	16	20	36	9	9	18	12	2	14	78	61	139	34	30	64
14:15	17	24	41	8	6	14	11	3	14	46	46	92	38	30	68
14:30	18	23	41	8	7	15	10	2	12	69	63	132	22	17	39
14:45	10	20	30	26	9	35	11	7	18	70	67	137	33	42	75
1 Hr	61	87	148	51	31	82	44	14	58	263	237	500	127	119	246
15:00	9	16	25	6	5	11	5	4	9	49	50	99	23	15	38
15:15	18	9	27	4	5	9	6	2	8	80	65	145	15	14	29
15:30	12	23	35	4	9	13	3	4	7	60	55	115	30	24	54
15:45	13	19	32	6	4	10	11	3	14	39	46	85	23	26	49
1 Hr	52	67	119	20	23	43	25	13	38	228	216	444	91	79	170
16:00	13	27	40	2	3	5	5	5	10	47	75	122	39	15	54
16:15	8	18	26	5	6	11	4	2	6	51	92	143	29	18	47
16:30	11	20	31	8	3	11	4	3	7	47	66	113	16	24	40
16:45	20	25	45	8	10	18	10	0	10	75	88	163	18	19	37
1 Hr	52	90	142	23	22	45	23	10	33	220	321	541	102	76	178
17:00	34	76	110	37	15	52	14	5	19	78	162	240	40	60	100
17:15	31	61	92	17	14	31	13	6	19	69	243	312	83	63	146
17:30	30	48	78	13	11	24	13	7	20	111	233	344	35	33	68
17:45	21	49	70	19	14	33	15	4	19	116	227	343	66	76	142
1 Hr	116	234	350	86	54	140	55	22	77	374	865	1239	224	232	456
18:00	27	34	61	12	21	33	10	7	17	106	224	330	59	42	101
18:15	25	34	59	19	14	33	6	9	15	64	182	246	15	27	42
18:30	12	38	50	10	11	21	6	4	10	73	177	250	26	25	51
18:45	16	21	37	14	2	16	12	2	14	83	142	225	29	19	48
1 Hr	80	127	207	55	48	103	34	22	56	326	725	1051	129	113	242
Total	920	1339	2259	487	414	901	314	310	624	4678	3904	8582	2052	1559	3611



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 4  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	1 to 4	4 to 1	Total	1 to 6	6 to 1	Total	4 to 5	5 to 4	Total
07:00	2	0	2	4	9	13	61	48	109	33	28	61	10	13	23
07:15	2	6	8	2	10	12	71	57	128	30	28	58	9	10	19
07:30	4	2	6	6	11	17	91	70	161	47	24	71	12	11	23
07:45	6	7	13	11	17	28	104	108	212	53	49	102	8	17	25
1 Hr	14	15	29	23	47	70	327	283	610	163	129	292	39	51	90
08:00	15	4	19	36	23	59	137	107	244	53	62	115	24	22	46
08:15	12	4	16	32	26	58	155	193	348	75	72	147	22	21	43
08:30	22	14	36	38	36	74	162	200	362	85	92	177	29	34	63
08:45	13	11	24	42	39	81	201	185	386	71	70	141	25	33	58
1 Hr	62	33	95	148	124	272	655	685	1340	284	296	580	100	110	210
09:00	16	13	29	40	30	70	222	150	372	64	58	122	22	20	42
09:15	14	7	21	22	24	46	177	114	291	41	39	80	16	14	30
09:30	6	2	8	18	11	29	126	92	218	22	31	53	10	6	16
09:45	9	3	12	17	11	28	98	64	162	19	24	43	6	5	11
1 Hr	45	25	70	97	76	173	623	420	1043	146	152	298	54	45	99
10:00	7	7	14	13	12	25	99	65	164	32	24	56	7	2	9
10:15	3	7	10	19	10	29	90	63	153	24	25	49	6	4	10
10:30	8	2	10	18	14	32	75	52	127	22	41	63	3	4	7
10:45	3	6	9	13	10	23	88	35	123	16	24	40	2	2	4
1 Hr	21	22	43	63	46	109	352	215	567	94	114	208	18	12	30
11:00	6	7	13	13	15	28	86	51	137	15	22	37	4	12	16
11:15	7	4	11	12	7	19	81	75	156	13	30	43	1	2	3
11:30	5	1	6	10	14	24	111	78	189	20	19	39	7	8	15
11:45	10	9	19	20	14	34	100	83	183	20	23	43	4	14	18
1 Hr	28	21	49	55	50	105	378	287	665	68	94	162	16	36	52
12:00	16	12	28	25	17	42	105	95	200	34	53	87	11	17	28
12:15	10	21	31	40	29	69	122	103	225	42	51	93	15	24	39
12:30	10	11	21	25	27	52	150	120	270	45	80	125	6	28	34
12:45	13	12	25	27	22	49	157	130	287	60	52	112	15	17	32
1 Hr	49	56	105	117	95	212	534	448	982	181	236	417	47	86	133
13:00	7	15	22	40	29	69	161	133	294	60	68	128	38	30	68
13:15	9	4	13	37	28	65	185	133	318	41	52	93	14	18	32
13:30	15	21	36	43	31	74	156	116	272	52	50	102	24	15	39
13:45	6	9	15	25	19	44	141	69	210	44	45	89	14	13	27
1 Hr	37	49	86	145	107	252	643	451	1094	197	215	412	90	76	166
14:00	8	7	15	30	17	47	140	85	225	37	40	77	19	9	28
14:15	11	8	19	20	11	31	104	71	175	27	54	81	10	6	16
14:30	5	8	13	12	10	22	100	90	190	31	33	64	8	11	19
14:45	2	22	24	18	15	33	103	60	163	42	34	76	9	11	20
1 Hr	26	45	71	80	53	133	447	306	753	137	161	298	46	37	83
15:00	4	11	15	14	9	23	109	65	174	24	28	52	4	8	12
15:15	5	5	10	10	10	20	95	53	148	29	20	49	8	4	12
15:30	13	5	18	20	18	38	92	82	174	30	33	63	8	5	13
15:45	6	10	16	19	9	28	91	90	181	32	34	66	10	4	14
1 Hr	28	31	59	63	46	109	387	290	677	115	115	230	30	21	51
16:00	11	9	20	19	11	30	117	88	205	18	45	63	10	11	21
16:15	7	9	16	20	8	28	143	75	218	23	32	55	3	7	10
16:30	4	12	16	28	15	43	105	119	224	31	28	59	7	10	17
16:45	8	11	19	23	14	37	128	105	233	33	37	70	8	6	14
1 Hr	30	41	71	90	48	138	493	387	880	105	142	247	28	34	62
17:00	12	44	56	37	23	60	160	161	321	77	85	162	20	15	35
17:15	7	21	28	51	25	76	224	137	361	48	101	149	27	27	54
17:30	10	18	28	46	30	76	240	220	460	56	80	136	26	20	46
17:45	10	22	32	34	21	55	245	180	425	56	78	134	23	21	44
1 Hr	39	105	144	168	99	267	869	698	1567	237	344	581	96	83	179
18:00	6	24	30	55	32	87	190	210	400	43	58	101	16	33	49
18:15	10	45	55	40	29	69	220	140	360	29	29	58	14	12	26
18:30	8	11	19	41	15	56	167	120	287	26	54	80	14	13	27
18:45	3	13	16	24	20	44	146	106	252	33	38	71	24	8	32
1 Hr	27	93	120	160	96	256	723	576	1299	131	179	310	68	66	134
Total	406	536	942	1209	887	2096	6431	5046	11477	1858	2177	4035	632	657	1289



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 5  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	1 to 4	4 to 1	Total	1 to 6	6 to 1	Total	4 to 5	5 to 4	Total
07:00	3	8	11	2	3	5	62	9	71	3	2	5	4	6	10
07:15	5	20	25	9	5	14	86	16	102	4	5	9	8	6	14
07:30	6	15	21	31	9	40	111	25	136	5	4	9	5	9	14
07:45	7	19	26	8	11	19	168	41	209	2	1	3	5	4	9
1 Hr	21	62	83	50	28	78	427	91	518	14	12	26	22	25	47
08:00	9	32	41	17	5	22	218	39	257	15	11	26	13	16	29
08:15	4	39	43	11	2	13	251	48	299	12	8	20	9	13	22
08:30	15	28	43	27	10	37	373	63	436	22	15	37	26	30	56
08:45	7	25	32	40	8	48	250	48	298	15	11	26	19	12	31
1 Hr	35	124	159	95	25	120	1092	198	1290	64	45	109	67	71	138
09:00	10	15	25	18	5	23	211	71	282	8	6	14	9	20	29
09:15	9	6	15	11	3	14	132	68	200	6	7	13	9	16	25
09:30	5	9	14	7	2	9	78	46	124	5	5	10	3	10	13
09:45	10	5	15	11	8	19	75	49	124	7	4	11	3	5	8
1 Hr	34	35	69	47	18	65	496	234	730	26	22	48	24	51	75
10:00	6	5	11	4	2	6	56	25	81	2	3	5	1	6	7
10:15	3	3	6	3	2	5	69	23	92	3	5	8	4	6	10
10:30	10	8	18	4	4	8	81	39	120	1	2	3	5	5	10
10:45	3	2	5	5	2	7	46	41	87	2	6	8	1	2	3
1 Hr	22	18	40	16	10	26	252	128	380	8	16	24	11	19	30
11:00	7	5	12	11	6	17	43	37	80	5	2	7	8	1	9
11:15	5	3	8	5	7	12	51	30	81	3	4	7	1	1	2
11:30	5	5	10	1	8	9	47	107	154	2	2	4	5	2	7
11:45	6	12	18	9	7	16	32	37	69	1	2	3	9	2	11
1 Hr	23	25	48	26	28	54	173	211	384	11	10	21	23	6	29
12:00	15	16	31	18	16	34	62	48	110	11	9	20	12	11	23
12:15	17	18	35	5	16	21	91	71	162	15	7	22	13	14	27
12:30	12	18	30	19	23	42	79	87	166	12	11	23	18	11	29
12:45	20	14	34	18	32	50	94	85	179	11	10	21	10	10	20
1 Hr	64	66	130	60	87	147	326	291	617	49	37	86	53	46	99
13:00	35	21	56	37	47	84	106	61	167	19	8	27	25	33	58
13:15	11	12	23	29	15	44	154	66	220	21	15	36	13	10	23
13:30	21	29	50	22	17	39	91	44	135	14	11	25	16	15	31
13:45	9	15	24	15	15	30	86	73	159	10	7	17	12	10	22
1 Hr	76	77	153	103	94	197	437	244	681	64	41	105	66	68	134
14:00	10	16	26	14	14	28	86	60	146	8	5	13	6	13	19
14:15	12	9	21	9	10	19	57	52	109	6	3	9	3	9	12
14:30	8	4	12	8	11	19	64	53	117	4	4	8	9	5	14
14:45	9	10	19	9	10	19	78	67	145	8	6	14	10	11	21
1 Hr	39	39	78	40	45	85	285	232	517	26	18	44	28	38	66
15:00	7	5	12	7	3	10	55	47	102	6	5	11	7	1	8
15:15	15	2	17	6	13	19	85	75	160	3	4	7	2	8	10
15:30	14	6	20	6	11	17	55	49	104	5	5	10	2	5	7
15:45	9	11	20	9	9	18	51	34	85	1	4	5	1	9	10
1 Hr	45	24	69	28	36	64	246	205	451	15	18	33	12	23	35
16:00	9	9	18	5	12	17	63	83	146	4	3	7	4	6	10
16:15	4	2	6	5	5	10	48	92	140	5	5	10	5	3	8
16:30	14	9	23	5	11	16	50	57	107	2	6	8	8	4	12
16:45	9	8	17	7	13	20	91	94	185	6	2	8	7	7	14
1 Hr	36	28	64	22	41	63	252	326	578	17	16	33	24	20	44
17:00	21	7	28	12	50	62	92	174	266	9	8	17	8	10	18
17:15	26	6	32	16	25	41	79	212	291	14	11	25	15	19	34
17:30	24	5	29	13	35	48	98	212	310	15	9	24	16	18	34
17:45	21	6	27	5	25	30	134	224	358	18	12	30	19	12	31
1 Hr	92	24	116	46	135	181	403	822	1225	56	40	96	58	59	117
18:00	16	7	23	8	18	26	132	217	349	18	15	33	22	7	29
18:15	18	6	24	9	9	18	75	138	213	9	7	16	10	10	20
18:30	15	4	19	7	8	15	74	146	220	8	6	14	15	10	25
18:45	14	8	22	5	10	15	83	135	218	11	8	19	19	5	24
1 Hr	63	25	88	29	45	74	364	636	1000	46	36	82	66	32	98
Total	550	547	1097	562	592	1154	4753	3618	8371	396	311	707	454	458	912



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 6  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	1 to 4	4 to 1	Total
07:00	9	3	12	2	11	13	19	62	81
07:15	11	1	12	5	11	16	30	126	156
07:30	15	11	26	15	8	23	71	168	239
07:45	18	8	26	4	17	21	64	233	297
1 Hr	53	23	76	26	47	73	184	589	773
08:00	22	6	28	8	31	39	102	295	397
08:15	33	12	45	3	34	37	128	362	490
08:30	24	1	25	7	49	56	153	480	633
08:45	52	4	56	6	63	69	140	440	580
1 Hr	131	23	154	24	177	201	523	1577	2100
09:00	25	7	32	5	28	33	105	245	350
09:15	16	4	20	1	24	25	73	153	226
09:30	8	11	19	4	10	14	55	90	145
09:45	12	5	17	3	14	17	49	71	120
1 Hr	61	27	88	13	76	89	282	559	841
10:00	8	15	23	3	9	12	35	68	103
10:15	4	9	13	4	11	15	30	53	83
10:30	4	12	16	5	7	12	45	72	117
10:45	9	6	15	9	8	17	44	57	101
1 Hr	25	42	67	21	35	56	154	250	404
11:00	14	12	26	7	7	14	27	52	79
11:15	7	8	15	6	12	18	35	74	109
11:30	4	5	9	8	17	25	47	83	130
11:45	12	11	23	7	9	16	61	83	144
1 Hr	37	36	73	28	45	73	170	292	462
12:00	14	41	55	12	15	27	97	135	232
12:15	17	44	61	21	15	36	75	111	186
12:30	23	46	69	15	10	25	113	155	268
12:45	23	33	56	13	14	27	96	139	235
1 Hr	77	164	241	61	54	115	381	540	921
13:00	34	48	82	11	13	24	97	205	302
13:15	35	46	81	11	15	26	109	167	276
13:30	22	17	39	10	14	24	104	139	243
13:45	37	14	51	8	26	34	78	121	199
1 Hr	128	125	253	40	68	108	388	632	1020
14:00	21	15	36	19	14	33	86	102	188
14:15	21	12	33	4	5	9	61	104	165
14:30	14	15	29	13	7	20	64	113	177
14:45	13	15	28	4	10	14	77	99	176
1 Hr	69	57	126	40	36	76	288	418	706
15:00	12	12	24	14	6	20	49	92	141
15:15	7	15	22	15	6	21	69	111	180
15:30	12	24	36	5	10	15	58	198	256
15:45	16	11	27	6	9	15	52	106	158
1 Hr	47	62	109	40	31	71	228	507	735
16:00	6	18	24	16	2	18	68	123	191
16:15	9	26	35	13	14	27	100	81	181
16:30	12	18	30	27	5	32	82	92	174
16:45	10	29	39	18	9	27	95	99	194
1 Hr	37	91	128	74	30	104	345	395	740
17:00	9	42	51	44	7	51	196	117	313
17:15	19	29	48	31	6	37	235	129	364
17:30	6	30	36	41	10	51	286	158	444
17:45	20	32	52	37	10	47	313	180	493
1 Hr	54	133	187	153	33	186	1030	584	1614
18:00	12	33	45	42	15	57	280	191	471
18:15	4	28	32	27	4	31	224	151	375
18:30	20	22	42	31	9	40	200	131	331
18:45	10	27	37	27	9	36	165	115	280
1 Hr	46	110	156	127	37	164	869	588	1457
Total	765	893	1658	647	669	1316	4842	6931	11773



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 7  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	1 to 4	4 to 1	Total	1 to 6	6 to 1	Total	4 to 5	5 to 4	Total
07:00	2	13	15	2	11	13	1	9	10	0	1	1	1	2	3
07:15	1	25	26	2	8	10	4	15	19	1	1	2	4	3	7
07:30	3	35	38	5	6	11	4	13	17	4	4	8	1	1	2
07:45	3	51	54	2	16	18	1	25	26	4	1	5	4	11	15
1 Hr	9	124	133	11	41	52	10	62	72	9	7	16	10	17	27
08:00	6	61	67	4	19	23	3	36	39	3	3	6	4	10	14
08:15	8	92	100	5	29	34	5	40	45	7	10	17	2	13	15
08:30	2	95	97	14	34	48	3	57	60	8	9	17	13	12	25
08:45	8	110	118	23	43	66	3	79	82	27	7	34	24	13	37
1 Hr	24	358	382	46	125	171	14	212	226	45	29	74	43	48	91
09:00	2	110	112	15	17	32	3	57	60	9	3	12	14	4	18
09:15	4	52	56	11	14	25	5	26	31	8	4	12	9	7	16
09:30	8	30	38	2	6	8	7	15	22	2	3	5	1	3	4
09:45	7	23	30	6	11	17	6	16	22	5	2	7	6	4	10
1 Hr	21	215	236	34	48	82	21	114	135	24	12	36	30	18	48
10:00	9	23	32	7	4	11	10	7	17	1	8	9	4	0	4
10:15	7	17	24	5	5	10	13	4	17	5	5	10	3	4	7
10:30	18	24	42	8	1	9	17	7	24	2	3	5	5	2	7
10:45	12	19	31	4	3	7	6	5	11	2	2	4	2	0	2
1 Hr	46	83	129	24	13	37	46	23	69	10	18	28	14	6	20
11:00	21	18	39	4	1	5	6	16	22	1	0	1	4	3	7
11:15	7	9	16	4	0	4	7	7	14	3	0	3	2	0	2
11:30	16	16	32	2	0	2	5	6	11	3	3	6	1	0	1
11:45	32	21	53	2	1	3	23	15	38	5	2	7	6	2	8
1 Hr	76	64	140	12	2	14	41	44	85	12	5	17	13	5	18
12:00	40	27	67	37	4	41	42	11	53	7	4	11	22	1	23
12:15	69	39	108	16	9	25	38	15	53	7	20	27	11	2	13
12:30	58	43	101	23	8	31	37	23	60	1	7	8	25	6	31
12:45	51	63	114	28	12	40	23	24	47	9	5	14	26	11	37
1 Hr	218	172	390	104	33	137	140	73	213	24	36	60	84	20	104
13:00	57	60	117	23	14	37	26	30	56	5	26	31	17	39	56
13:15	43	88	131	14	18	32	26	35	61	13	17	30	15	16	31
13:30	30	64	94	7	12	19	25	39	64	10	9	19	9	6	15
13:45	28	69	97	12	13	25	10	22	32	9	2	11	8	11	19
1 Hr	158	281	439	56	57	113	87	126	213	37	54	91	49	72	121
14:00	23	35	58	11	38	49	19	26	45	4	5	9	11	18	29
14:15	11	30	41	11	12	23	8	13	21	8	0	8	9	3	12
14:30	14	32	46	12	6	18	4	9	13	1	1	2	6	5	11
14:45	12	12	24	3	9	12	17	6	23	3	1	4	8	7	15
1 Hr	60	109	169	37	65	102	48	54	102	16	7	23	34	33	67
15:00	18	14	32	8	9	17	10	12	22	5	1	6	6	3	9
15:15	17	28	45	9	11	20	11	6	17	5	2	7	11	0	11
15:30	21	10	31	6	5	11	13	10	23	5	4	9	4	1	5
15:45	14	20	34	3	3	6	9	6	15	3	5	8	3	2	5
1 Hr	70	72	142	26	28	54	43	34	77	18	12	30	24	6	30
16:00	21	8	29	10	6	16	12	5	17	8	1	9	7	5	12
16:15	19	15	34	8	5	13	12	6	18	4	0	4	4	1	5
16:30	29	13	42	14	4	18	9	6	15	5	2	7	10	3	13
16:45	25	14	39	19	1	20	17	2	19	3	2	5	18	2	20
1 Hr	94	50	144	51	16	67	50	19	69	20	5	25	39	11	50
17:00	55	6	61	49	6	55	35	9	44	6	7	13	41	1	42
17:15	56	7	63	32	4	36	26	12	38	9	3	12	23	4	27
17:30	69	13	82	38	7	45	31	11	42	13	9	22	40	5	45
17:45	74	11	85	20	10	30	35	15	50	17	5	22	11	2	13
1 Hr	254	37	291	139	27	166	127	47	174	45	24	69	115	12	127
18:00	69	10	79	23	2	25	31	7	38	11	13	24	19	11	30
18:15	48	2	50	23	6	29	27	6	33	5	12	17	10	11	21
18:30	29	1	30	12	4	16	27	16	43	8	6	14	9	6	15
18:45	39	8	47	11	2	13	37	7	44	11	8	19	9	1	10
1 Hr	185	21	206	69	14	83	122	36	158	35	39	74	47	29	76
Total	1215	1586	2801	609	469	1078	749	844	1593	295	248	543	502	277	779



Client: Dragados  
 Project: L0513NM Bank Station  
 Site: 8  
 Date: Thursday 24 October 2013

AM Weather: Dry & bright  
 PM Weather: Dry and bright

**Pedestrian counts**

	1 to 2	2 to 1	Total	3 to 4	4 to 3	Total	5 to 6	6 to 5	Total	7 to 8	8 to 7	Total	1 to 4	4 to 1	Total	4 to 5	5 to 4	Total	5 to 8	8 to 5	Total	8 to 1	1 to 8	Total
07:00	0	2	2	1	2	3	5	1	6	0	1	1	7	6	13	17	1	18	48	3	51	3	19	22
07:15	0	2	2	0	2	2	1	0	1	0	0	0	3	15	18	15	3	18	51	5	56	2	41	43
07:30	1	1	2	0	3	3	13	0	13	0	1	1	3	9	12	17	10	27	60	9	69	1	38	39
07:45	1	2	3	0	5	5	11	3	14	0	0	0	3	23	26	19	5	24	109	7	116	5	65	70
1 Hr	2	7	9	1	12	13	30	4	34	0	2	2	16	53	69	68	19	87	268	24	292	11	163	174
08:00	5	8	13	0	4	4	9	1	10	0	0	0	3	16	19	18	13	31	123	11	134	8	55	63
08:15	5	3	8	3	2	5	11	3	14	1	1	2	8	31	39	33	12	45	128	10	138	11	89	100
08:30	3	11	14	3	4	7	25	2	27	1	0	1	11	34	45	58	7	65	159	16	175	5	96	101
08:45	12	6	18	4	3	7	33	1	34	1	2	3	13	29	42	113	5	118	182	25	207	7	148	155
1 Hr	25	28	53	10	13	23	78	7	85	3	3	6	35	110	145	222	37	259	592	62	654	31	388	419
09:00	2	4	6	0	1	1	23	2	25	0	0	0	7	13	20	37	2	39	115	11	126	7	97	104
09:15	3	7	10	1	3	4	7	6	13	0	0	0	2	15	17	37	8	45	75	15	90	6	50	56
09:30	3	1	4	3	2	5	5	2	7	1	0	1	3	6	9	22	5	27	41	14	55	17	21	38
09:45	5	3	8	5	4	9	4	6	10	0	1	1	4	12	16	9	7	16	43	21	64	8	20	28
1 Hr	13	15	28	9	10	19	39	16	55	1	1	2	16	46	62	105	22	127	274	61	335	38	188	226
10:00	0	1	1	0	2	2	2	5	7	0	0	0	2	4	6	9	15	24	38	17	55	10	9	19
10:15	1	2	3	0	0	0	4	7	11	1	0	1	2	2	4	13	8	21	24	18	42	13	13	26
10:30	1	3	4	0	0	0	3	5	8	1	1	2	2	9	11	3	7	10	30	25	55	22	16	38
10:45	2	7	9	0	1	1	2	1	3	0	0	0	5	7	12	11	8	19	24	26	50	20	15	35
1 Hr	4	13	17	0	3	3	11	18	29	2	1	3	11	22	33	36	38	74	116	86	202	65	53	118
11:00	3	4	7	0	2	2	5	2	7	0	1	1	5	3	8	5	6	11	22	22	44	13	22	35
11:15	3	2	5	1	0	1	14	5	19	1	0	1	3	8	11	12	9	21	33	20	53	20	8	28
11:30	3	1	4	1	1	2	6	0	6	2	0	2	7	7	14	10	7	17	23	26	49	13	16	29
11:45	7	5	12	0	1	1	7	1	8	0	0	0	6	6	12	14	9	23	38	27	65	35	16	51
1 Hr	16	12	28	2	4	6	32	8	40	3	1	4	21	24	45	41	31	72	116	95	211	81	62	143
12:00	3	3	6	0	5	5	7	1	8	3	0	3	14	5	19	15	22	37	23	61	84	54	19	73
12:15	9	6	15	1	7	8	11	5	16	4	1	5	5	15	20	10	28	38	41	53	94	61	34	95
12:30	3	4	7	0	6	6	5	9	14	4	4	8	5	10	15	16	29	45	47	49	96	52	67	119
12:45	6	10	16	3	2	5	8	10	18	5	2	7	8	11	19	22	30	52	61	58	119	56	61	117
1 Hr	21	23	44	4	20	24	31	25	56	16	7	23	32	41	73	63	109	172	172	221	393	223	181	404
13:00	2	5	7	1	13	14	9	26	35	3	1	4	7	11	18	30	83	113	59	81	140	62	68	130
13:15	7	2	9	4	5	9	34	17	51	5	0	5	6	13	19	54	43	97	48	38	86	65	74	139
13:30	5	9	14	2	4	6	18	11	29	2	1	3	8	2	10	33	31	64	55	24	79	57	70	127
13:45	7	1	8	6	2	8	19	5	24	3	1	4	8	8	16	32	23	55	69	47	116	44	58	102
1 Hr	21	17	38	13	24	37	80	59	139	13	3	16	29	34	63	149	180	329	231	190	421	228	270	498
14:00	7	6	13	3	2	5	8	16	24	3	4	7	6	4	10	21	28	49	43	31	74	28	46	74
14:15	3	2	5	0	1	1	14	6	20	0	0	0	4	9	13	21	13	34	20	43	63	19	23	42
14:30	0	3	3	4	1	5	11	6	17	0	0	0	7	5	12	32	16	48	35	27	62	20	22	42
14:45	3	2	5	3	1	4	5	5	10	1	1	2	4	6	10	26	8	34	27	24	51	24	16	40
1 Hr	13	13	26	10	5	15	38	33	71	4	5	9	21	24	45	100	65	165	125	125	250	91	107	198
15:00	5	1	6	3	2	5	6	4	10	2	0	2	5	5	10	8	11	19	19	37	56	22	19	41
15:15	4	5	9	2	1	3	16	4	20	4	1	5	3	8	11	12	8	20	28	30	58	17	17	34
15:30	7	1	8	0	4	4	16	7	23	0	0	0	1	2	3	13	16	29	38	39	77	25	21	46
15:45	4	3	7	0	2	2	3	8	11	1	1	2	2	1	3	9	11	20	31	31	62	23	21	44
1 Hr	20	10	30	5	9	14	41	23	64	7	2	9	11	16	27	42	46	88	116	137	253	87	78	165
16:00	7	3	10	4	0	4	3	4	7	1	0	1	15	2	17	15	14	29	20	42	62	25	11	36
16:15	1	3	4	3	0	3	3	5	8	5	3	8	14	8	22	9	10	19	30	49	79	21	8	29
16:30	2	1	3	2	6	8	12	2	14	0	0	0	9	4	13	13	7	20	31	42	73	22	9	31
16:45	8	1	9	2	5	7	5	12	17	2	1	3	25	10	35	6	12	18	17	70	87	32	7	39
1 Hr	18	8	26	11	11	22	23	23	46	8	4	12	63	24	87	43	43	86	98	203	301	100	35	135
17:00	10	3	13	2	5	7	15	8	23	1	0	1	46	24	70	9	36	45	34	121	155	80	16	96
17:15	4	5	9	1	4	5	5	3	8	0	0	0	28	17	45	12	26	38	37	114	151	64	25	89
17:30	9	5	14	2	2	4	4	13	17	1	3	4	30	19	49	3	26	29	34	150	184	81	31	112
17:45	10	5	15	5	3	8	13	8	21	2	1	3	25	11	36	15	31	46	48	128	176	82	26	108
1 Hr	33	18	51	10	14	24	37	32	69	4	4	8	129	71	200	39	119	158	153	513	666	307	98	405
18:00	9	10	19	9	5	14	10	58	68	3	1	4	25	12	37	27	60	87	26	113	139	74	16	90
18:15	9	4	13	3	2	5	6	41	47	2	2	4	27	13	40	8	50	58	22	111	133	62	18	80
18:30	6	4	10	3	1	4	5	17	22	7	1	8	11	14	25	18	25	43	29	81	110	53	21	74
18:45	6	2	8	1	3	4	7	19	26	0	0	0	8	6	14	13	28	41	20	66	86	61	10	71
1 Hr	30	20	50	16	11	27	28	135	163	12	4	16	71	45	116	66	163	229	97	371	468	250	65	315
Total	216	184	400	91	136	227	468	383	851	73	37	110	455	510	965	974	872	1846	2358	2088	4446	1512	1688	3200





**TRANS 004**



**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 1) King William St.  
**Start Date** 16-Oct-13  
**Direction** Northbound

### Volume Summary

**Average Weekday** 6,014  
**7 Day Average** 5,445

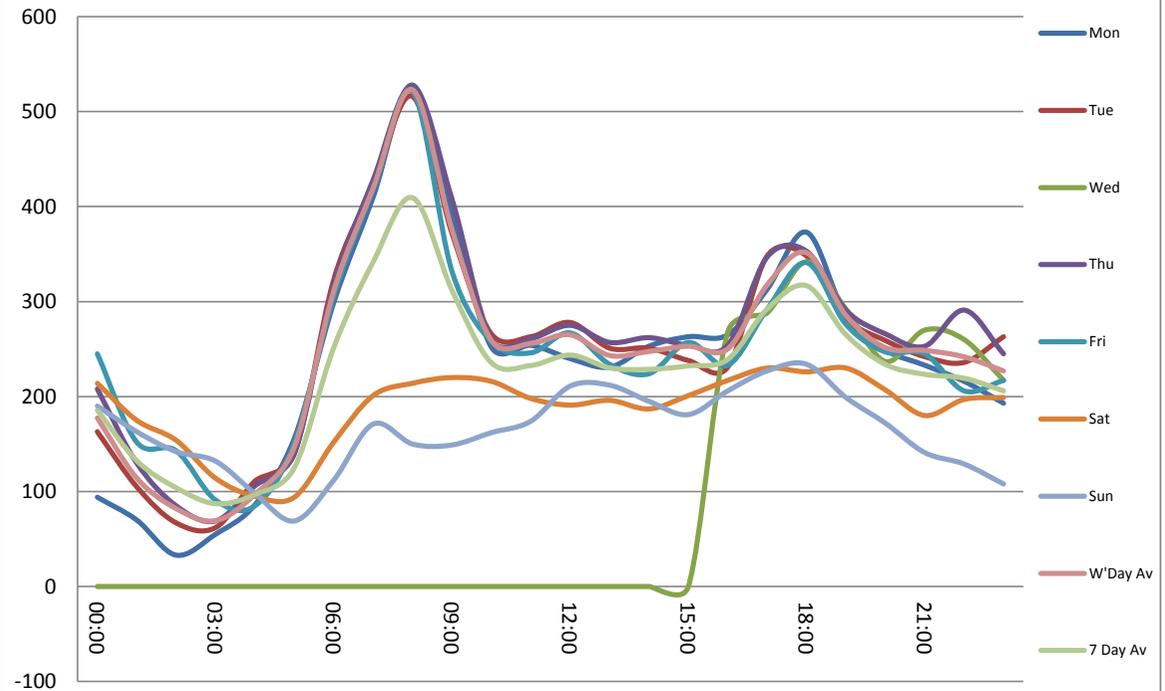
1. (Wk 1) King William St. - Sign Post South of Abchurch Lane

Northbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 21-Oct	Tue 22-Oct	Wed 16-Oct	Thu 17-Oct	Fri 18-Oct	Sat 19-Oct	Sun 20-Oct		
AM Peak	528	516	0	527	521	220	190		
PM Peak	373	348	342	353	341	230	234		
00:00	94	163	0	208	245	214	190	178	186
01:00	70	105	0	130	152	175	163	114	133
02:00	33	67	0	85	143	154	142	82	104
03:00	55	62	0	69	91	114	132	69	87
04:00	86	111	0	106	85	95	98	97	97
05:00	156	140	0	140	151	94	69	147	125
06:00	299	323	0	317	306	152	112	311	252
07:00	410	422	0	428	418	201	171	420	342
08:00	528	516	0	527	521	214	150	523	409
09:00	392	372	0	408	332	220	149	376	312
10:00	252	266	0	260	258	216	162	259	236
11:00	254	263	0	261	246	198	174	256	233
12:00	240	278	0	275	267	191	211	265	244
13:00	231	251	0	257	234	196	212	243	230
14:00	253	251	0	262	224	187	195	248	229
15:00	263	238	0	254	257	201	181	253	232
16:00	265	231	268	254	233	217	206	250	239
17:00	313	348	288	347	292	230	227	318	292
18:00	373	348	342	353	341	226	234	351	317
19:00	285	283	292	291	276	230	199	285	265
20:00	249	259	237	266	247	207	172	252	234
21:00	233	242	270	253	245	180	141	249	223
22:00	216	236	260	291	206	197	129	242	219
23:00	193	263	217	245	217	199	108	227	206
<b>Total</b>	<b>5743</b>	<b>6038</b>	<b>2174</b>	<b>6287</b>	<b>5987</b>	<b>4508</b>	<b>3927</b>	<b>6014</b>	<b>5445</b>

07:00-19:00	3774	3784	898	3886	3623	2497	2272	3761	3314
06:00-22:00	4840	4891	1697	5013	4697	3266	2896	4858	4288
06:00-24:00	5249	5390	2174	5549	5120	3662	3133	5327	4714
00:00-24:00	5743	6038	2174	6287	5987	4508	3927	6014	5445

Hourly Volume Graph  
1. (Wk 1) King William St. - Sign Post South of Abchurch Lane





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 1) King William St.  
**Start Date** 16-Oct-13  
**Direction** Southbound

### Volume Summary

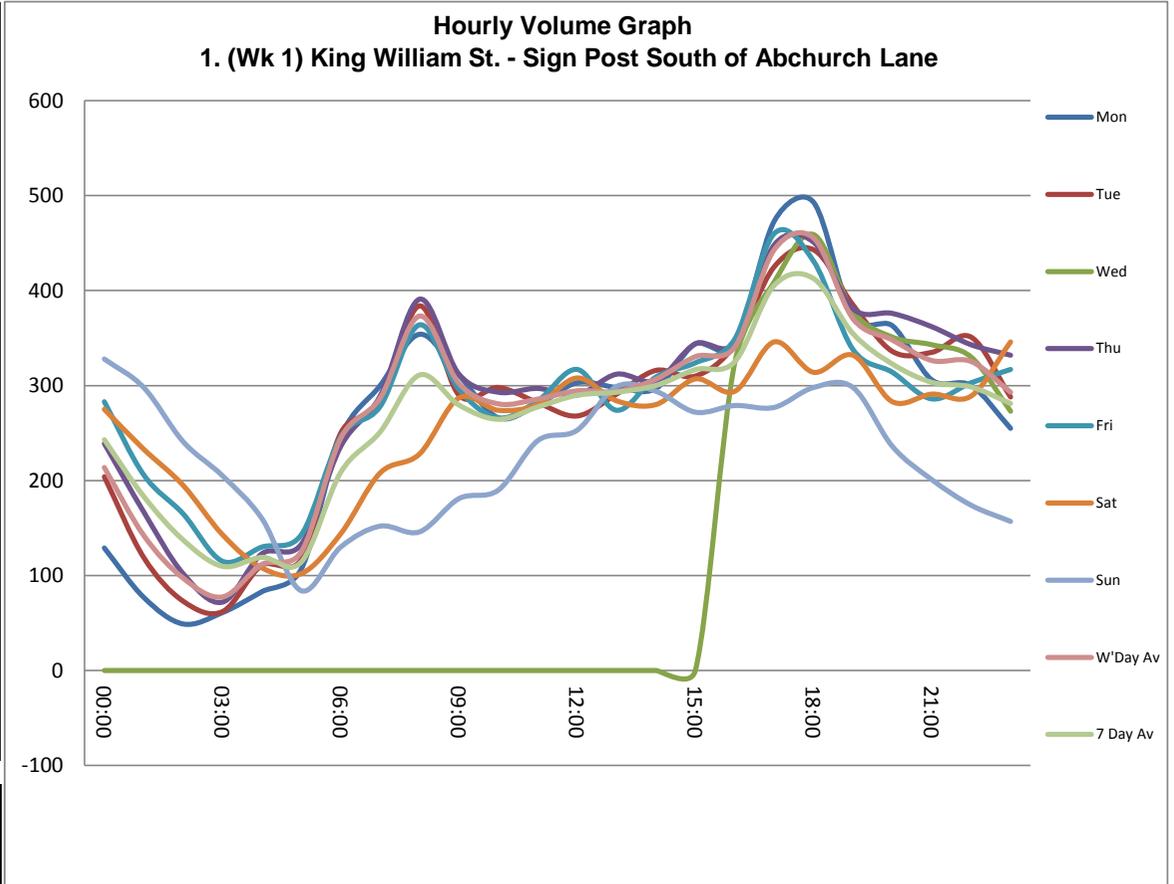
**Average Weekday** 6,669  
**7 Day Average** 6,403

1. (Wk 1) King William St. - Sign Post South of Abchurch Lane

Southbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 21-Oct	Tue 22-Oct	Wed 16-Oct	Thu 17-Oct	Fri 18-Oct	Sat 19-Oct	Sun 20-Oct		
AM Peak	354	384	0	391	364	287	328		
PM Peak	493	443	459	451	460	346	299		
00:00	129	204	0	239	283	275	328	214	243
01:00	77	119	0	167	206	233	298	142	183
02:00	49	73	0	102	165	195	241	97	138
03:00	61	62	0	72	115	143	205	78	110
04:00	83	111	0	123	130	108	160	112	119
05:00	107	117	0	133	143	102	84	125	114
06:00	246	250	0	236	246	144	130	245	209
07:00	300	280	0	289	278	208	152	287	251
08:00	354	384	0	391	364	228	146	373	311
09:00	311	290	0	312	296	287	181	302	280
10:00	266	298	0	293	266	274	190	281	265
11:00	280	282	0	297	284	280	242	286	278
12:00	303	268	0	290	317	308	253	295	290
13:00	298	291	0	312	274	284	299	294	293
14:00	297	316	0	305	309	280	294	307	300
15:00	344	310	0	344	324	307	272	331	317
16:00	342	343	324	345	349	294	279	341	325
17:00	473	425	409	448	460	346	277	443	405
18:00	493	443	459	451	431	314	298	455	413
19:00	371	385	378	381	338	332	298	371	355
20:00	363	336	351	376	314	283	236	348	323
21:00	306	335	343	362	286	291	201	326	303
22:00	300	351	330	343	303	289	174	325	299
23:00	255	288	273	332	317	346	157	293	281
<b>Total</b>	<b>6408</b>	<b>6561</b>	<b>2867</b>	<b>6943</b>	<b>6798</b>	<b>6151</b>	<b>5395</b>	<b>6669</b>	<b>6403</b>

07:00-19:00	4061	3930	1192	4077	3952	3410	2883	3993	3727
06:00-22:00	5347	5236	2264	5432	5136	4460	3748	5283	4916
06:00-24:00	5902	5875	2867	6107	5756	5095	4079	5901	5496
00:00-24:00	6408	6561	2867	6943	6798	6151	5395	6669	6403





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 2) King William St.  
**Start Date** 23-Oct-13  
**Direction** Southbound

### Volume Summary

**Average Weekday** 6,314  
**7 Day Average** 5,796

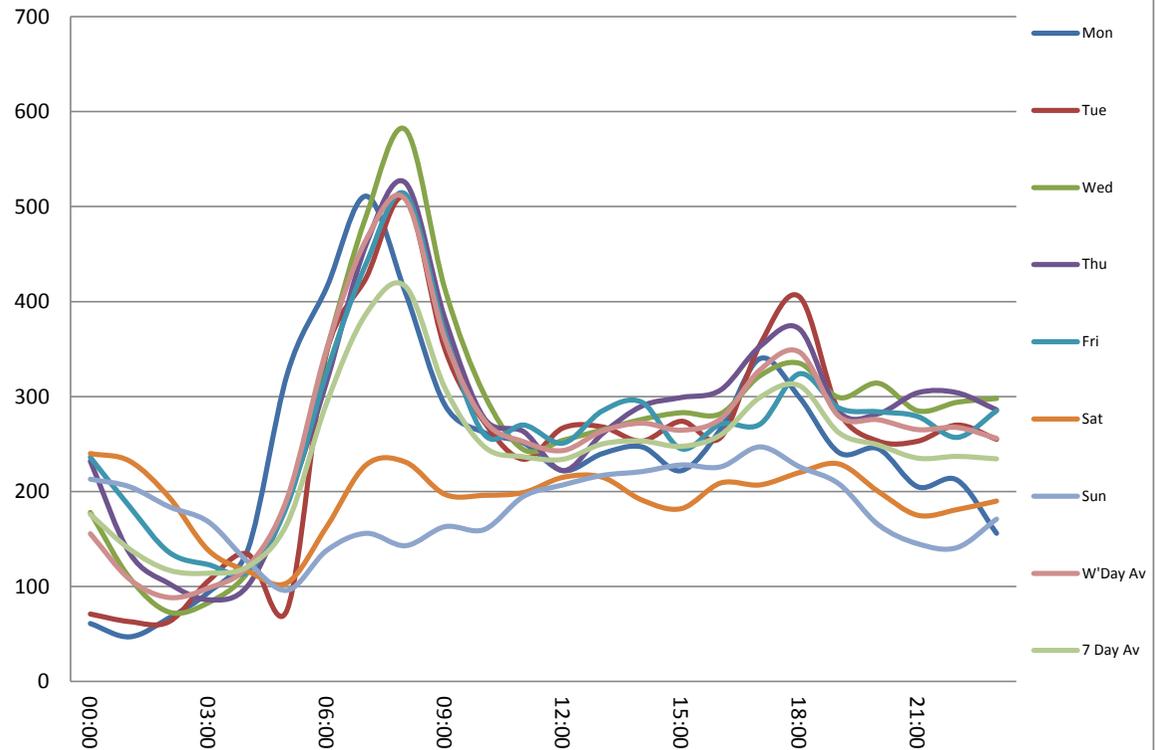
1. (Wk 2) King William St. - Sign Post South of Abchurch Lane

Southbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 28-Oct	Tue 29-Oct	Wed 23-Oct	Thu 24-Oct	Fri 25-Oct	Sat 26-Oct	Sun 27-Oct		
AM Peak	511	509	581	525	513	240	213		
PM Peak	340	405	335	371	324	229	247		
00:00	61	71	178	232	236	240	213	156	176
01:00	47	63	109	135	184	232	205	108	139
02:00	67	63	73	103	136	194	184	88	117
03:00	94	106	83	86	123	138	168	98	114
04:00	139	134	115	101	116	116	126	121	121
05:00	324	76	191	190	186	104	96	193	167
06:00	415	347	349	316	326	163	138	351	293
07:00	511	425	490	460	440	228	156	465	387
08:00	409	509	581	525	513	231	143	507	416
09:00	291	350	413	382	367	197	163	361	309
10:00	262	273	302	277	260	196	160	275	247
11:00	251	234	244	263	270	199	195	252	237
12:00	222	267	254	222	251	215	207	243	234
13:00	240	268	265	261	285	215	217	264	250
14:00	247	253	276	290	294	191	221	272	253
15:00	222	274	283	299	245	182	228	265	248
16:00	266	257	282	307	271	209	226	277	260
17:00	340	355	322	353	271	207	247	328	299
18:00	299	405	335	371	324	220	226	347	311
19:00	241	284	299	284	288	229	208	279	262
20:00	245	253	314	282	284	200	165	276	249
21:00	205	253	285	304	279	175	145	265	235
22:00	212	270	294	304	257	181	141	267	237
23:00	156	255	298	286	285	190	171	256	234
<b>Total</b>	<b>5766</b>	<b>6045</b>	<b>6635</b>	<b>6633</b>	<b>6491</b>	<b>4652</b>	<b>4349</b>	<b>6314</b>	<b>5796</b>

07:00-19:00	3560	3870	4047	4010	3791	2490	2389	3856	3451
06:00-22:00	4666	5007	5294	5196	4968	3257	3045	5026	4490
06:00-24:00	5034	5532	5886	5786	5510	3628	3357	5550	4962
00:00-24:00	5766	6045	6635	6633	6491	4652	4349	6314	5796

Hourly Volume Graph  
1. (Wk 2) King William St. - Sign Post South of Abchurch Lane





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 2) King William St.  
**Start Date** 23-Oct-13  
**Direction** Northbound

### Volume Summary

**Average Weekday** 6,447  
**7 Day Average** 6,072

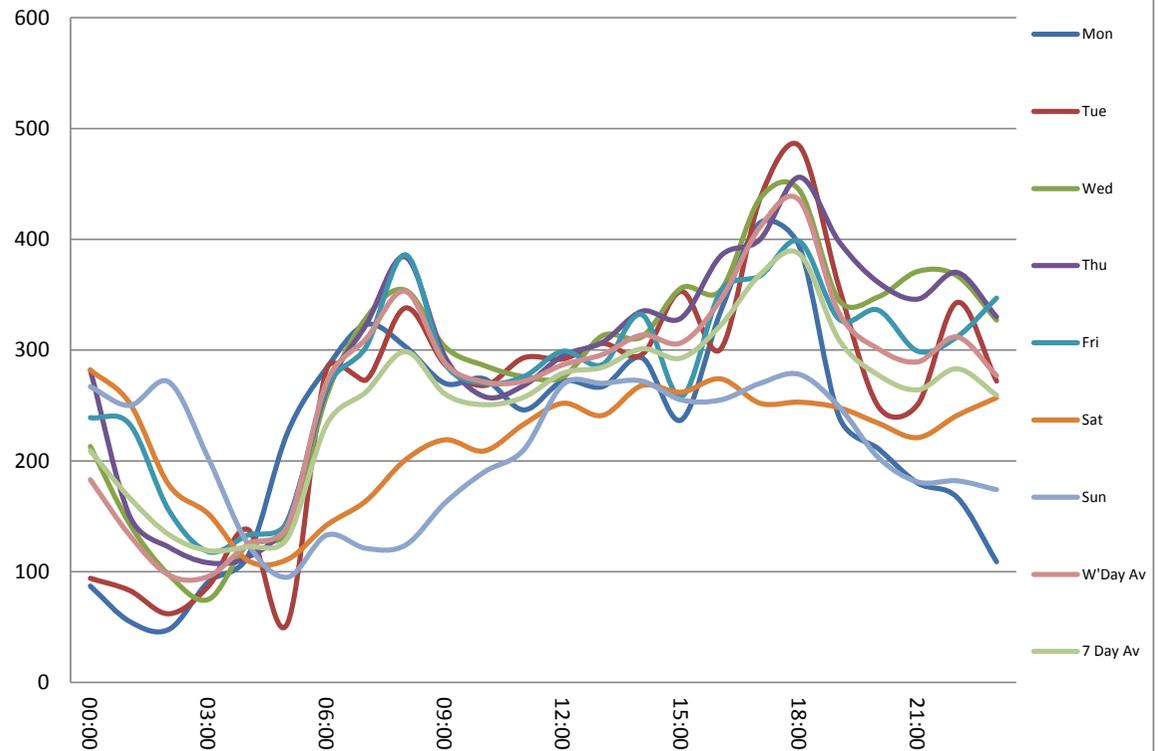
1. (Wk 2) King William St. - Sign Post South of Abchurch Lane

Northbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 28-Oct	Tue 29-Oct	Wed 23-Oct	Thu 24-Oct	Fri 25-Oct	Sat 26-Oct	Sun 27-Oct		
AM Peak	323	338	354	384	386	282	271		
PM Peak	415	484	444	456	398	274	278		
00:00	87	94	213	282	239	282	267	183	209
01:00	55	83	143	150	233	252	250	133	167
02:00	48	62	97	122	155	178	271	97	133
03:00	91	87	75	108	118	152	202	96	119
04:00	114	138	125	113	133	110	125	125	123
05:00	225	53	136	146	145	111	95	141	130
06:00	284	283	259	264	266	142	133	271	233
07:00	323	273	329	323	303	164	121	310	262
08:00	303	338	354	384	386	201	124	353	299
09:00	270	287	303	294	288	219	162	288	260
10:00	274	268	286	258	270	209	190	271	251
11:00	246	293	276	268	276	233	210	272	257
12:00	272	292	276	295	299	252	269	287	279
13:00	267	306	313	307	287	241	270	296	284
14:00	293	296	312	335	332	268	272	314	301
15:00	237	353	356	329	258	262	255	307	293
16:00	335	301	354	385	353	274	255	346	322
17:00	415	437	437	400	367	252	270	411	368
18:00	393	484	444	456	398	253	278	435	387
19:00	240	357	345	398	328	248	249	334	309
20:00	211	249	348	361	336	234	203	301	277
21:00	180	251	371	346	299	221	181	289	264
22:00	167	343	367	370	312	241	182	312	283
23:00	109	272	327	330	347	257	174	277	259
<b>Total</b>	<b>5439</b>	<b>6200</b>	<b>6846</b>	<b>7024</b>	<b>6728</b>	<b>5256</b>	<b>5008</b>	<b>6447</b>	<b>6072</b>

07:00-19:00	3628	3928	4040	4034	3817	2828	2676	3889	3564
06:00-22:00	4543	5068	5363	5403	5046	3673	3442	5085	4648
06:00-24:00	4819	5683	6057	6103	5705	4171	3798	5673	5191
00:00-24:00	5439	6200	6846	7024	6728	5256	5008	6447	6072

Hourly Volume Graph  
1. (Wk 2) King William St. - Sign Post South of Abchurch Lane





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 3) King William St.  
**Start Date** 30-Oct-13  
**Direction** Northbound

### Volume Summary

**Average Weekday** 6,477  
**7 Day Average** 5,405

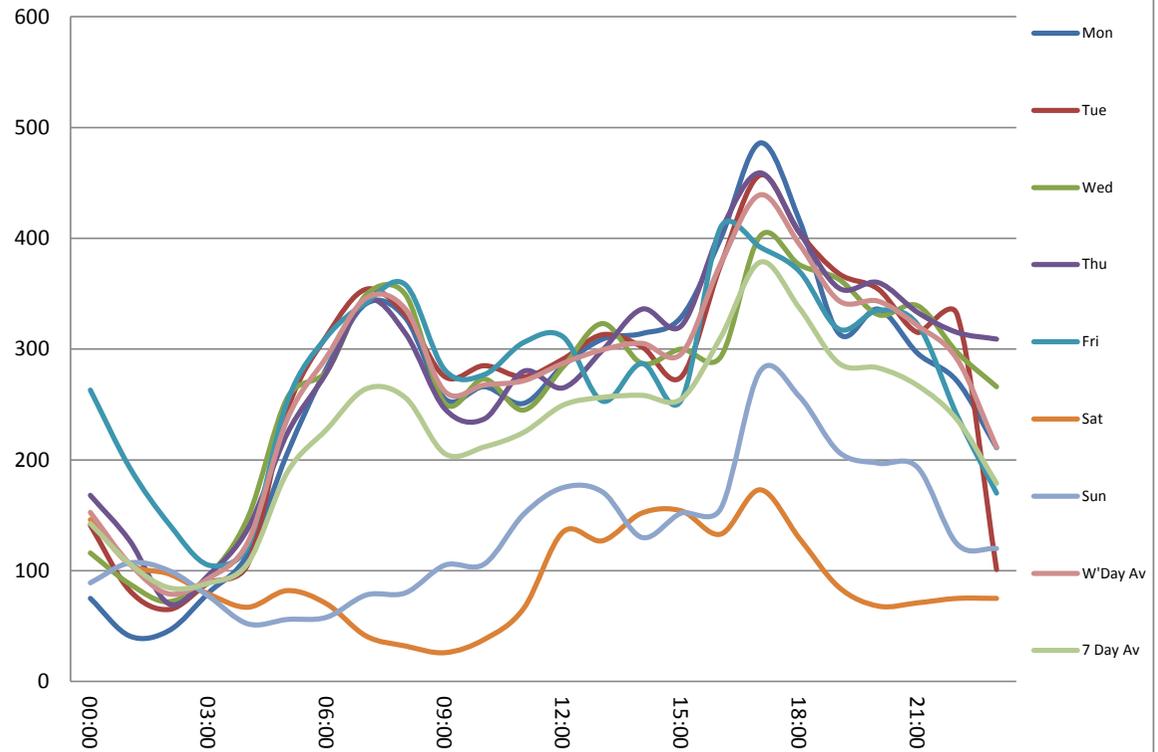
1. (Wk 3) King William St. - Sign Post South of Abchurch Lane

Northbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 04-Nov	Tue 05-Nov	Wed 30-Oct	Thu 31-Oct	Fri 01-Nov	Sat 02-Nov	Sun 03-Nov		
AM Peak	341	354	349	344	358	146	151		
PM Peak	486	457	402	459	410	173	280		
00:00	75	141	116	168	263	146	89	153	143
01:00	41	82	88	127	193	106	107	106	106
02:00	46	65	72	70	142	97	100	79	85
03:00	80	89	95	96	105	79	77	93	89
04:00	115	106	148	138	122	67	52	126	107
05:00	206	245	256	224	253	82	56	237	189
06:00	283	312	280	279	311	70	58	293	228
07:00	341	354	349	344	342	41	78	346	264
08:00	328	331	349	314	358	32	80	336	256
09:00	255	275	251	246	281	26	105	262	206
10:00	266	285	273	237	277	38	106	268	212
11:00	251	275	245	280	306	66	151	271	225
12:00	285	291	284	265	311	135	175	287	249
13:00	309	313	323	299	253	127	171	299	256
14:00	314	302	287	336	287	152	130	305	258
15:00	329	275	300	321	254	154	152	296	255
16:00	400	376	293	407	410	133	156	377	311
17:00	486	457	402	459	392	173	280	439	378
18:00	416	405	376	405	370	129	257	394	337
19:00	314	368	363	355	318	85	207	344	287
20:00	336	354	331	360	335	68	197	343	283
21:00	296	315	339	333	322	71	193	321	267
22:00	271	331	297	315	240	75	124	291	236
23:00	211	101	266	309	170	75	120	211	179
<b>Total</b>	<b>6254</b>	<b>6448</b>	<b>6383</b>	<b>6687</b>	<b>6615</b>	<b>2227</b>	<b>3221</b>	<b>6477</b>	<b>5405</b>

07:00-19:00	3980	3939	3732	3913	3841	1206	1841	3881	3207
06:00-22:00	5209	5288	5045	5240	5127	1500	2496	5182	4272
06:00-24:00	5691	5720	5608	5864	5537	1650	2740	5684	4687
00:00-24:00	6254	6448	6383	6687	6615	2227	3221	6477	5405

Hourly Volume Graph  
1. (Wk 3) King William St. - Sign Post South of Abchurch Lane





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 3) King William St.  
**Start Date** 30-Oct-13  
**Direction** Southbound

### Volume Summary

**Average Weekday** 6,174  
**7 Day Average** 5,562

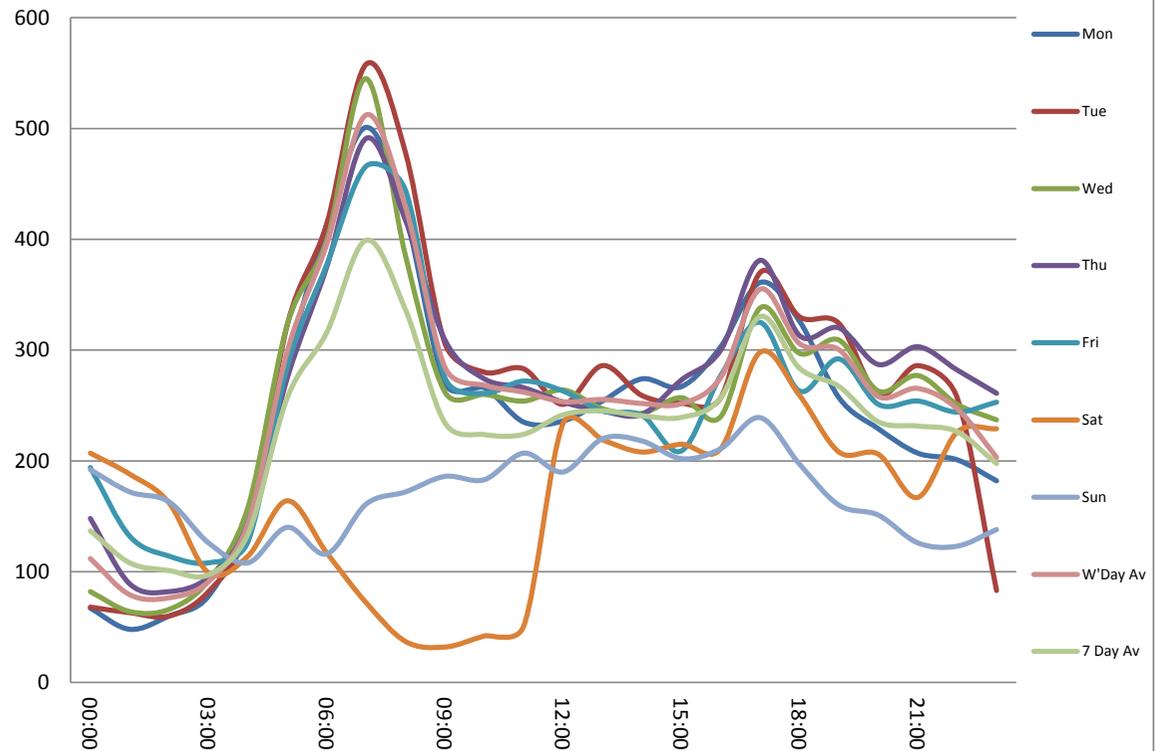
1. (Wk 3) King William St. - Sign Post South of Abchurch Lane

Southbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 04-Nov	Tue 05-Nov	Wed 30-Oct	Thu 31-Oct	Fri 01-Nov	Sat 02-Nov	Sun 03-Nov		
AM Peak	501	558	545	491	466	207	207		
PM Peak	361	370	338	381	325	298	239		
00:00	67	68	82	148	194	207	192	112	137
01:00	48	63	64	89	132	188	172	79	108
02:00	60	60	66	82	114	162	163	76	101
03:00	78	82	92	95	108	99	126	91	97
04:00	150	138	158	142	127	114	108	143	134
05:00	289	323	323	275	285	164	140	299	257
06:00	413	414	399	375	377	117	116	396	316
07:00	501	558	545	491	466	72	161	512	399
08:00	421	478	385	417	444	37	172	429	336
09:00	270	306	262	309	275	32	186	284	234
10:00	266	280	260	274	261	42	183	268	224
11:00	235	283	254	266	272	51	207	262	224
12:00	236	251	264	253	263	234	190	253	242
13:00	254	286	247	245	245	219	220	255	245
14:00	274	259	243	242	241	208	218	252	241
15:00	267	252	257	273	209	215	202	252	239
16:00	303	257	240	300	277	211	211	275	257
17:00	361	370	338	381	325	298	239	355	330
18:00	326	330	297	313	263	259	197	306	284
19:00	257	324	309	320	292	208	160	300	267
20:00	229	260	263	287	251	206	151	258	235
21:00	207	286	277	303	254	167	126	265	231
22:00	201	257	251	282	244	226	123	247	226
23:00	182	83	237	261	253	229	138	203	198
<b>Total</b>	<b>5895</b>	<b>6268</b>	<b>6113</b>	<b>6423</b>	<b>6172</b>	<b>3965</b>	<b>4101</b>	<b>6174</b>	<b>5562</b>

07:00-19:00	3714	3910	3592	3764	3541	1878	2386	3704	3255
06:00-22:00	4820	5194	4840	5049	4715	2576	2939	4924	4305
06:00-24:00	5203	5534	5328	5592	5212	3031	3200	5374	4729
00:00-24:00	5895	6268	6113	6423	6172	3965	4101	6174	5562

Hourly Volume Graph  
1. (Wk 3) King William St. - Sign Post South of Abchurch Lane





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 4) King William St.  
**Start Date** 06-Nov-13  
**Direction** Northbound

### Volume Summary

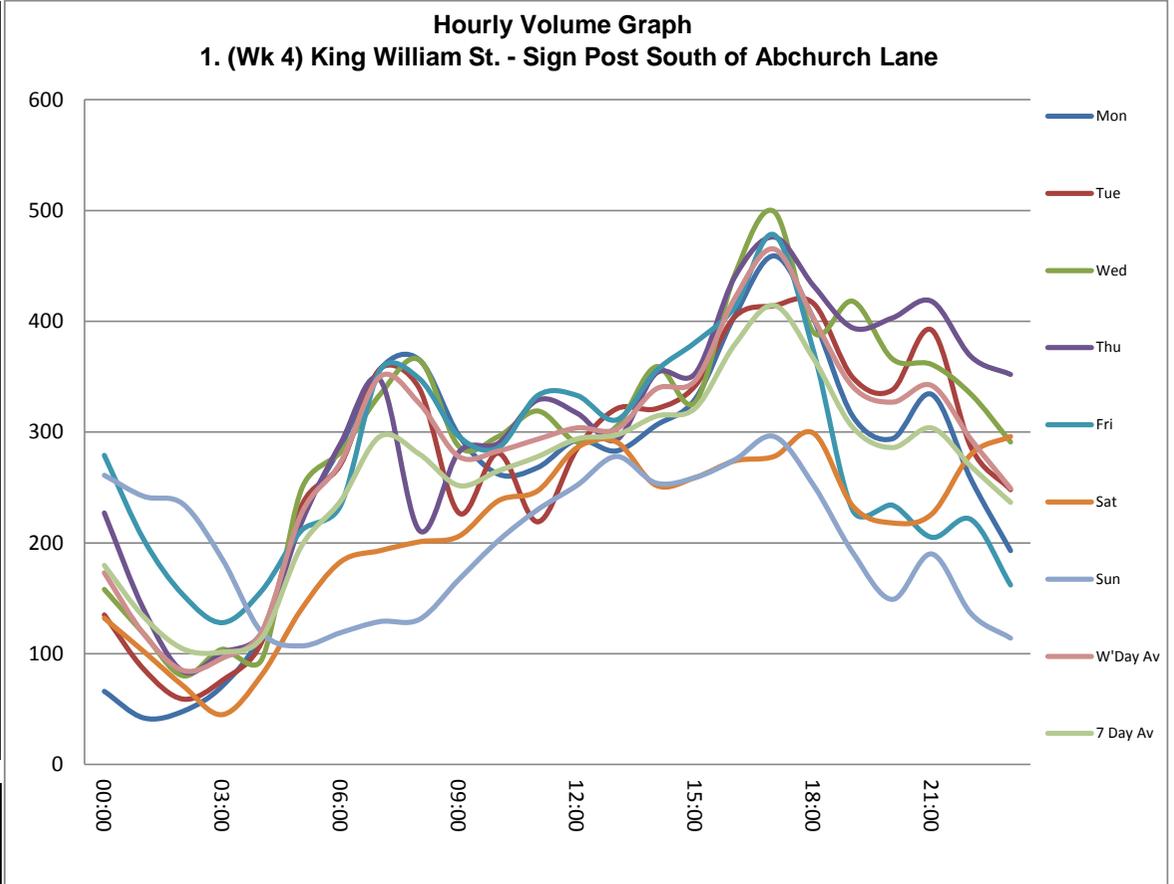
**Average Weekday** 6,754  
**7 Day Average** 6,225

1. (Wk 4) King William St. - Sign Post South of Abchurch Lane

Northbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 11-Nov	Tue 12-Nov	Wed 06-Nov	Thu 07-Nov	Fri 08-Nov	Sat 09-Nov	Sun 10-Nov		
AM Peak	365	357	365	347	356	247	261		
PM Peak	459	416	499	476	478	299	296		
00:00	66	135	158	227	279	132	261	173	180
01:00	42	86	118	140	203	102	242	118	133
02:00	48	59	80	84	153	71	235	85	104
03:00	71	76	104	101	128	45	185	96	101
04:00	119	111	95	119	157	81	119	120	114
05:00	221	233	248	218	211	140	107	226	197
06:00	287	271	282	290	234	183	119	273	238
07:00	357	357	334	347	356	193	129	350	296
08:00	365	339	365	211	348	201	131	326	280
09:00	297	227	287	282	296	206	167	278	252
10:00	262	281	296	290	286	238	202	283	265
11:00	268	219	319	329	333	247	230	294	278
12:00	293	285	291	317	333	286	252	304	294
13:00	283	321	305	293	311	291	278	303	297
14:00	306	321	359	353	355	252	254	339	314
15:00	330	342	327	353	381	259	259	347	322
16:00	405	404	442	440	413	274	275	421	379
17:00	459	414	499	476	478	278	296	465	414
18:00	402	416	390	432	373	299	252	403	366
19:00	314	349	418	394	229	233	191	341	304
20:00	294	338	366	403	234	218	149	327	286
21:00	334	392	361	418	205	226	190	342	304
22:00	257	286	334	368	221	280	136	293	269
23:00	193	248	291	352	162	296	114	249	237
<b>Total</b>	<b>6273</b>	<b>6510</b>	<b>7069</b>	<b>7237</b>	<b>6679</b>	<b>5031</b>	<b>4773</b>	<b>6754</b>	<b>6225</b>

07:00-19:00	4027	3926	4214	4123	4263	3024	2725	4111	3757
06:00-22:00	5256	5276	5641	5628	5165	3884	3374	5393	4889
06:00-24:00	5706	5810	6266	6348	5548	4460	3624	5936	5395
00:00-24:00	6273	6510	7069	7237	6679	5031	4773	6754	6225







**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post South of Abchurch Lane  
**Site No.** 1  
**Road** (Wk 4) King William St.  
**Start Date** 06-Nov-13  
**Direction** Southbound

### Volume Summary

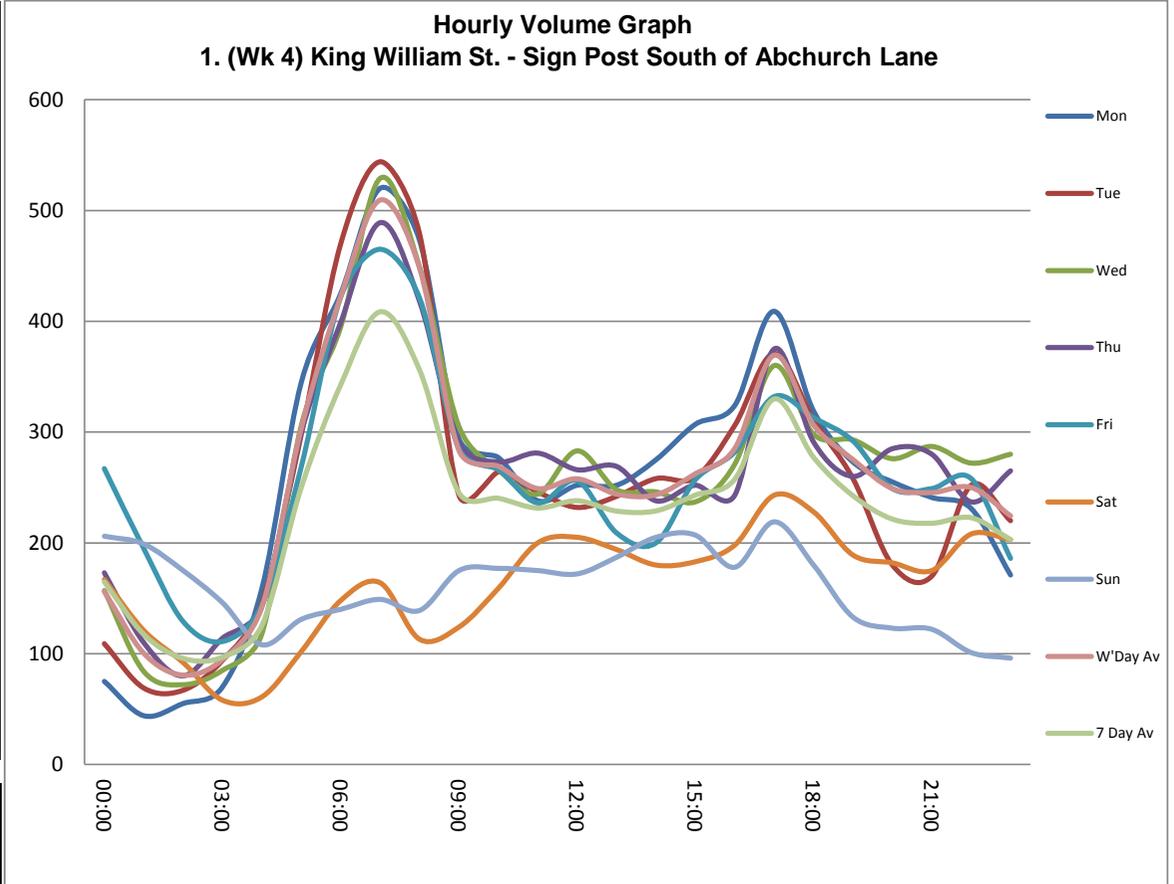
**Average Weekday** 6,271  
**7 Day Average** 5,585

1. (Wk 4) King William St. - Sign Post South of Abchurch Lane

Southbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 11-Nov	Tue 12-Nov	Wed 06-Nov	Thu 07-Nov	Fri 08-Nov	Sat 09-Nov	Sun 10-Nov		
AM Peak	520	544	529	489	465	200	206		
PM Peak	409	371	360	375	332	243	219		
00:00	75	109	157	173	267	167	206	156	165
01:00	44	69	84	110	195	121	199	100	117
02:00	55	67	72	80	129	92	175	81	96
03:00	70	94	85	114	111	58	146	95	97
04:00	159	146	118	143	144	61	108	142	126
05:00	345	298	306	300	269	102	131	304	250
06:00	425	470	395	399	422	148	140	422	343
07:00	520	544	529	489	465	164	149	509	409
08:00	473	479	449	418	421	113	139	448	356
09:00	294	243	305	290	285	124	175	283	245
10:00	277	264	266	273	266	159	177	269	240
11:00	238	246	244	281	236	200	175	249	231
12:00	252	232	283	266	256	205	172	258	238
13:00	252	242	248	269	209	194	187	244	229
14:00	275	258	246	238	200	180	205	243	229
15:00	307	259	237	252	257	183	207	262	243
16:00	324	306	271	243	282	198	178	285	257
17:00	409	371	360	375	332	243	219	369	330
18:00	319	311	298	291	313	228	180	306	277
19:00	273	258	293	260	292	189	133	275	243
20:00	255	180	276	285	249	182	123	249	221
21:00	241	170	287	280	249	175	122	245	218
22:00	231	252	272	237	258	208	101	250	223
23:00	171	220	280	265	186	203	96	224	203
<b>Total</b>	<b>6284</b>	<b>6088</b>	<b>6361</b>	<b>6331</b>	<b>6293</b>	<b>3897</b>	<b>3843</b>	<b>6271</b>	<b>5585</b>

07:00-19:00	3940	3755	3736	3685	3522	2191	2163	3728	3285
06:00-22:00	5134	4833	4987	4909	4734	2885	2681	4919	4309
06:00-24:00	5536	5305	5539	5411	5178	3296	2878	5394	4735
00:00-24:00	6284	6088	6361	6331	6293	3897	3843	6271	5585





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 1) Cannon St  
**Start Date** 16-Oct-13  
**Direction** Eastbound

### Volume Summary

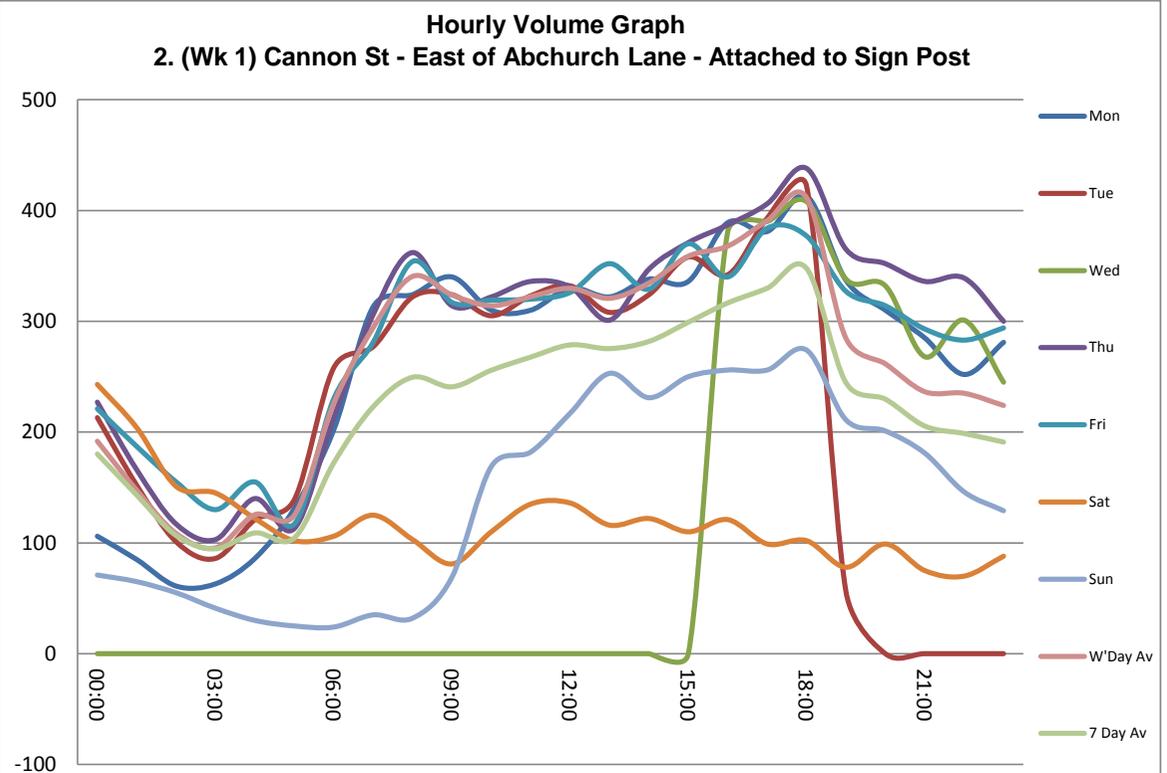
**Average Weekday** 6,370  
**7 Day Average** 5,346

2. (Wk 1) Cannon St - East of Abchurch Lane - Attached to Sign Post

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 21-Oct	Tue 22-Oct	Wed 16-Oct	Thu 17-Oct	Fri 18-Oct	Sat 19-Oct	Sun 20-Oct		
AM Peak	340	324	0	362	354	243	182		
PM Peak	413	422	408	438	384	136	274		
00:00	106	213	0	227	221	243	71	192	180
01:00	85	152	0	166	187	204	65	148	143
02:00	61	101	0	117	155	151	55	109	107
03:00	63	86	0	103	130	145	41	96	95
04:00	86	121	0	140	155	122	30	126	109
05:00	131	139	0	113	117	102	25	125	105
06:00	202	258	0	213	230	106	24	226	172
07:00	313	277	0	306	281	125	35	294	223
08:00	324	322	0	362	354	103	32	341	250
09:00	340	324	0	314	317	81	69	324	241
10:00	310	305	0	322	319	110	169	314	256
11:00	310	323	0	336	320	135	182	322	268
12:00	330	332	0	331	326	136	217	330	279
13:00	322	308	0	301	352	116	253	321	275
14:00	338	324	0	347	329	122	231	335	282
15:00	336	358	0	371	370	110	250	359	299
16:00	389	342	381	387	340	121	256	368	317
17:00	381	393	390	406	384	99	256	391	330
18:00	413	422	408	438	377	102	274	412	348
19:00	337	56	338	365	327	78	211	285	245
20:00	310	0	332	352	314	99	201	262	230
21:00	285	0	268	336	293	75	181	236	205
22:00	252	0	301	339	283	70	146	235	199
23:00	281	0	245	300	294	88	129	224	191
<b>Total</b>	<b>6305</b>	<b>5156</b>	<b>2663</b>	<b>6992</b>	<b>6775</b>	<b>2843</b>	<b>3403</b>	<b>6370</b>	<b>5346</b>

07:00-19:00	4106	4030	1179	4221	4069	1360	2224	4109	3366
06:00-22:00	5240	4344	2117	5487	5233	1718	2841	5117	4218
06:00-24:00	5773	4344	2663	6126	5810	1876	3116	5576	4607
00:00-24:00	6305	5156	2663	6992	6775	2843	3403	6370	5346





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 1) Cannon St  
**Start Date** 16-Oct-13  
**Direction** Westbound

### Volume Summary

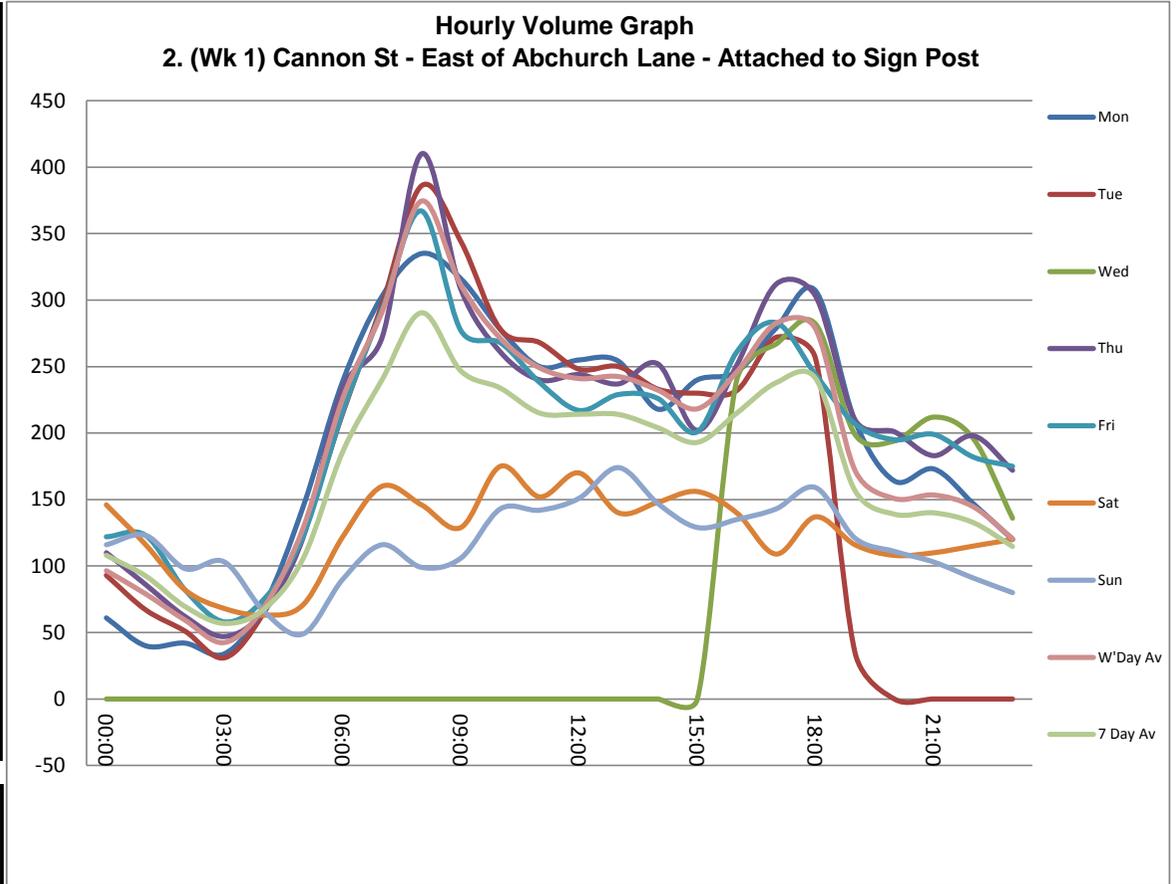
**Average Weekday** 4,681  
**7 Day Average** 4,115

2. (Wk 1) Cannon St - East of Abchurch Lane - Attached to Sign Post

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 21-Oct	Tue 22-Oct	Wed 16-Oct	Thu 17-Oct	Fri 18-Oct	Sat 19-Oct	Sun 20-Oct		
AM Peak	335	386	0	410	367	175	143		
PM Peak	307	272	282	312	283	170	174		
00:00	61	93	0	110	122	146	116	97	108
01:00	40	67	0	86	123	116	123	79	93
02:00	42	51	0	62	82	82	98	59	70
03:00	34	31	0	47	58	68	103	43	57
04:00	70	65	0	66	75	63	66	69	68
05:00	145	126	0	122	123	71	49	129	106
06:00	239	215	0	234	216	122	90	226	186
07:00	303	297	0	272	293	160	116	291	240
08:00	335	386	0	410	367	146	99	375	291
09:00	316	344	0	308	277	129	106	311	247
10:00	278	278	0	261	268	175	143	271	234
11:00	250	268	0	240	238	152	142	249	215
12:00	255	248	0	244	217	170	151	241	214
13:00	254	250	0	237	229	140	174	243	214
14:00	218	233	0	252	226	148	147	232	204
15:00	240	230	0	202	201	156	129	218	193
16:00	246	232	240	251	261	140	135	246	215
17:00	279	272	267	312	283	109	143	283	238
18:00	307	256	282	303	244	137	159	278	241
19:00	209	35	199	210	207	116	121	172	157
20:00	164	0	194	201	195	108	111	151	139
21:00	173	0	212	183	199	110	103	153	140
22:00	147	0	196	198	182	115	91	145	133
23:00	120	0	136	172	175	120	80	121	115
<b>Total</b>	<b>4725</b>	<b>3977</b>	<b>1726</b>	<b>4983</b>	<b>4861</b>	<b>2999</b>	<b>2795</b>	<b>4681</b>	<b>4115</b>

07:00-19:00	3281	3294	789	3292	3104	1762	1644	3238	2745
06:00-22:00	4066	3544	1394	4120	3921	2218	2069	3940	3367
06:00-24:00	4333	3544	1726	4490	4278	2453	2240	4206	3614
00:00-24:00	4725	3977	1726	4983	4861	2999	2795	4681	4115





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 2) Cannon St  
**Start Date** 23-Oct-13  
**Direction** Eastbound

### Volume Summary

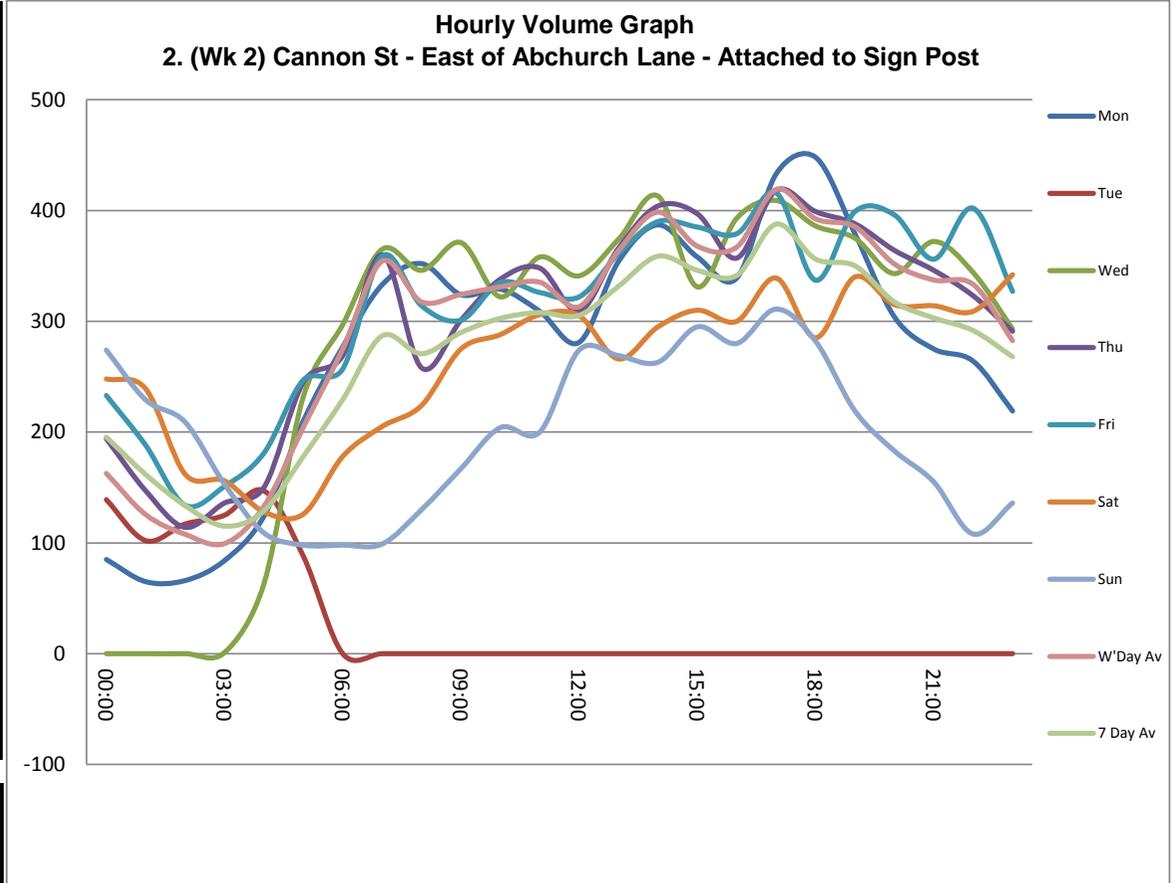
**Average Weekday** 7,082  
**7 Day Average** 6,557

2. (Wk 2) Cannon St - East of Abchurch Lane - Attached to Sign Post

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 28-Oct	Tue 29-Oct	Wed 23-Oct	Thu 24-Oct	Fri 25-Oct	Sat 26-Oct	Sun 27-Oct		
AM Peak	352	147	371	360	359	306	274		
PM Peak	448	0	413	418	416	342	311		
00:00	85	139	0	194	233	248	274	163	196
01:00	65	102	0	147	188	239	229	126	162
02:00	66	117	0	114	134	162	209	108	134
03:00	84	125	1	136	151	156	153	99	115
04:00	124	147	63	150	181	128	109	133	129
05:00	210	88	232	245	247	126	98	204	178
06:00	277	0	297	269	257	178	98	275	229
07:00	333	0	365	360	359	205	99	354	287
08:00	352	0	346	258	314	224	130	318	271
09:00	324	0	371	301	301	275	167	324	290
10:00	329	0	322	338	335	288	204	331	303
11:00	309	0	358	348	326	306	200	335	308
12:00	281	0	341	309	322	305	274	313	305
13:00	354	0	374	366	361	266	269	364	332
14:00	387	0	413	404	390	295	263	399	359
15:00	358	0	331	397	385	310	295	368	346
16:00	339	0	393	357	379	300	280	367	341
17:00	433	0	409	418	416	339	311	419	388
18:00	448	0	386	399	337	285	282	393	356
19:00	379	0	375	388	399	340	219	385	350
20:00	304	0	343	364	396	315	183	352	318
21:00	275	0	372	346	356	314	155	337	303
22:00	264	0	344	323	402	309	108	333	292
23:00	219	0	293	291	327	342	136	283	268
<b>Total</b>	<b>6599</b>	<b>718</b>	<b>6729</b>	<b>7222</b>	<b>7496</b>	<b>6255</b>	<b>4745</b>	<b>7082</b>	<b>6557</b>

07:00-19:00	4247	0	4409	4255	4225	3398	2774	4284	3885
06:00-22:00	5482	0	5796	5622	5633	4545	3429	5633	5085
06:00-24:00	5965	0	6433	6236	6362	5196	3673	6249	5644
00:00-24:00	6599	718	6729	7222	7496	6255	4745	7082	6557





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 2) Cannon St  
**Start Date** 23-Oct-13  
**Direction** Westbound

### Volume Summary

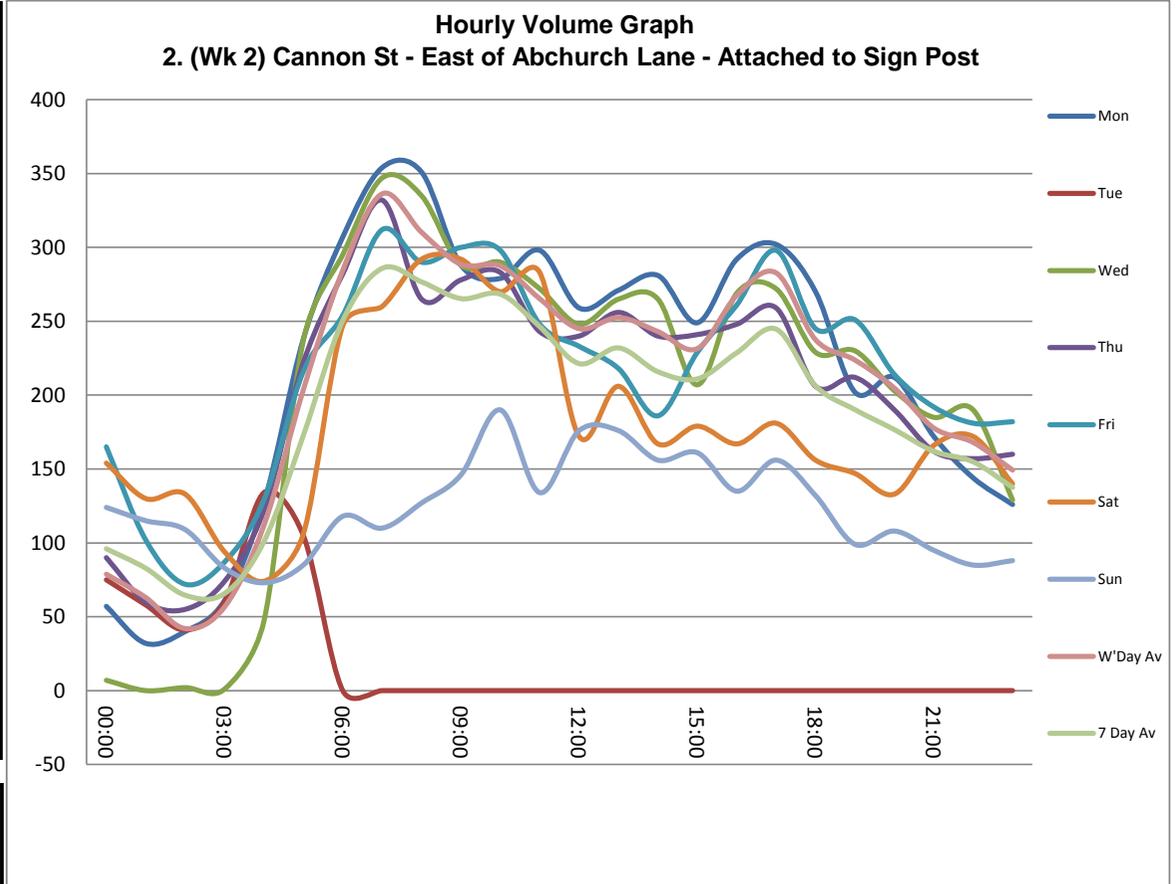
**Average Weekday** 5,011  
**7 Day Average** 4,557

2. (Wk 2) Cannon St - East of Abchurch Lane - Attached to Sign Post

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 28-Oct	Tue 29-Oct	Wed 23-Oct	Thu 24-Oct	Fri 25-Oct	Sat 26-Oct	Sun 27-Oct		
AM Peak	354	134	347	332	312	292	190		
PM Peak	302	0	272	259	298	206	176		
00:00	57	75	7	90	165	154	124	79	96
01:00	32	58	0	60	102	130	115	63	83
02:00	40	41	2	55	72	133	109	42	65
03:00	61	60	1	74	87	94	83	57	66
04:00	127	134	47	122	129	74	73	112	101
05:00	238	105	237	222	216	106	85	204	173
06:00	307	0	295	282	254	247	118	285	251
07:00	354	0	347	332	312	260	110	336	286
08:00	351	0	335	265	290	292	127	310	277
09:00	288	0	288	278	300	292	146	289	265
10:00	279	0	290	283	298	270	190	288	268
11:00	298	0	272	243	248	283	134	265	246
12:00	259	0	248	240	233	172	176	245	221
13:00	271	0	265	256	218	206	176	253	232
14:00	281	0	265	240	186	167	156	243	216
15:00	249	0	207	241	229	179	161	232	211
16:00	292	0	269	248	261	167	135	268	229
17:00	302	0	272	259	298	181	156	283	245
18:00	270	0	229	206	245	156	132	238	206
19:00	202	0	230	212	251	147	99	224	190
20:00	212	0	203	190	214	133	108	205	177
21:00	172	0	185	162	192	166	95	178	162
22:00	144	0	190	157	181	172	85	168	155
23:00	126	0	129	160	182	140	88	149	138
<b>Total</b>	<b>5212</b>	<b>473</b>	<b>4813</b>	<b>4877</b>	<b>5163</b>	<b>4321</b>	<b>2981</b>	<b>5011</b>	<b>4557</b>

07:00-19:00	3494	0	3287	3091	3118	2625	1799	3248	2902
06:00-22:00	4387	0	4200	3937	4029	3318	2219	4138	3682
06:00-24:00	4657	0	4519	4254	4392	3630	2392	4456	3974
00:00-24:00	5212	473	4813	4877	5163	4321	2981	5011	4557





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 3) Cannon St  
**Start Date** 30-Oct-13  
**Direction** Westbound

### Volume Summary

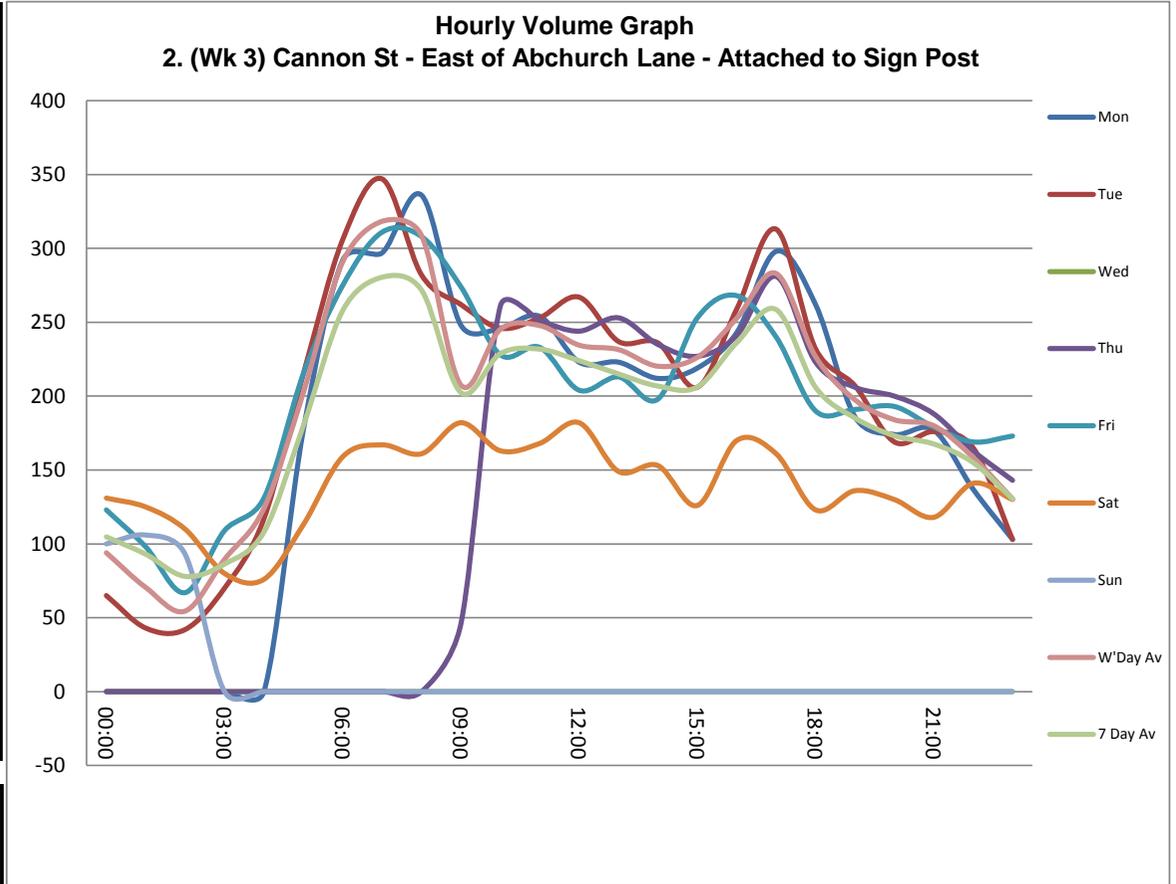
**Average Weekday** 4,779  
**7 Day Average** 4,488

2. (Wk 3) Cannon St - East of Abchurch Lane - Attached to Sign Post

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 04-Nov	Tue 05-Nov	Wed 30-Oct	Thu 31-Oct	Fri 01-Nov	Sat 02-Nov	Sun 03-Nov		
AM Peak	336	347	0	261	311	182	106		
PM Peak	298	313	0	281	268	182	0		
00:00	0	65	0	0	123	131	100	94	105
01:00	0	43	0	0	98	125	106	71	93
02:00	0	42	0	0	67	110	93	55	78
03:00	0	70	0	0	109	80	0	90	86
04:00	0	117	0	0	131	76	0	124	108
05:00	177	215	0	0	215	113	0	202	180
06:00	292	306	0	0	275	159	0	291	258
07:00	297	347	0	0	311	167	0	318	281
08:00	336	282	0	0	308	161	0	309	272
09:00	248	262	0	46	274	182	0	208	202
10:00	246	246	0	261	228	163	0	245	229
11:00	254	253	0	251	233	168	0	248	232
12:00	223	267	0	244	204	182	0	235	224
13:00	223	237	0	253	213	149	0	232	215
14:00	212	236	0	235	198	153	0	220	207
15:00	219	206	0	227	253	126	0	226	206
16:00	243	259	0	241	268	170	0	253	236
17:00	298	313	0	281	240	161	0	283	259
18:00	262	232	0	223	190	123	0	227	206
19:00	186	207	0	206	191	136	0	198	185
20:00	174	169	0	200	193	130	0	184	173
21:00	177	176	0	188	179	118	0	180	168
22:00	137	165	0	163	169	141	0	159	155
23:00	103	103	0	143	173	130	0	131	130
<b>Total</b>	<b>4307</b>	<b>4818</b>	<b>0</b>	<b>3162</b>	<b>4843</b>	<b>3354</b>	<b>299</b>	<b>4779</b>	<b>4488</b>

07:00-19:00	3061	3140	0	2262	2920	1905	0	3003	2768
06:00-22:00	3890	3998	0	2856	3758	2448	0	3855	3552
06:00-24:00	4130	4266	0	3162	4100	2719	0	4144	3837
00:00-24:00	4307	4818	0	3162	4843	3354	299	4779	4488





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 3) Cannon St  
**Start Date** 30-Oct-13  
**Direction** Eastbound

### Volume Summary

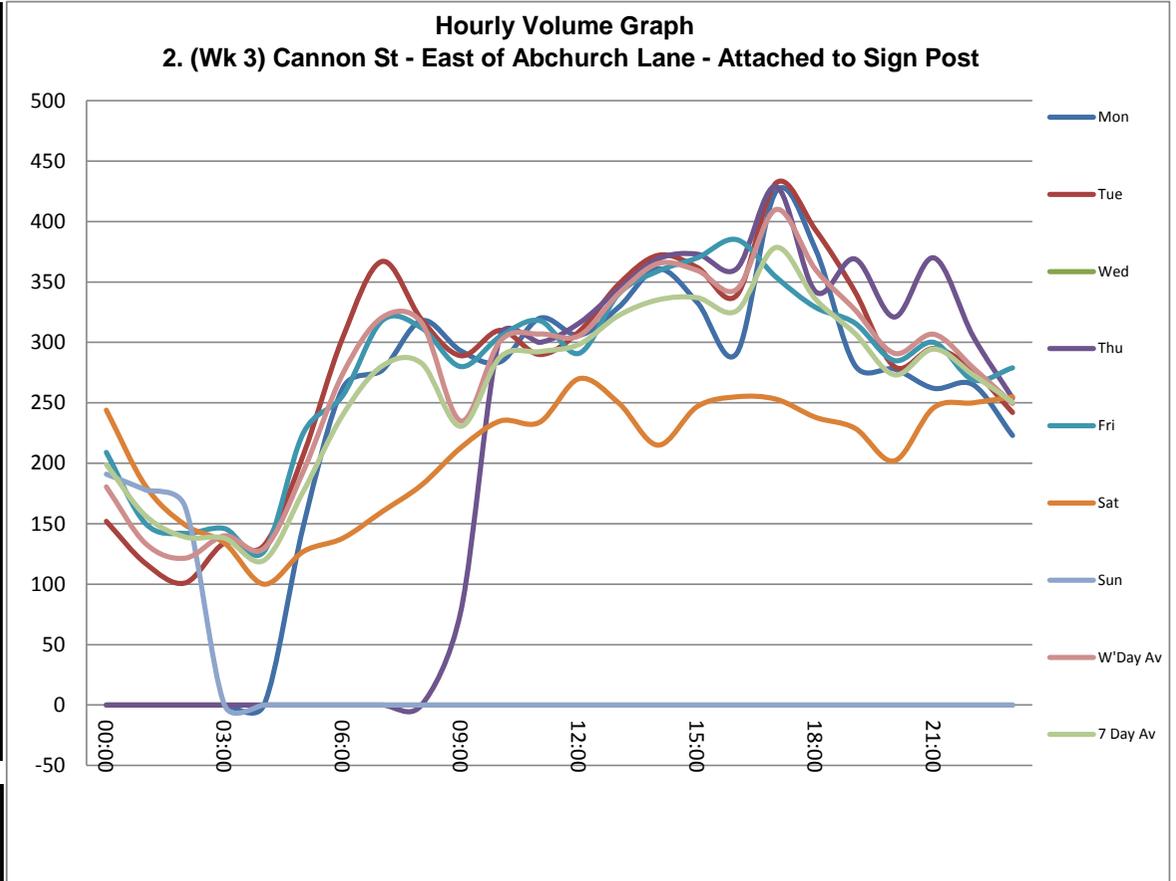
**Average Weekday** 6,591  
**7 Day Average** 6,276

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 04-Nov	Tue 05-Nov	Wed 30-Oct	Thu 31-Oct	Fri 01-Nov	Sat 02-Nov	Sun 03-Nov		
AM Peak	320	367	0	306	318	244	191		
PM Peak	425	432	0	429	385	270	0		
00:00	0	152	0	0	209	244	191	181	199
01:00	0	117	0	0	150	181	178	134	157
02:00	0	101	0	0	142	149	164	122	139
03:00	0	134	0	0	146	134	0	140	138
04:00	0	132	0	0	127	100	0	130	120
05:00	148	207	0	0	225	127	0	193	177
06:00	262	304	0	0	256	138	0	274	240
07:00	277	367	0	0	318	160	0	321	281
08:00	318	319	0	0	312	182	0	316	283
09:00	293	289	0	78	280	213	0	235	231
10:00	284	310	0	306	305	235	0	301	288
11:00	320	290	0	300	318	234	0	307	292
12:00	306	309	0	316	291	270	0	306	298
13:00	329	348	0	344	340	250	0	340	322
14:00	361	372	0	369	359	215	0	365	335
15:00	333	362	0	373	370	247	0	360	337
16:00	291	339	0	361	385	255	0	344	326
17:00	425	432	0	429	354	253	0	410	379
18:00	377	393	0	342	329	238	0	360	336
19:00	281	342	0	369	316	229	0	327	307
20:00	278	280	0	321	285	202	0	291	273
21:00	262	295	0	370	300	246	0	307	295
22:00	265	277	0	305	269	250	0	279	273
23:00	223	242	0	254	279	255	0	250	251
<b>Total</b>	<b>5633</b>	<b>6713</b>	<b>0</b>	<b>4837</b>	<b>6665</b>	<b>5007</b>	<b>533</b>	<b>6591</b>	<b>6276</b>

07:00-19:00	3914	4130	0	3218	3961	2752	0	3965	3708
06:00-22:00	4997	5351	0	4278	5118	3567	0	5164	4823
06:00-24:00	5485	5870	0	4837	5666	4072	0	5692	5347
00:00-24:00	5633	6713	0	4837	6665	5007	533	6591	6276

2. (Wk 3) Cannon St - East of Abchurch Lane - Attached to Sign Post

Eastbound





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 4) Cannon St  
**Start Date** 06-Nov-13  
**Direction** Eastbound

### Volume Summary

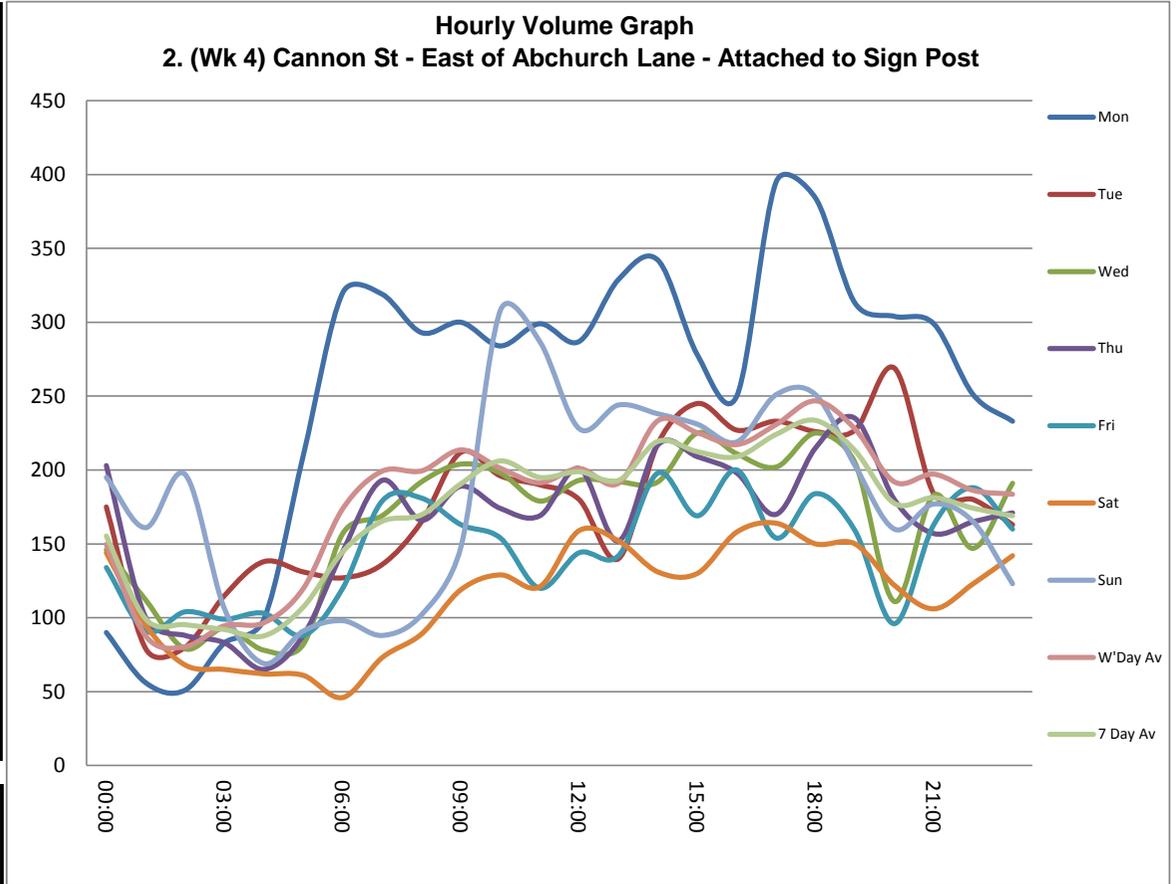
**Average Weekday** 4,339  
**7 Day Average** 4,114

2. (Wk 4) Cannon St - East of Abchurch Lane - Attached to Sign Post

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 11-Nov	Tue 12-Nov	Wed 06-Nov	Thu 07-Nov	Fri 08-Nov	Sat 09-Nov	Sun 10-Nov		
AM Peak	320	212	204	203	181	144	308		
PM Peak	395	269	225	235	200	164	251		
00:00	90	175	146	203	134	144	195	150	155
01:00	56	79	112	100	91	95	161	88	99
02:00	51	80	79	88	104	68	197	80	95
03:00	83	115	93	83	99	65	106	95	92
04:00	99	138	78	65	103	62	69	97	88
05:00	210	131	82	88	88	61	91	120	107
06:00	320	127	157	145	120	46	98	174	145
07:00	319	136	169	193	179	73	88	199	165
08:00	293	165	192	166	181	89	102	199	170
09:00	300	212	204	189	163	119	148	214	191
10:00	284	196	198	174	154	129	308	201	206
11:00	299	190	179	169	120	121	287	191	195
12:00	287	180	193	201	144	159	228	201	199
13:00	329	140	192	152	142	152	244	191	193
14:00	342	218	192	217	198	131	238	233	219
15:00	278	245	225	209	169	130	231	225	212
16:00	250	227	211	198	200	158	219	217	209
17:00	395	233	202	170	154	164	251	231	224
18:00	384	226	225	215	184	150	251	247	234
19:00	313	227	205	235	159	150	203	228	213
20:00	304	269	111	180	96	122	160	192	177
21:00	299	184	183	157	163	106	177	197	181
22:00	251	180	147	165	188	123	165	186	174
23:00	233	163	191	171	160	142	123	184	169
<b>Total</b>	<b>6069</b>	<b>4236</b>	<b>3966</b>	<b>3933</b>	<b>3493</b>	<b>2759</b>	<b>4340</b>	<b>4339</b>	<b>4114</b>

07:00-19:00	3760	2368	2382	2253	1988	1575	2595	2550	2417
06:00-22:00	4996	3175	3038	2970	2526	1999	3233	3341	3134
06:00-24:00	5480	3518	3376	3306	2874	2264	3521	3711	3477
00:00-24:00	6069	4236	3966	3933	3493	2759	4340	4339	4114







**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** East of Abchurch Lane - Attached  
**Site No.** 2  
**Road** (Wk 4) Cannon St  
**Start Date** 06-Nov-13  
**Direction** Westbound

### Volume Summary

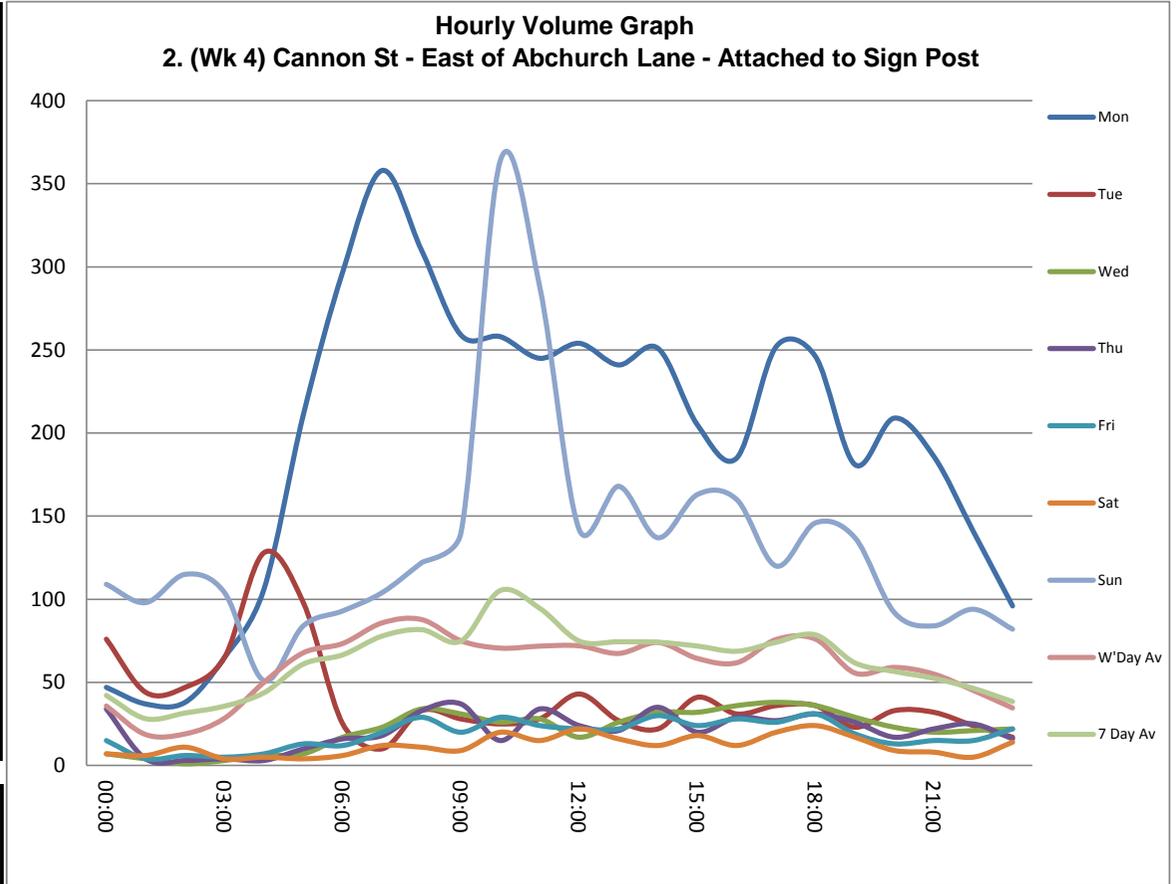
**Average Weekday** 1,425  
**7 Day Average** 1,515

2. (Wk 4) Cannon St - East of Abchurch Lane - Attached to Sign Post

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 11-Nov	Tue 12-Nov	Wed 06-Nov	Thu 07-Nov	Fri 08-Nov	Sat 09-Nov	Sun 10-Nov		
AM Peak	358	128	34	37	29	20	364		
PM Peak	254	43	38	35	31	24	168		
00:00	47	76	7	34	15	7	109	36	42
01:00	37	44	4	4	4	6	98	19	28
02:00	38	47	1	3	6	11	115	19	32
03:00	65	65	3	4	5	4	104	28	36
04:00	106	128	6	3	7	5	51	50	44
05:00	211	98	7	10	13	4	84	68	61
06:00	297	25	17	16	12	6	93	73	67
07:00	358	10	23	18	20	12	104	86	78
08:00	310	33	34	33	29	11	122	88	82
09:00	259	28	31	37	20	9	140	75	75
10:00	258	25	26	15	29	20	364	71	105
11:00	245	28	28	34	24	15	288	72	95
12:00	254	43	17	24	22	22	142	72	75
13:00	241	27	26	21	22	16	168	67	74
14:00	251	22	32	35	30	12	137	74	74
15:00	205	41	32	20	24	18	163	64	72
16:00	185	31	36	29	28	12	160	62	69
17:00	252	36	38	27	26	20	120	76	74
18:00	246	36	36	31	31	24	146	76	79
19:00	181	23	29	26	19	17	137	56	62
20:00	209	33	23	17	13	9	92	59	57
21:00	186	32	20	22	15	8	84	55	52
22:00	141	24	21	25	15	5	94	45	46
23:00	96	17	22	16	22	14	82	35	38
<b>Total</b>	<b>4678</b>	<b>972</b>	<b>519</b>	<b>504</b>	<b>451</b>	<b>287</b>	<b>3197</b>	<b>1425</b>	<b>1515</b>

07:00-19:00	3064	360	359	324	305	191	2054	882	951
06:00-22:00	3937	473	448	405	364	231	2460	1125	1188
06:00-24:00	4174	514	491	446	401	250	2636	1205	1273
00:00-24:00	4678	972	519	504	451	287	3197	1425	1515





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 1) Arthur Street  
**Start Date** 16-Oct-13  
**Direction** Eastbound

### Volume Summary

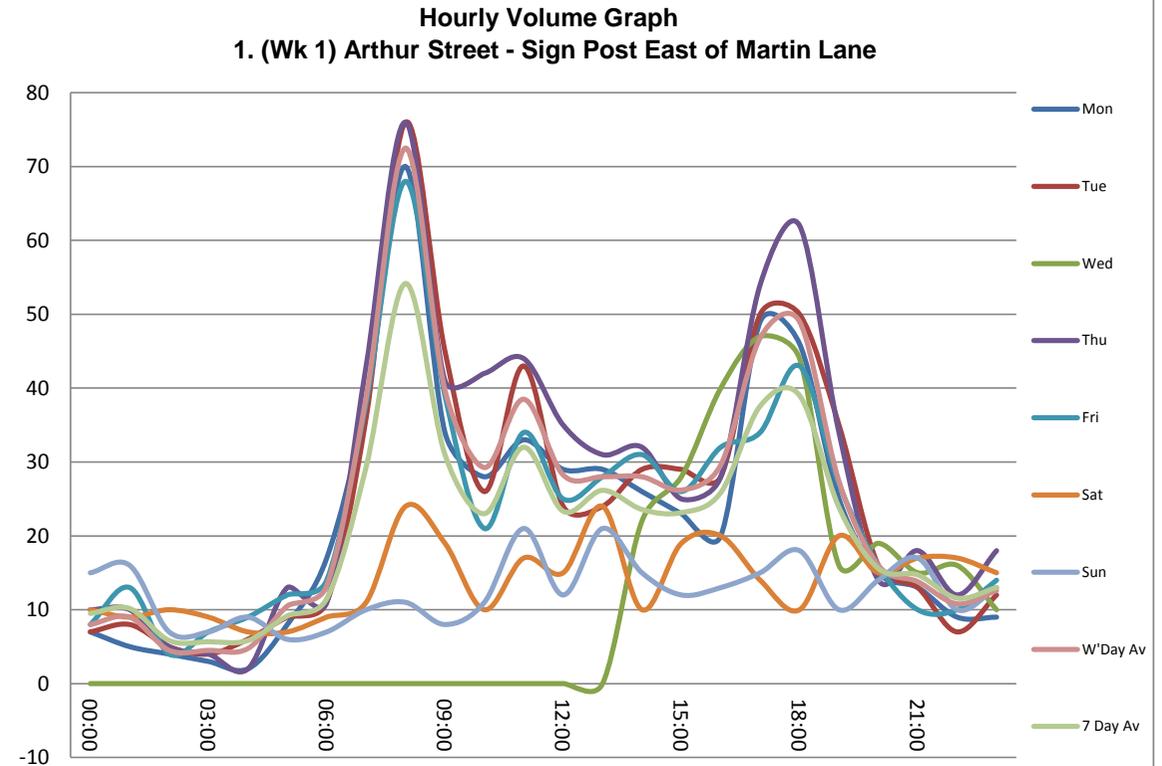
**Average Weekday** 590  
**7 Day Average** 505

1. (Wk 1) Arthur Street - Sign Post East of Martin Lane

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 21-Oct	Tue 22-Oct	Wed 16-Oct	Thu 17-Oct	Fri 18-Oct	Sat 19-Oct	Sun 20-Oct		
AM Peak	70	76	0	76	68	24	21		
PM Peak	49	50	47	62	43	24	21		
00:00	7	7	0	10	8	10	15	8	10
01:00	5	8	0	10	13	9	16	9	10
02:00	4	5	0	5	4	10	7	5	6
03:00	3	4	0	4	7	9	7	5	6
04:00	2	6	0	2	9	7	9	5	6
05:00	8	9	0	13	12	7	6	11	9
06:00	17	11	0	11	14	9	7	13	12
07:00	38	36	0	43	38	11	10	39	29
08:00	70	76	0	76	68	24	11	73	54
09:00	34	45	0	41	39	19	8	40	31
10:00	28	26	0	42	21	10	11	29	23
11:00	33	43	0	44	34	17	21	39	32
12:00	29	24	0	35	25	15	12	28	23
13:00	29	24	0	31	28	24	21	28	26
14:00	26	29	22	32	31	10	15	28	24
15:00	23	29	28	25	26	19	12	26	23
16:00	20	28	40	28	32	20	13	30	26
17:00	49	50	47	54	34	14	15	47	38
18:00	46	50	44	62	43	10	18	49	39
19:00	25	35	16	34	27	20	10	27	24
20:00	15	16	19	14	16	15	14	16	16
21:00	13	13	15	18	10	17	17	14	15
22:00	9	7	16	12	10	17	10	11	12
23:00	9	12	10	18	14	15	13	13	13
<b>Total</b>	<b>542</b>	<b>593</b>	<b>257</b>	<b>664</b>	<b>563</b>	<b>338</b>	<b>298</b>	<b>590</b>	<b>505</b>

07:00-19:00	425	460	181	513	419	193	167	455	368
06:00-22:00	495	535	231	590	486	254	215	525	434
06:00-24:00	513	554	257	620	510	286	238	548	458
00:00-24:00	542	593	257	664	563	338	298	590	505





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 1) Arthur Street  
**Start Date** 16-Oct-13  
**Direction** Westbound

### Volume Summary

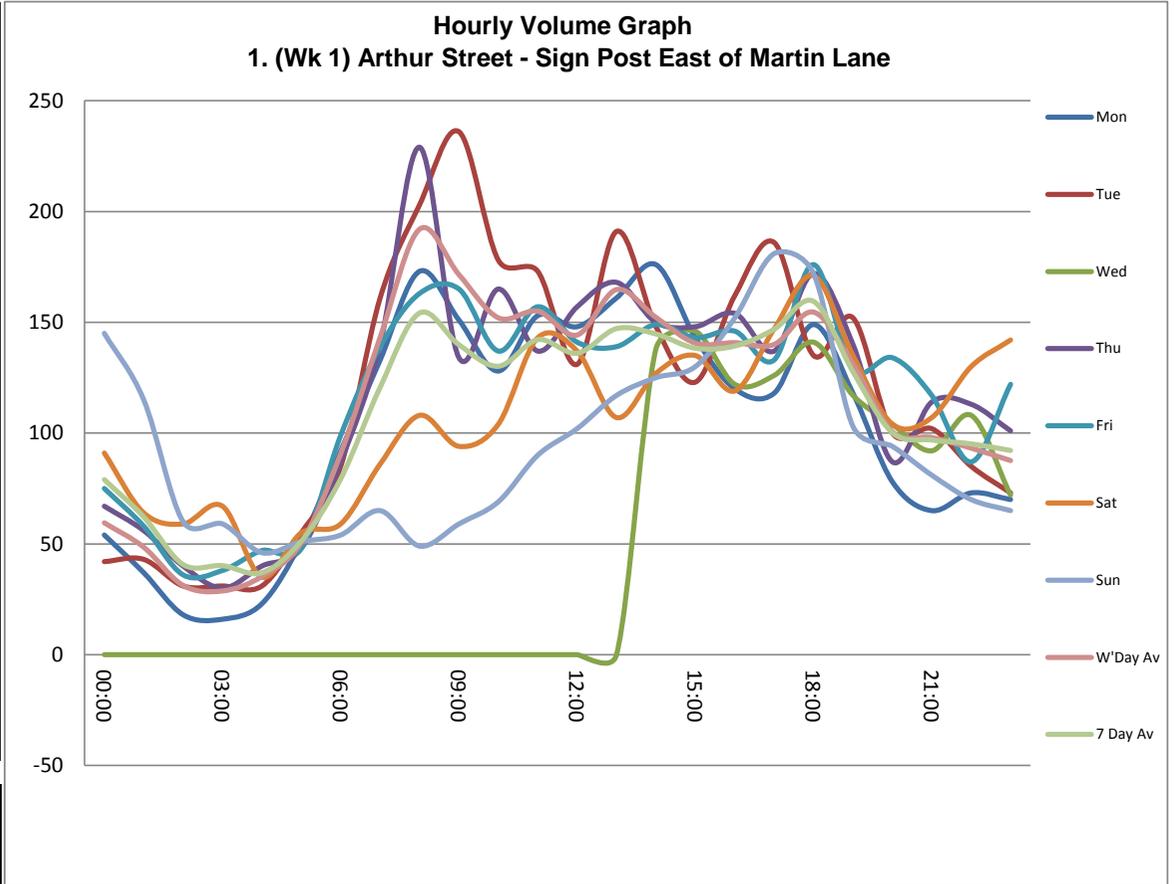
**Average Weekday** 2,706  
**7 Day Average** 2,600

1. (Wk 1) Arthur Street - Sign Post East of Martin Lane

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 21-Oct	Tue 22-Oct	Wed 16-Oct	Thu 17-Oct	Fri 18-Oct	Sat 19-Oct	Sun 20-Oct		
AM Peak	173	236	0	229	165	143	145		
PM Peak	176	191	146	172	176	171	181		
00:00	54	42	0	67	75	91	145	60	79
01:00	37	43	0	56	58	64	115	49	62
02:00	18	31	0	40	36	59	60	31	41
03:00	16	31	0	30	38	67	59	29	40
04:00	23	31	0	40	47	35	46	35	37
05:00	51	55	0	48	48	55	51	51	51
06:00	92	85	0	87	99	59	54	91	79
07:00	133	161	0	140	139	86	65	143	121
08:00	173	203	0	229	163	108	49	192	154
09:00	151	236	0	134	165	94	59	172	140
10:00	128	178	0	165	137	104	69	152	130
11:00	153	173	0	137	157	143	90	155	142
12:00	148	131	0	157	141	137	102	144	136
13:00	161	191	0	168	139	107	117	165	147
14:00	176	148	138	150	149	127	125	152	145
15:00	143	123	146	148	143	135	130	141	138
16:00	120	162	122	154	146	119	152	141	139
17:00	118	186	126	137	133	147	181	140	147
18:00	149	135	141	172	176	171	172	155	159
19:00	118	152	117	140	129	135	103	131	128
20:00	78	100	104	87	134	104	94	101	100
21:00	65	102	92	114	117	107	81	98	97
22:00	73	85	108	113	87	130	70	93	95
23:00	70	73	72	101	122	142	65	88	92
<b>Total</b>	<b>2448</b>	<b>2857</b>	<b>1166</b>	<b>2814</b>	<b>2778</b>	<b>2526</b>	<b>2254</b>	<b>2706</b>	<b>2600</b>

07:00-19:00	1753	2027	673	1891	1788	1478	1311	1851	1699
06:00-22:00	2106	2466	986	2319	2267	1883	1643	2272	2103
06:00-24:00	2249	2624	1166	2533	2476	2155	1778	2452	2290
00:00-24:00	2448	2857	1166	2814	2778	2526	2254	2706	2600





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 2) Arthur Street  
**Start Date** 23-Oct-13  
**Direction** Westbound

### Volume Summary

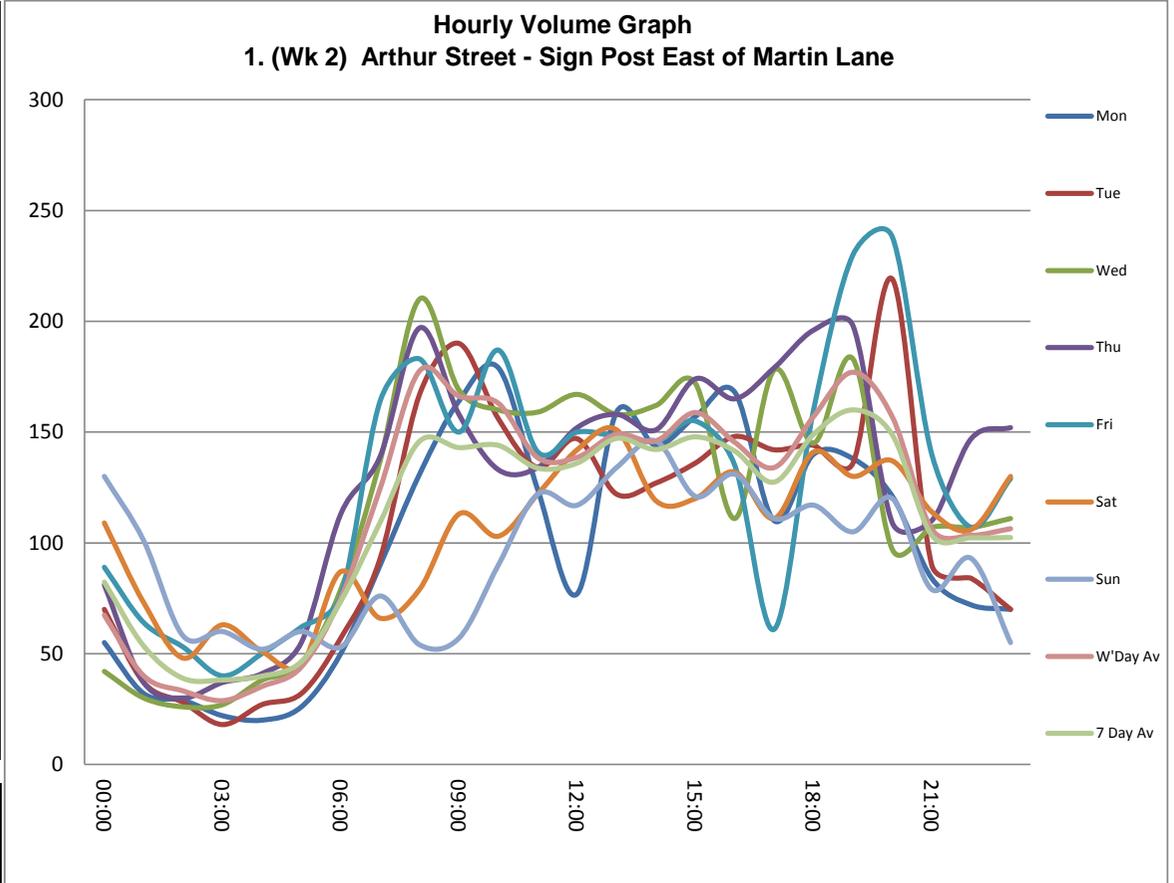
**Average Weekday** 2,772  
**7 Day Average** 2,656

1. (Wk 2) Arthur Street - Sign Post East of Martin Lane

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 28-Oct	Tue 29-Oct	Wed 23-Oct	Thu 24-Oct	Fri 25-Oct	Sat 26-Oct	Sun 27-Oct		
AM Peak	179	190	210	197	187	122	130		
PM Peak	168	219	183	198	238	151	146		
00:00	55	70	42	81	89	109	130	67	82
01:00	32	37	30	37	64	73	101	40	53
02:00	29	28	26	30	53	48	58	33	39
03:00	22	18	27	37	40	63	60	29	38
04:00	20	27	38	41	50	51	52	35	40
05:00	26	32	45	55	62	45	60	44	46
06:00	50	57	79	113	76	87	53	75	74
07:00	90	93	137	139	164	66	76	125	109
08:00	131	167	210	197	183	79	54	178	146
09:00	164	190	169	158	150	113	57	166	143
10:00	179	156	160	133	187	103	90	163	144
11:00	124	134	159	134	141	122	122	138	134
12:00	77	147	167	152	150	142	117	139	136
13:00	159	122	158	158	148	151	134	149	147
14:00	144	127	162	151	146	119	146	146	142
15:00	157	136	172	174	155	120	121	159	148
16:00	168	148	111	165	135	132	131	145	141
17:00	110	142	178	179	61	111	111	134	127
18:00	140	144	145	196	160	141	117	157	149
19:00	138	136	183	198	230	130	105	177	160
20:00	121	219	97	109	238	137	120	157	149
21:00	84	90	107	110	140	114	79	106	103
22:00	72	84	107	147	107	106	93	103	102
23:00	70	70	111	152	129	130	55	106	102
<b>Total</b>	<b>2362</b>	<b>2574</b>	<b>2820</b>	<b>3046</b>	<b>3058</b>	<b>2492</b>	<b>2242</b>	<b>2772</b>	<b>2656</b>

07:00-19:00	1643	1706	1928	1936	1780	1399	1276	1799	1667
06:00-22:00	2036	2208	2394	2466	2464	1867	1633	2314	2153
06:00-24:00	2178	2362	2612	2765	2700	2103	1781	2523	2357
00:00-24:00	2362	2574	2820	3046	3058	2492	2242	2772	2656





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 2) Arthur Street  
**Start Date** 23-Oct-13  
**Direction** Eastbound

### Volume Summary

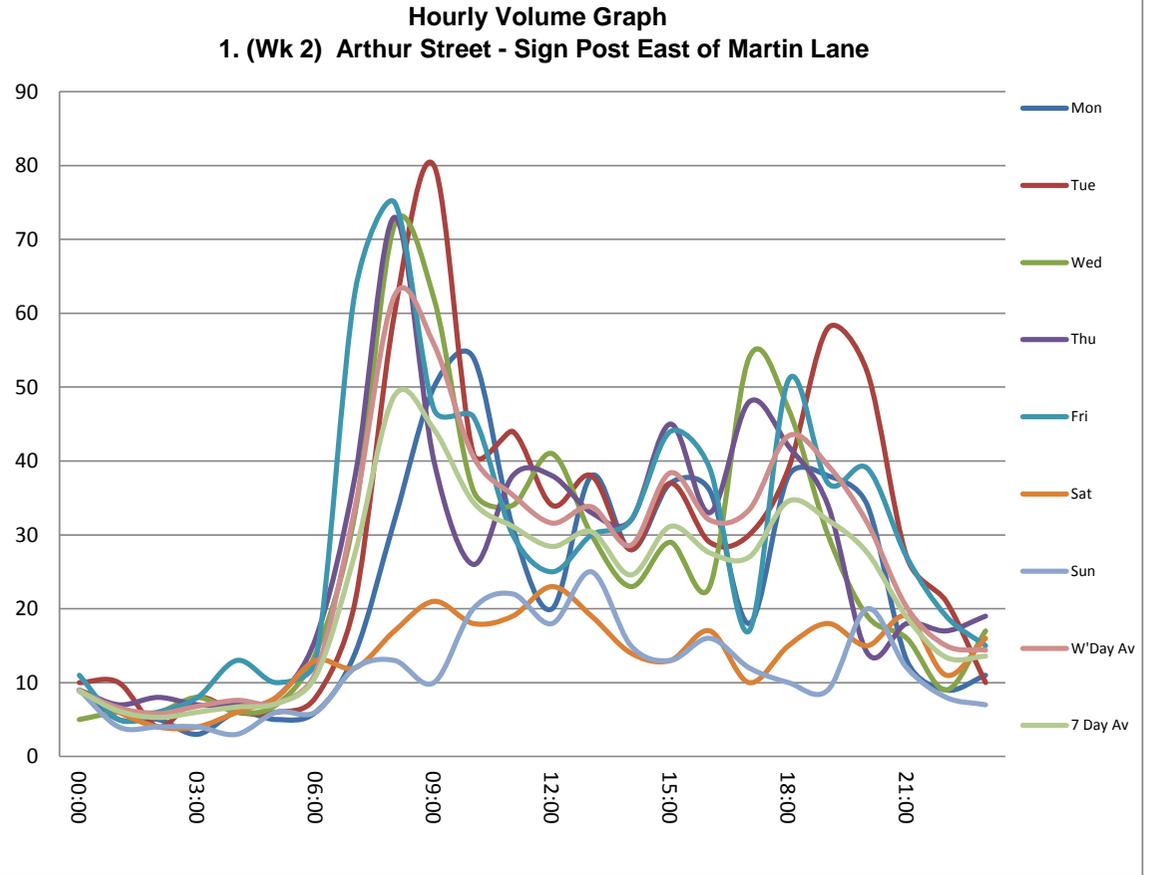
**Average Weekday** 644  
**7 Day Average** 546

1. (Wk 2) Arthur Street - Sign Post East of Martin Lane

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 28-Oct	Tue 29-Oct	Wed 23-Oct	Thu 24-Oct	Fri 25-Oct	Sat 26-Oct	Sun 27-Oct		
AM Peak	54	80	72	73	75	21	22		
PM Peak	38	58	54	48	51	23	25		
00:00	9	10	5	9	11	9	9	9	9
01:00	5	10	6	7	5	6	4	7	6
02:00	5	4	6	8	6	4	4	6	5
03:00	3	8	8	7	8	4	4	7	6
04:00	6	6	6	7	13	6	3	8	7
05:00	5	6	7	8	10	8	6	7	7
06:00	6	8	14	16	13	13	6	11	11
07:00	14	21	33	38	63	12	12	34	28
08:00	32	60	72	73	75	17	13	62	49
09:00	50	80	62	40	47	21	10	56	44
10:00	54	41	36	26	46	18	20	41	34
11:00	31	44	34	38	30	19	22	35	31
12:00	20	34	41	38	25	23	18	32	28
13:00	38	38	30	33	30	19	25	34	30
14:00	28	28	23	32	32	14	15	29	25
15:00	37	37	29	45	44	13	13	38	31
16:00	36	29	23	33	39	17	16	32	28
17:00	18	30	54	48	17	10	12	33	27
18:00	38	39	47	42	51	15	10	43	35
19:00	38	58	30	34	37	18	9	39	32
20:00	34	52	19	14	39	15	20	32	28
21:00	13	27	16	18	27	19	12	20	19
22:00	9	21	9	17	19	11	8	15	13
23:00	11	10	17	19	15	16	7	14	14
<b>Total</b>	<b>540</b>	<b>701</b>	<b>627</b>	<b>650</b>	<b>702</b>	<b>327</b>	<b>278</b>	<b>644</b>	<b>546</b>

07:00-19:00	396	481	484	486	499	198	186	469	390
06:00-22:00	487	626	563	568	615	263	233	572	479
06:00-24:00	507	657	589	604	649	290	248	601	506
00:00-24:00	540	701	627	650	702	327	278	644	546





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 3) Arthur Street  
**Start Date** 30-Oct-13  
**Direction** Eastbound

### Volume Summary

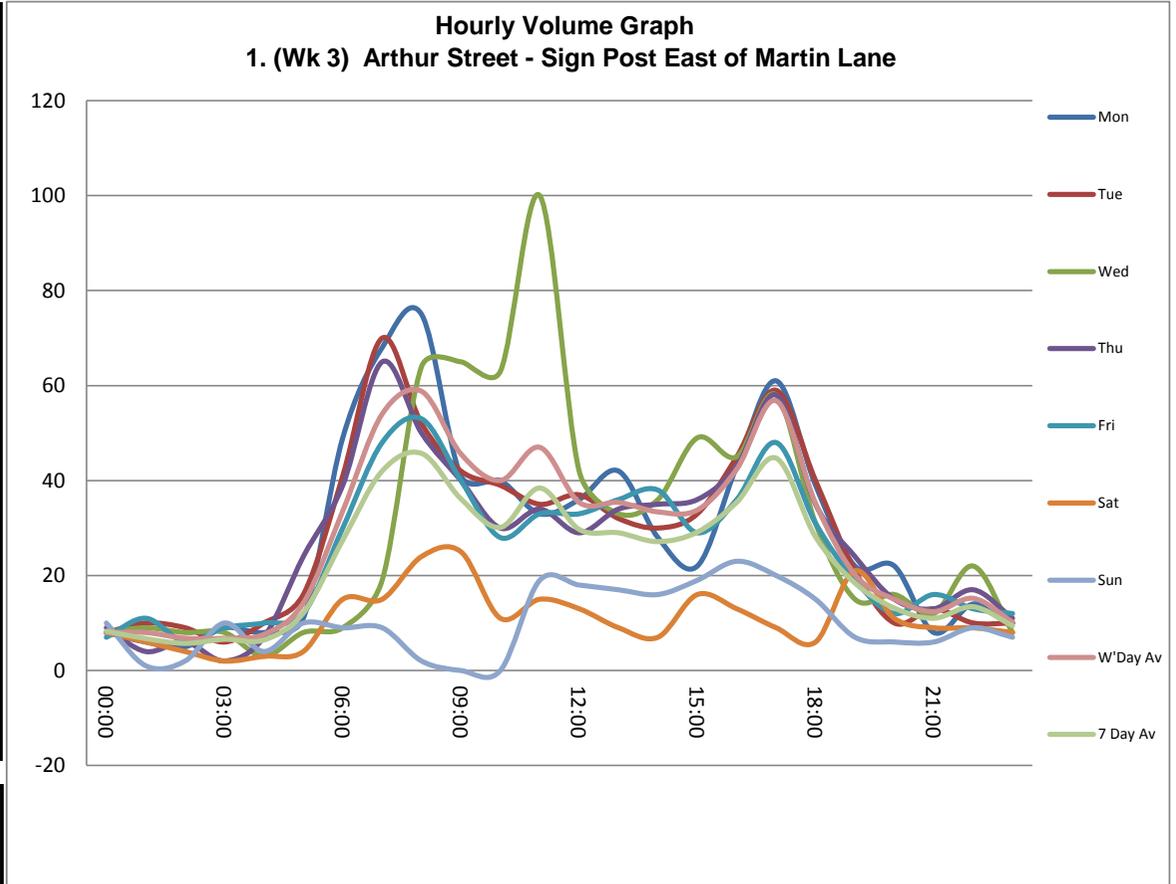
**Average Weekday** 676  
**7 Day Average** 554

1. (Wk 3) Arthur Street - Sign Post East of Martin Lane

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 04-Nov	Tue 05-Nov	Wed 30-Oct	Thu 31-Oct	Fri 01-Nov	Sat 02-Nov	Sun 03-Nov		
AM Peak	75	70	100	65	53	25	19		
PM Peak	61	59	58	58	48	21	23		
00:00	8	8	8	9	7	8	10	8	8
01:00	6	10	9	4	11	6	1	8	7
02:00	5	9	8	6	6	4	2	7	6
03:00	9	6	8	2	9	2	10	7	7
04:00	8	10	3	7	10	3	4	8	6
05:00	11	16	8	24	12	4	10	14	12
06:00	49	41	9	39	30	15	9	34	27
07:00	68	70	19	65	48	15	9	54	42
08:00	75	52	64	50	53	24	2	59	46
09:00	41	42	65	40	40	25	0	46	36
10:00	40	39	63	30	28	11	0	40	30
11:00	33	35	100	34	33	15	19	47	38
12:00	36	37	42	29	33	13	18	35	30
13:00	42	32	33	34	36	9	17	35	29
14:00	28	30	36	35	38	7	16	33	27
15:00	22	33	49	36	29	16	19	34	29
16:00	43	45	45	43	36	13	23	42	35
17:00	61	59	58	58	48	9	20	57	45
18:00	39	40	31	35	31	6	15	35	28
19:00	22	21	15	24	19	21	7	20	18
20:00	22	10	16	15	12	11	6	15	13
21:00	8	13	12	13	16	9	6	12	11
22:00	14	10	22	17	13	9	9	15	13
23:00	10	10	8	11	12	8	7	10	9
<b>Total</b>	<b>700</b>	<b>678</b>	<b>731</b>	<b>660</b>	<b>610</b>	<b>263</b>	<b>239</b>	<b>676</b>	<b>554</b>

07:00-19:00	528	514	605	489	453	163	158	518	416
06:00-22:00	629	599	657	580	530	219	186	599	486
06:00-24:00	653	619	687	608	555	236	202	624	509
00:00-24:00	700	678	731	660	610	263	239	676	554





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 3) Arthur Street  
**Start Date** 30-Oct-13  
**Direction** Westbound

### Volume Summary

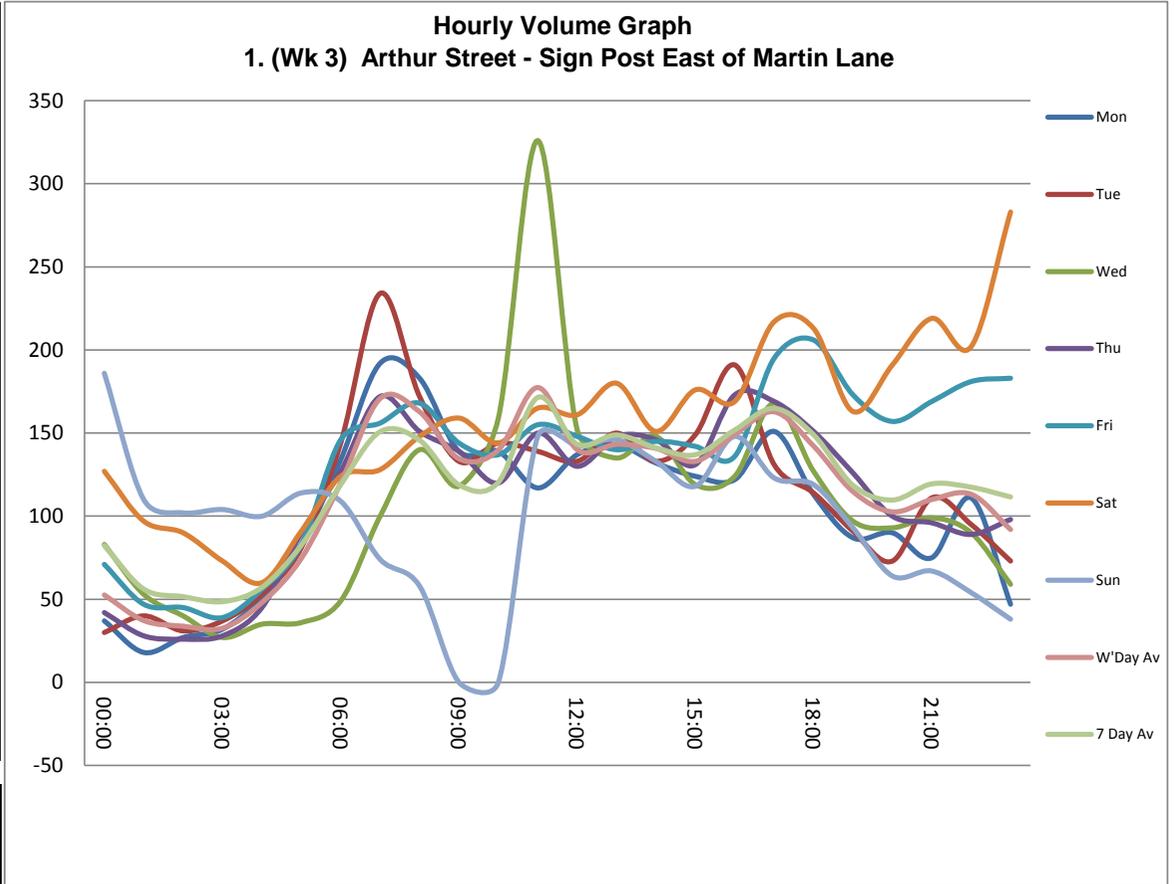
**Average Weekday** 2,728  
**7 Day Average** 2,817

1. (Wk 3) Arthur Street - Sign Post East of Martin Lane

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 04-Nov	Tue 05-Nov	Wed 30-Oct	Thu 31-Oct	Fri 01-Nov	Sat 02-Nov	Sun 03-Nov		
AM Peak	192	234	326	172	168	165	186		
PM Peak	151	191	168	173	206	283	148		
00:00	37	30	83	42	71	127	186	53	82
01:00	18	40	53	28	47	97	110	37	56
02:00	27	31	40	26	45	90	102	34	52
03:00	32	37	27	28	39	73	104	33	49
04:00	51	53	35	45	56	60	100	48	57
05:00	83	81	36	90	83	91	114	75	83
06:00	134	144	49	127	146	124	109	120	119
07:00	192	234	100	172	156	128	74	171	151
08:00	183	172	140	151	168	148	58	163	146
09:00	139	133	118	139	144	159	0	135	119
10:00	139	144	159	120	137	144	0	140	120
11:00	117	139	326	150	155	165	148	177	171
12:00	137	133	152	130	148	161	142	140	143
13:00	143	150	135	148	140	180	146	143	149
14:00	132	133	148	146	145	151	133	141	141
15:00	124	149	119	131	142	176	118	133	137
16:00	122	191	124	173	136	169	148	149	152
17:00	151	131	168	169	195	217	123	163	165
18:00	113	114	127	151	206	213	119	142	149
19:00	87	91	97	126	173	163	93	115	119
20:00	90	73	93	100	157	191	64	103	110
21:00	75	111	99	96	169	219	67	110	119
22:00	111	95	90	89	181	202	54	113	117
23:00	47	73	59	98	183	283	38	92	112
<b>Total</b>	<b>2484</b>	<b>2682</b>	<b>2577</b>	<b>2675</b>	<b>3222</b>	<b>3731</b>	<b>2350</b>	<b>2728</b>	<b>2817</b>

07:00-19:00	1692	1823	1816	1780	1872	2011	1209	1797	1743
06:00-22:00	2078	2242	2154	2229	2517	2708	1542	2244	2210
06:00-24:00	2236	2410	2303	2416	2881	3193	1634	2449	2439
00:00-24:00	2484	2682	2577	2675	3222	3731	2350	2728	2817





**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 4) Arthur Street  
**Start Date** 06-Nov-13  
**Direction** Westbound

### Volume Summary

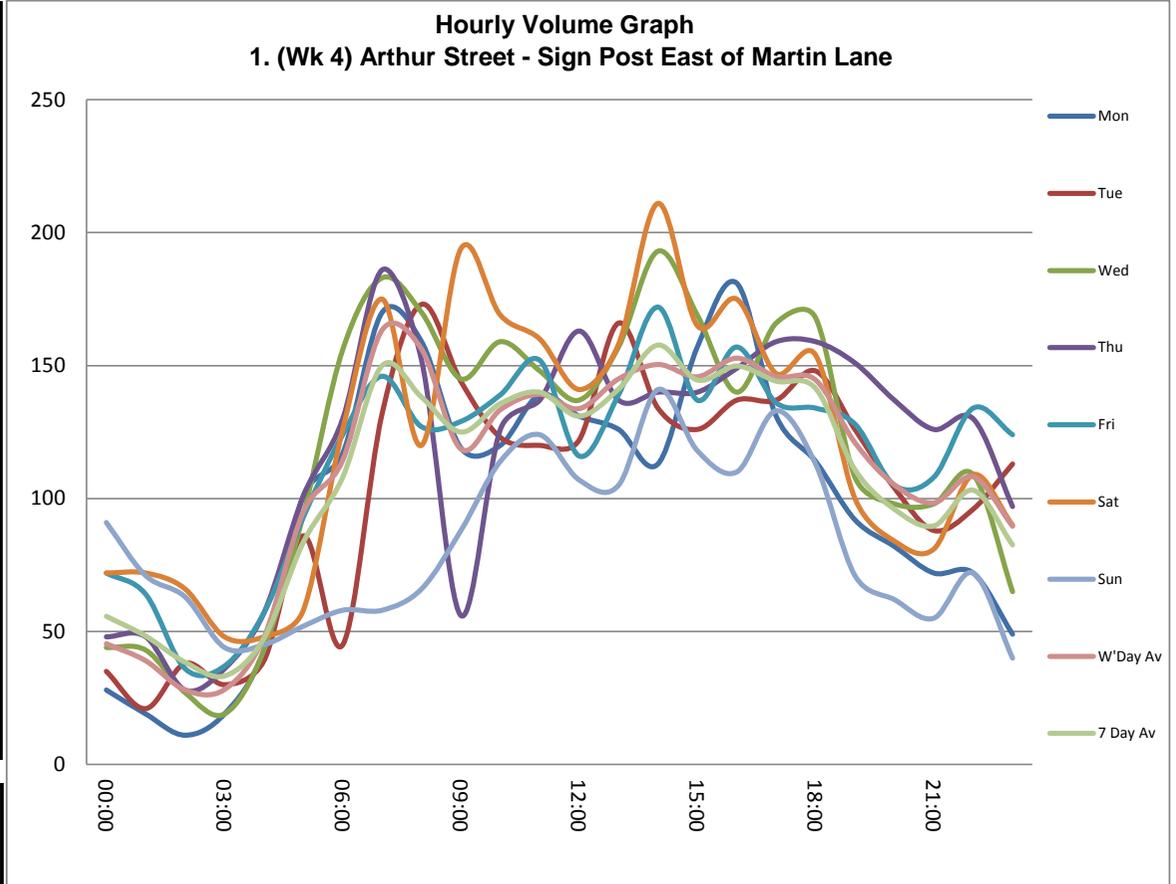
**Average Weekday** 2,649  
**7 Day Average** 2,596

1. (Wk 4) Arthur Street - Sign Post East of Martin Lane

Westbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 11-Nov	Tue 12-Nov	Wed 06-Nov	Thu 07-Nov	Fri 08-Nov	Sat 09-Nov	Sun 10-Nov		
AM Peak	170	173	183	186	152	194	124		
PM Peak	181	166	193	163	172	211	141		
00:00	28	35	44	48	72	72	91	45	56
01:00	19	21	43	48	64	72	71	39	48
02:00	11	38	27	28	36	66	63	28	38
03:00	19	30	19	36	37	48	44	28	33
04:00	43	39	43	57	57	48	45	48	47
05:00	101	86	94	101	93	58	52	95	84
06:00	117	45	156	130	124	126	58	114	108
07:00	170	132	183	186	146	175	58	163	150
08:00	159	173	170	152	127	120	66	156	138
09:00	119	144	145	56	129	194	88	119	125
10:00	120	123	159	126	139	169	114	133	136
11:00	139	120	148	137	152	160	124	139	140
12:00	131	122	137	163	116	141	107	134	131
13:00	126	166	157	137	139	158	105	145	141
14:00	113	134	193	140	172	211	141	150	158
15:00	157	126	169	140	137	165	118	146	145
16:00	181	137	140	149	157	175	110	153	150
17:00	131	137	166	159	136	147	133	146	144
18:00	114	148	168	159	134	154	113	145	141
19:00	92	126	108	151	128	100	71	121	111
20:00	82	104	98	137	105	84	62	105	96
21:00	72	88	98	126	108	81	55	98	90
22:00	72	96	109	130	134	109	72	108	103
23:00	49	113	65	97	124	90	40	90	83
<b>Total</b>	<b>2365</b>	<b>2483</b>	<b>2839</b>	<b>2793</b>	<b>2766</b>	<b>2923</b>	<b>2001</b>	<b>2649</b>	<b>2596</b>

07:00-19:00	1660	1662	1935	1704	1684	1969	1277	1729	1699
06:00-22:00	2023	2025	2395	2248	2149	2360	1523	2168	2103
06:00-24:00	2144	2234	2569	2475	2407	2559	1635	2366	2289
00:00-24:00	2365	2483	2839	2793	2766	2923	2001	2649	2596







**Job Number** L0513  
**Client** Dragados  
**Project** Bank Station - ATC Survey Report  
**Location** Sign Post East of Martin Lane  
**Site No.** 1  
**Road** (Wk 4) Arthur Street  
**Start Date** 06-Nov-13  
**Direction** Eastbound

### Volume Summary

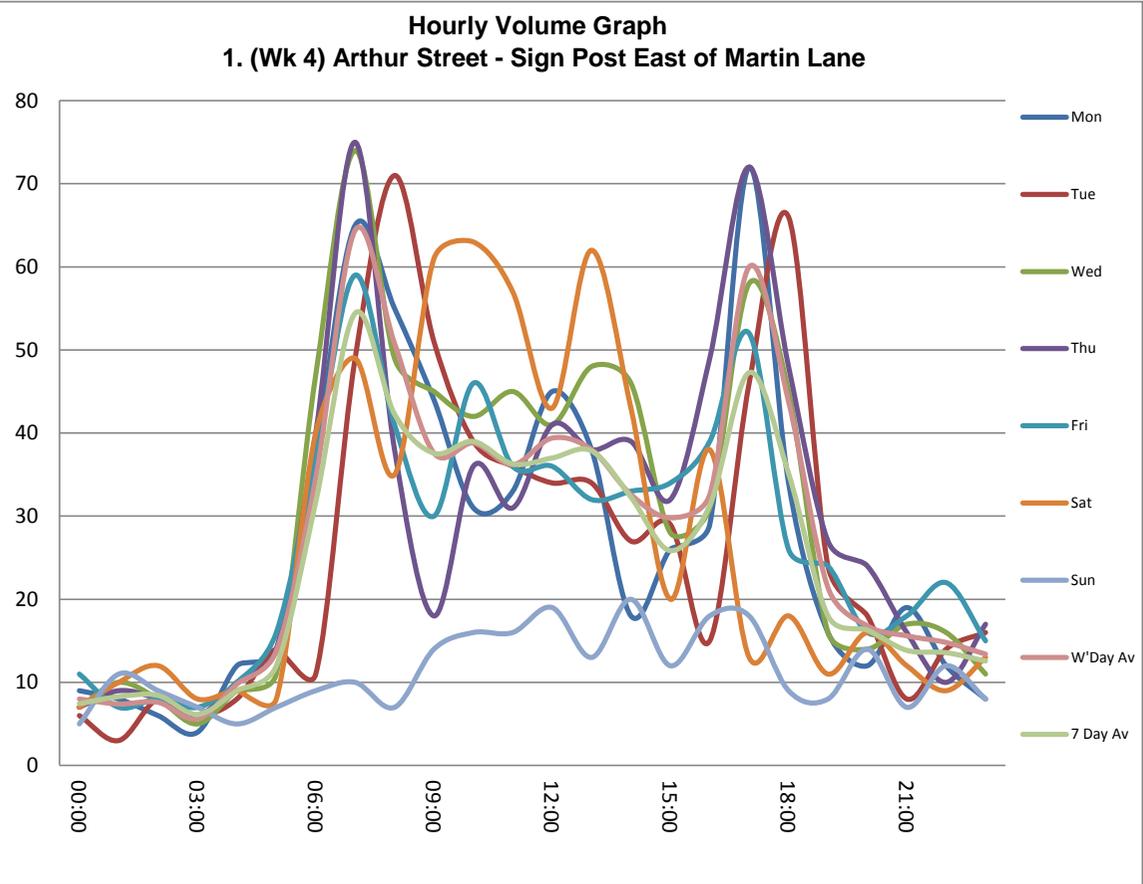
**Average Weekday** 673  
**7 Day Average** 614

1. (Wk 4) Arthur Street - Sign Post East of Martin Lane

Eastbound

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 11-Nov	Tue 12-Nov	Wed 06-Nov	Thu 07-Nov	Fri 08-Nov	Sat 09-Nov	Sun 10-Nov		
AM Peak	65	71	74	75	59	63	16		
PM Peak	72	66	58	72	52	62	20		
00:00	9	6	7	7	11	7	5	8	7
01:00	8	3	10	9	7	10	11	7	8
02:00	6	8	8	8	8	12	9	8	8
03:00	4	6	5	6	7	8	7	6	6
04:00	12	8	9	10	10	9	5	10	9
05:00	14	14	11	14	16	8	7	14	12
06:00	38	11	47	40	37	40	9	35	32
07:00	65	49	74	75	59	49	10	64	54
08:00	55	71	49	38	41	35	7	51	42
09:00	44	51	45	18	30	61	14	38	38
10:00	31	39	42	36	46	63	16	39	39
11:00	33	36	45	31	36	57	16	36	36
12:00	45	34	41	41	36	43	19	39	37
13:00	38	34	48	38	32	62	13	38	38
14:00	18	27	46	39	33	43	20	33	32
15:00	26	29	28	32	34	20	12	30	26
16:00	29	15	31	49	39	38	18	33	31
17:00	72	46	58	72	52	13	18	60	47
18:00	34	66	45	48	26	18	9	44	35
19:00	16	24	16	27	24	11	8	21	18
20:00	12	18	14	24	16	16	14	17	16
21:00	19	8	17	16	18	12	7	16	14
22:00	12	14	16	10	22	9	12	15	14
23:00	8	16	11	17	15	13	8	13	13
<b>Total</b>	<b>648</b>	<b>633</b>	<b>723</b>	<b>705</b>	<b>655</b>	<b>657</b>	<b>274</b>	<b>673</b>	<b>614</b>

07:00-19:00	490	497	552	517	464	502	172	504	456
06:00-22:00	575	558	646	624	559	581	210	592	536
06:00-24:00	595	588	673	651	596	603	230	621	562
00:00-24:00	648	633	723	705	655	657	274	673	614

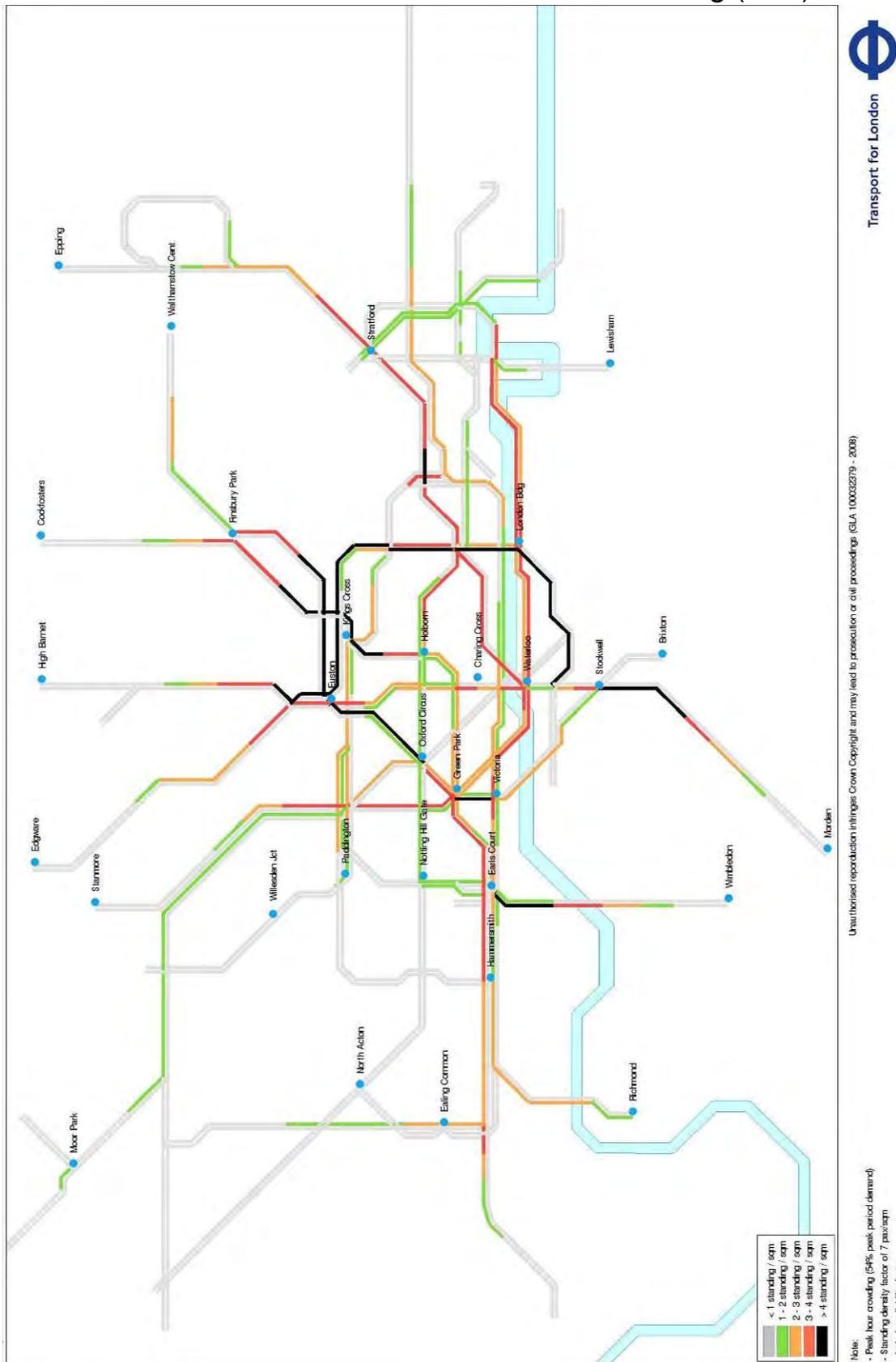




# **Appendix 9: Blockade Impacts - Surface and Sub-surface**

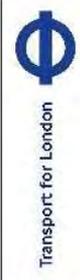
# Appendix 9A: Blockade Assessment

### Appendix 9A1: LUL AM Hour Reference Case Crowding (N00)





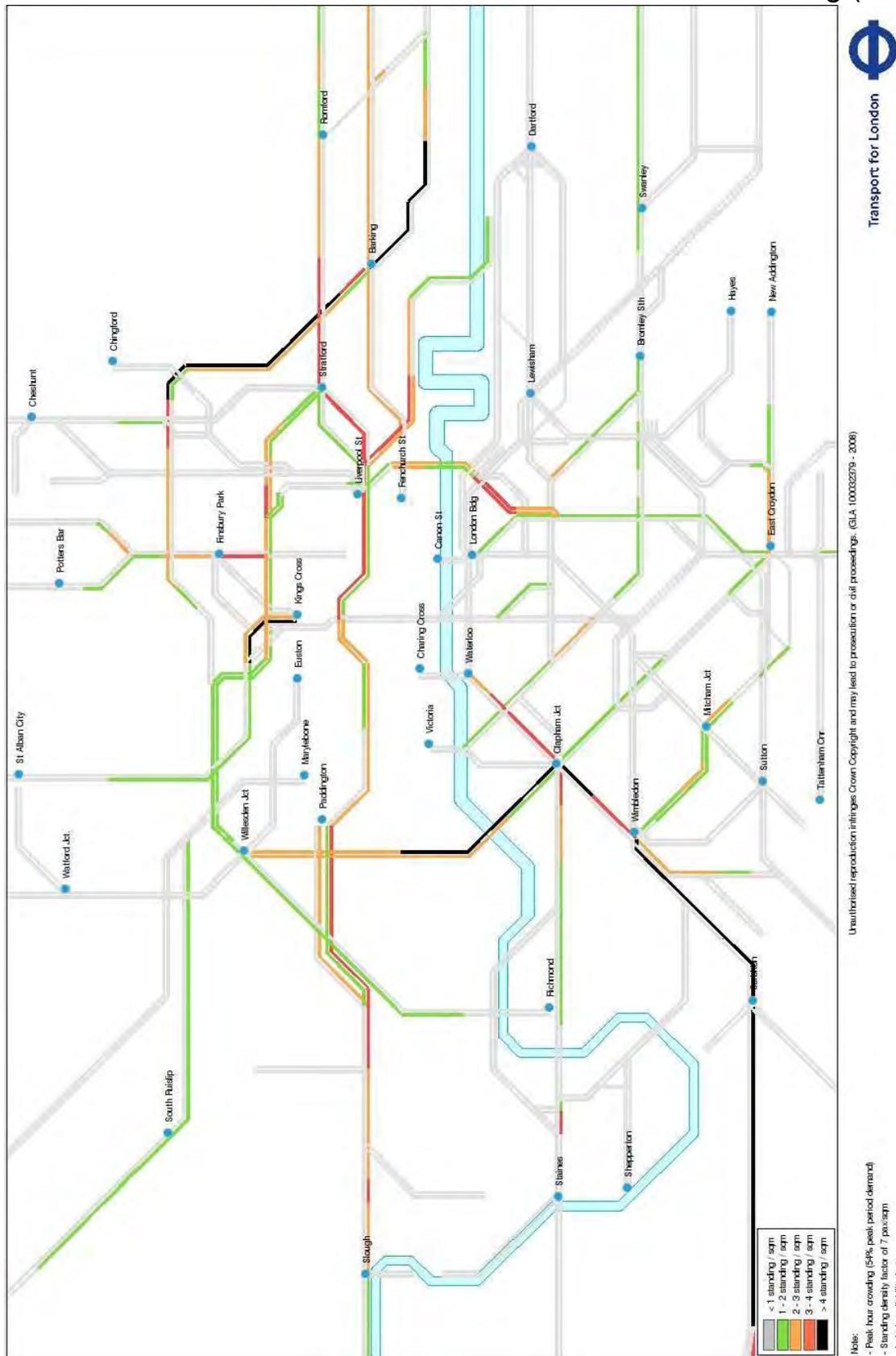
### Appendix 9A3: LUL PM Hour Reference Case Crowding (N10)



Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings (GLA 100032370 - 2008)

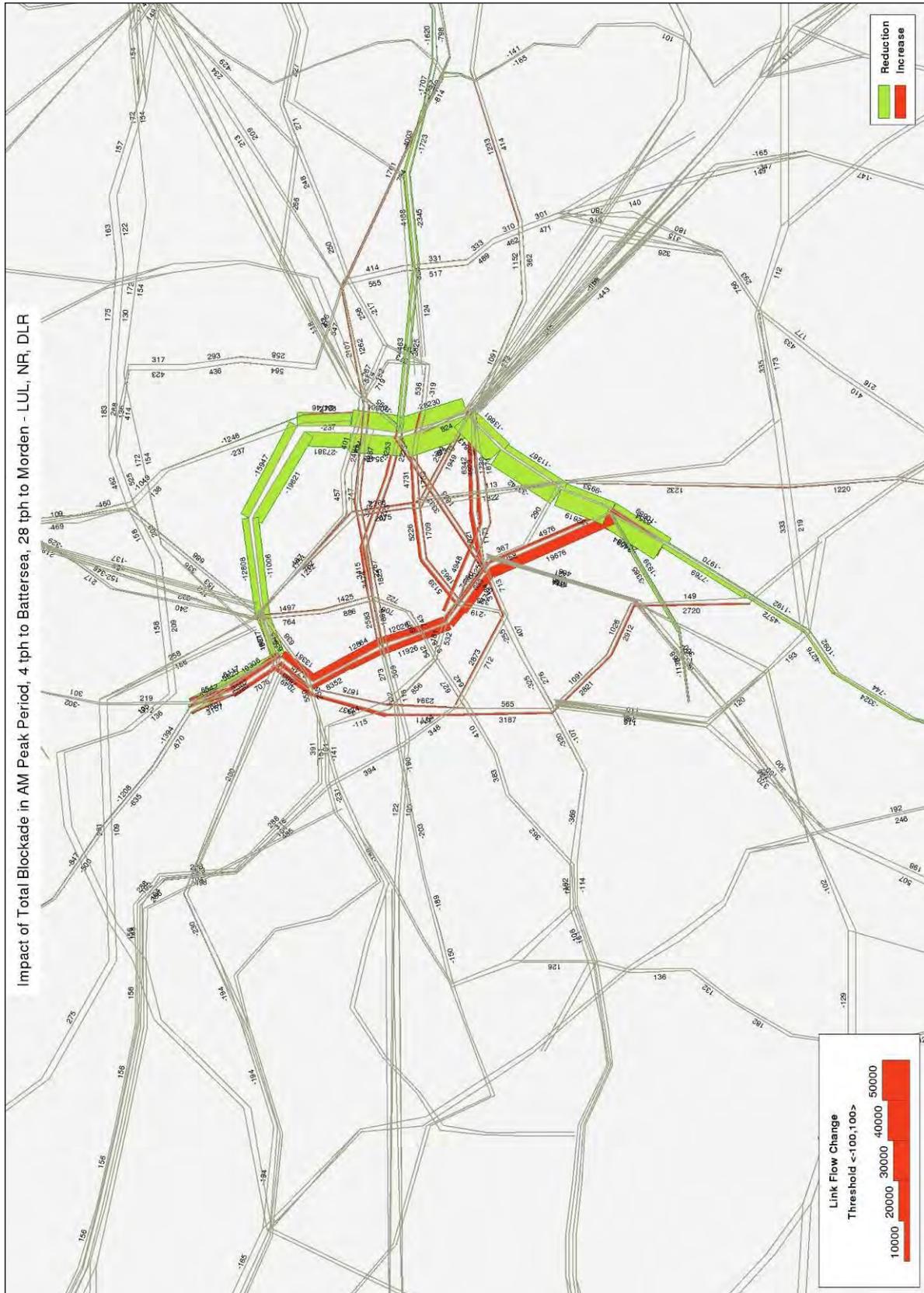
Note:  
 - Peak hour crowding (59% peak period demand)  
 - Standing density factor of 7 pass/m  
 - Includes reliability factor

### Appendix 9A4: National Rail PM Hour Reference Case Crowding (N10)

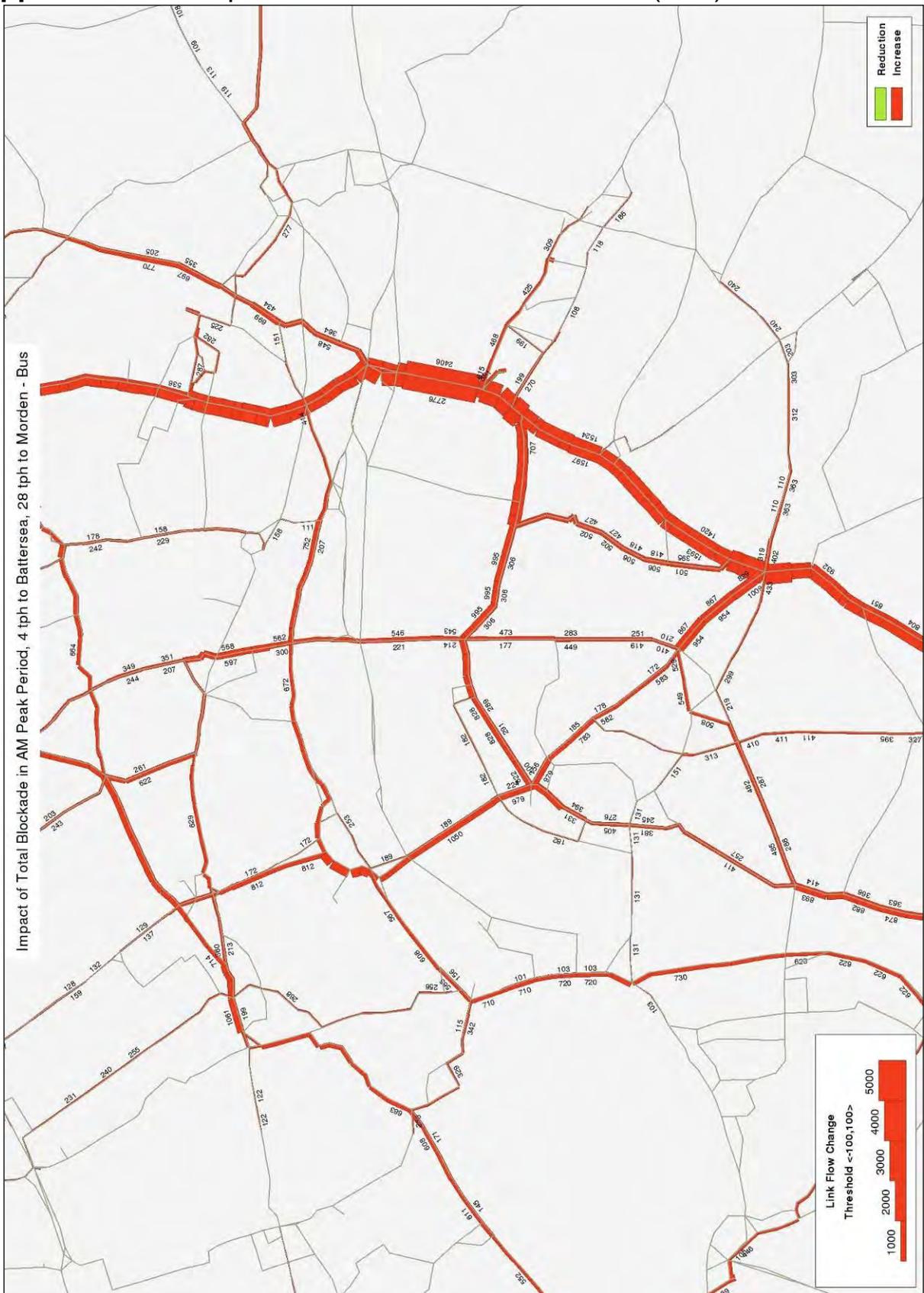




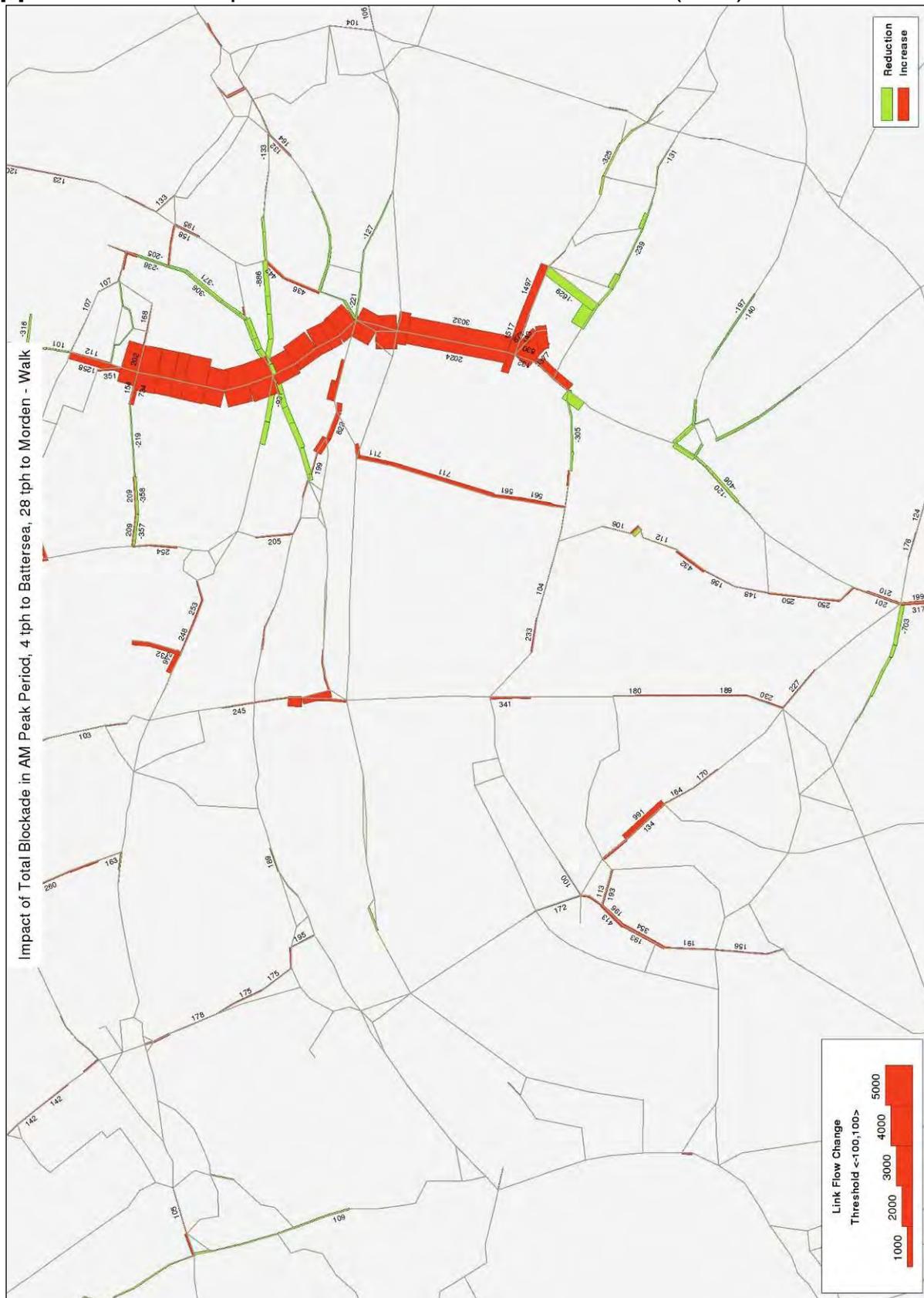
### Appendix 9A5: Impact of Total Blockade AM – LUL, NR, DLR (N01)



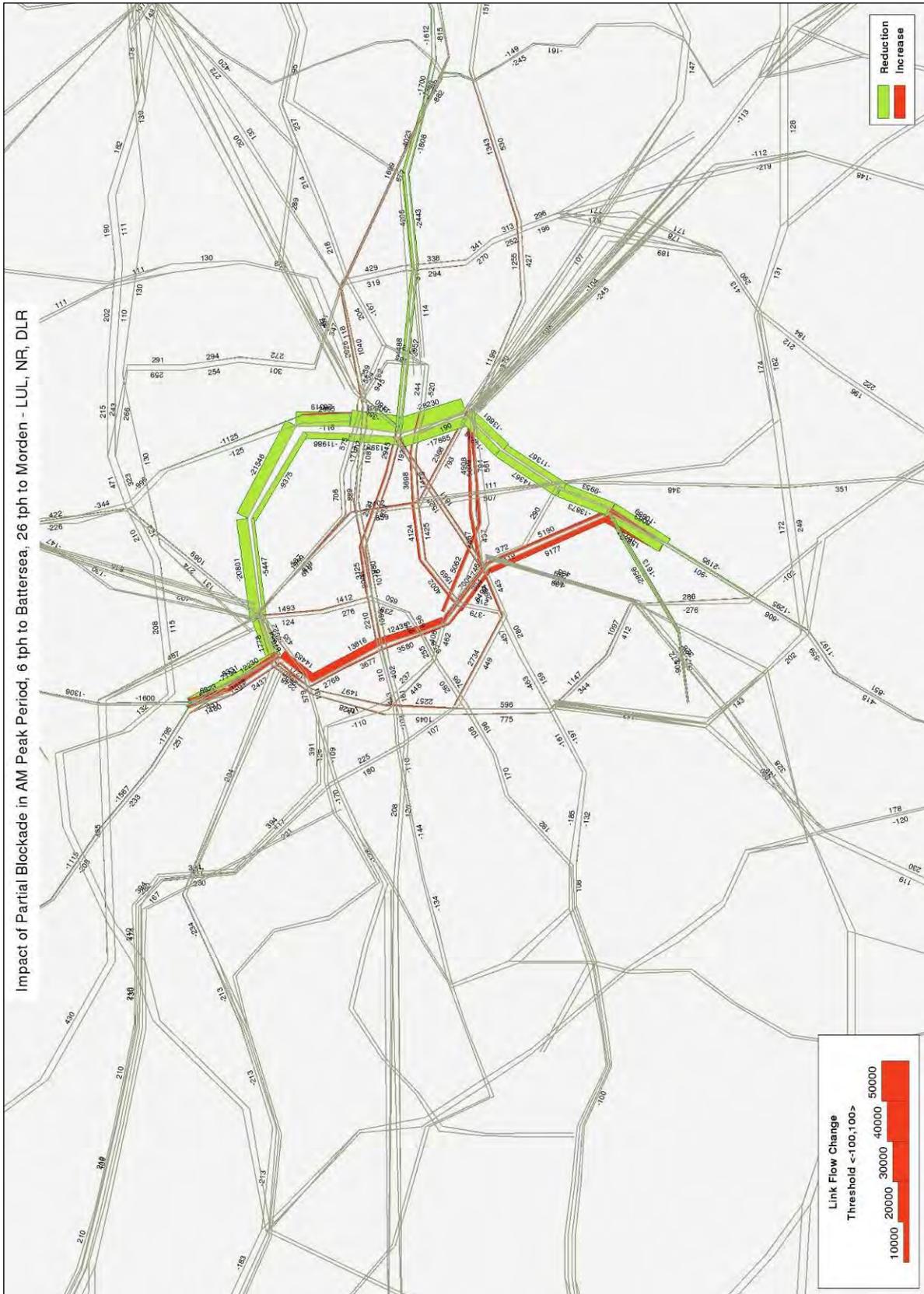
### Appendix 9A6: Impact of Total Blockade AM – Bus (N01)



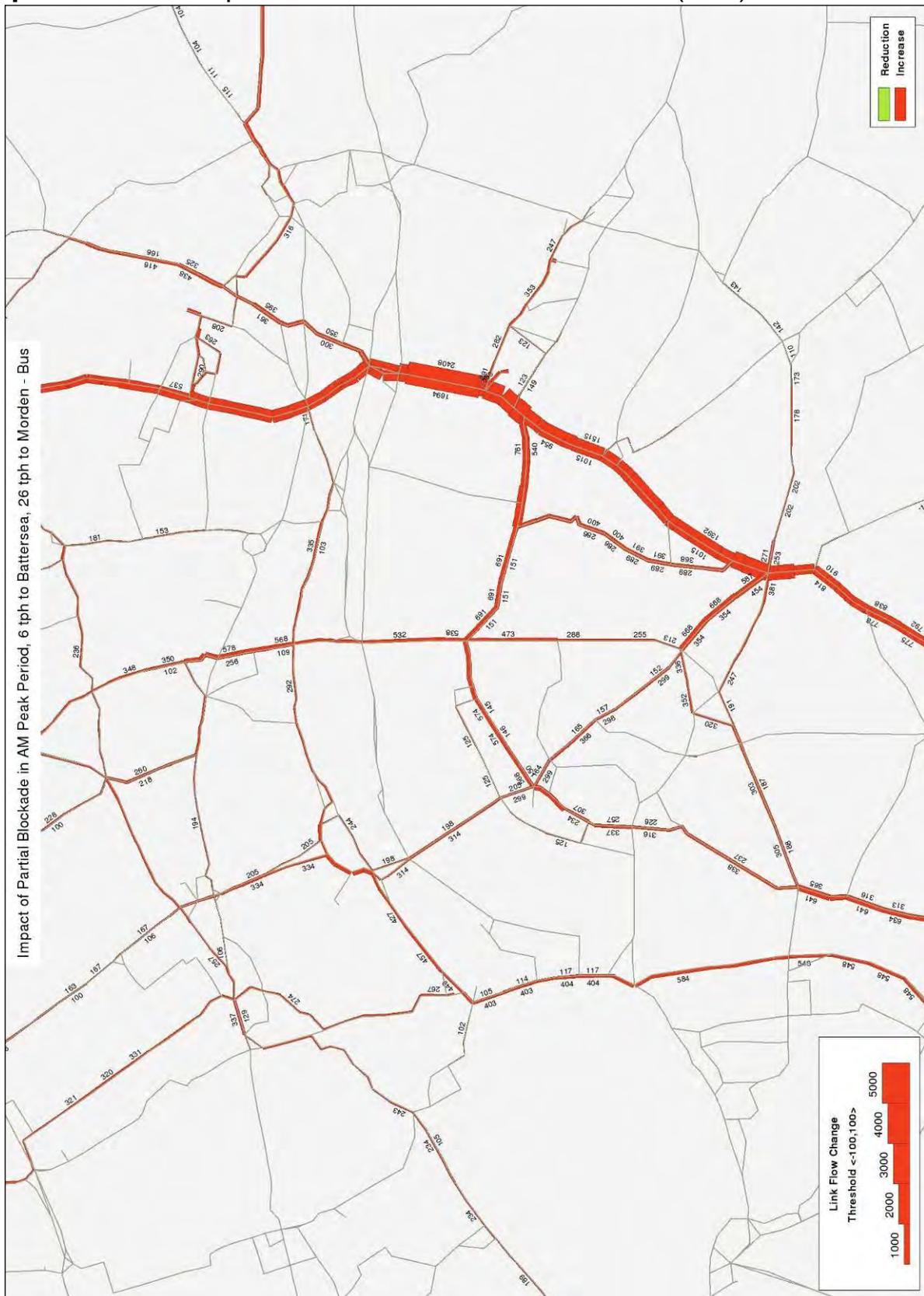
### Appendix 9A7: Impact of Total Blockade AM – Walk (N01)



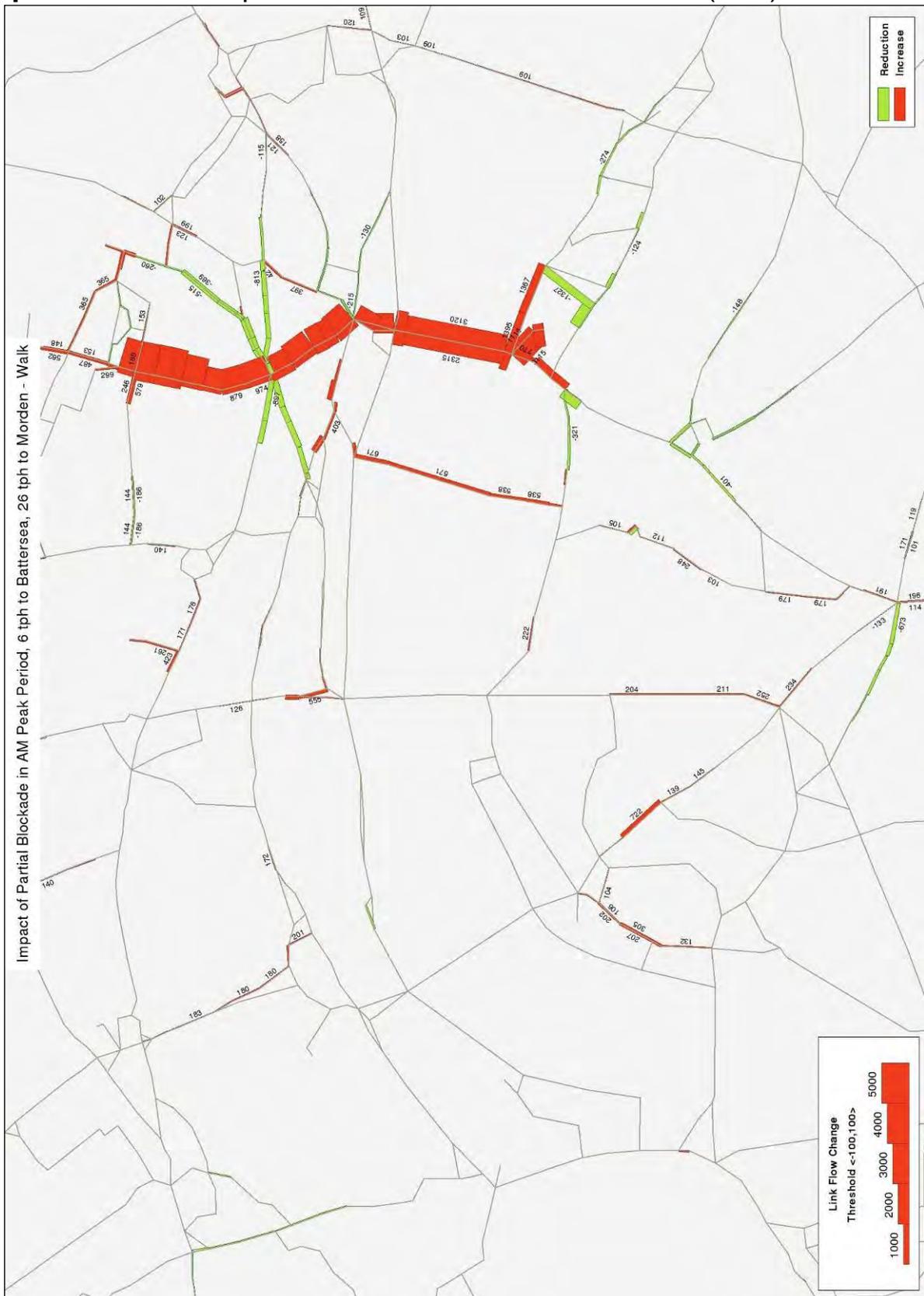
### Appendix 9A8: Impact of Partial Blockade AM – LUL, NR, DLR (N02)



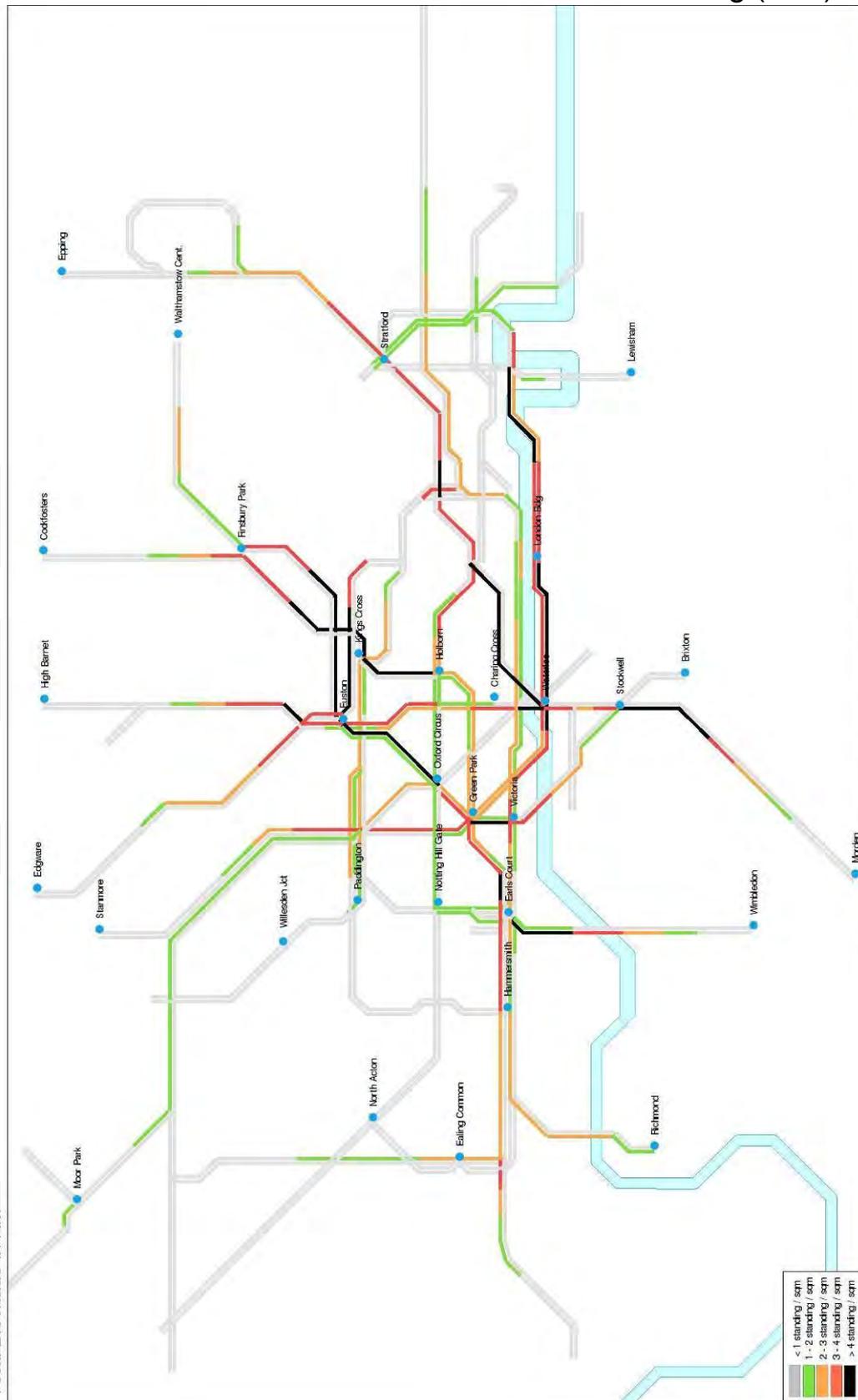
### Appendix 9A9: Impact of Partial Blockade AM – Bus (N02)



### Appendix 9A10: Impact of Partial Blockade AM – Walk (N02)



### Appendix 9A11: LUL AM Hour Total Blockade Crowding (N01)



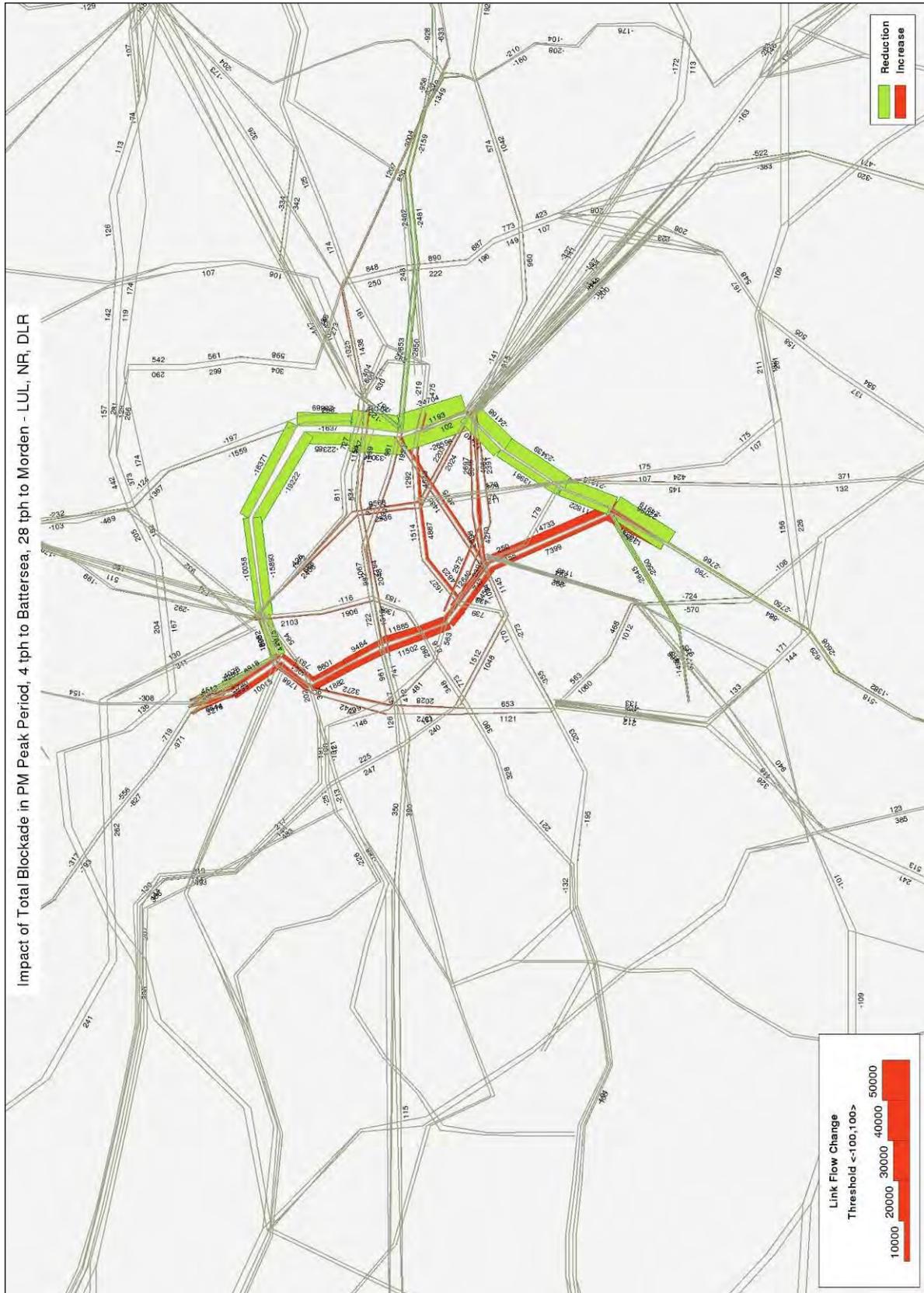
Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings (GLA 100032370 - 2008)

- Note:
- Peak hour crowding (54% peak period demand)
  - Standing density factor of 7 pas/sqm
  - Includes reliability factor

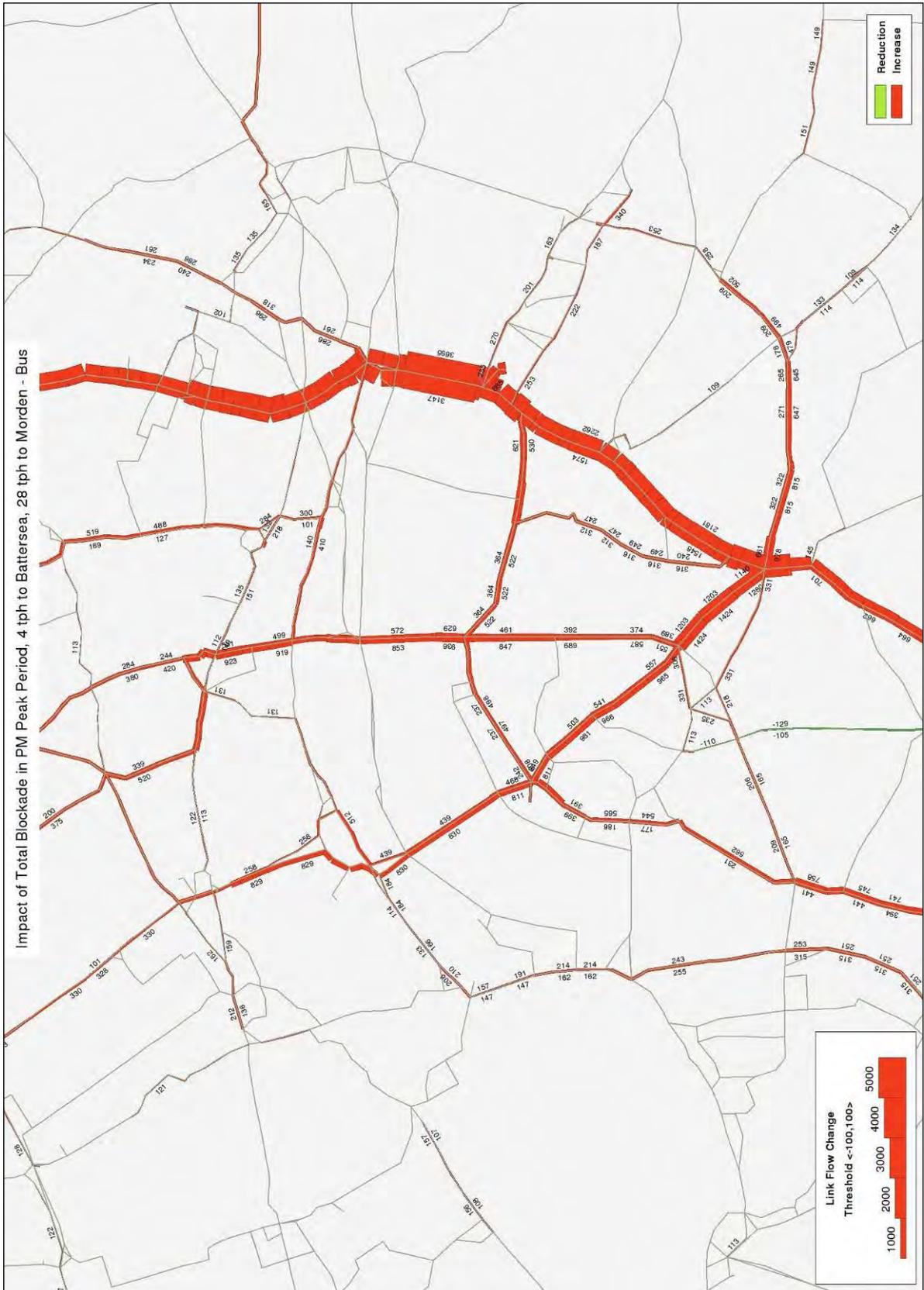




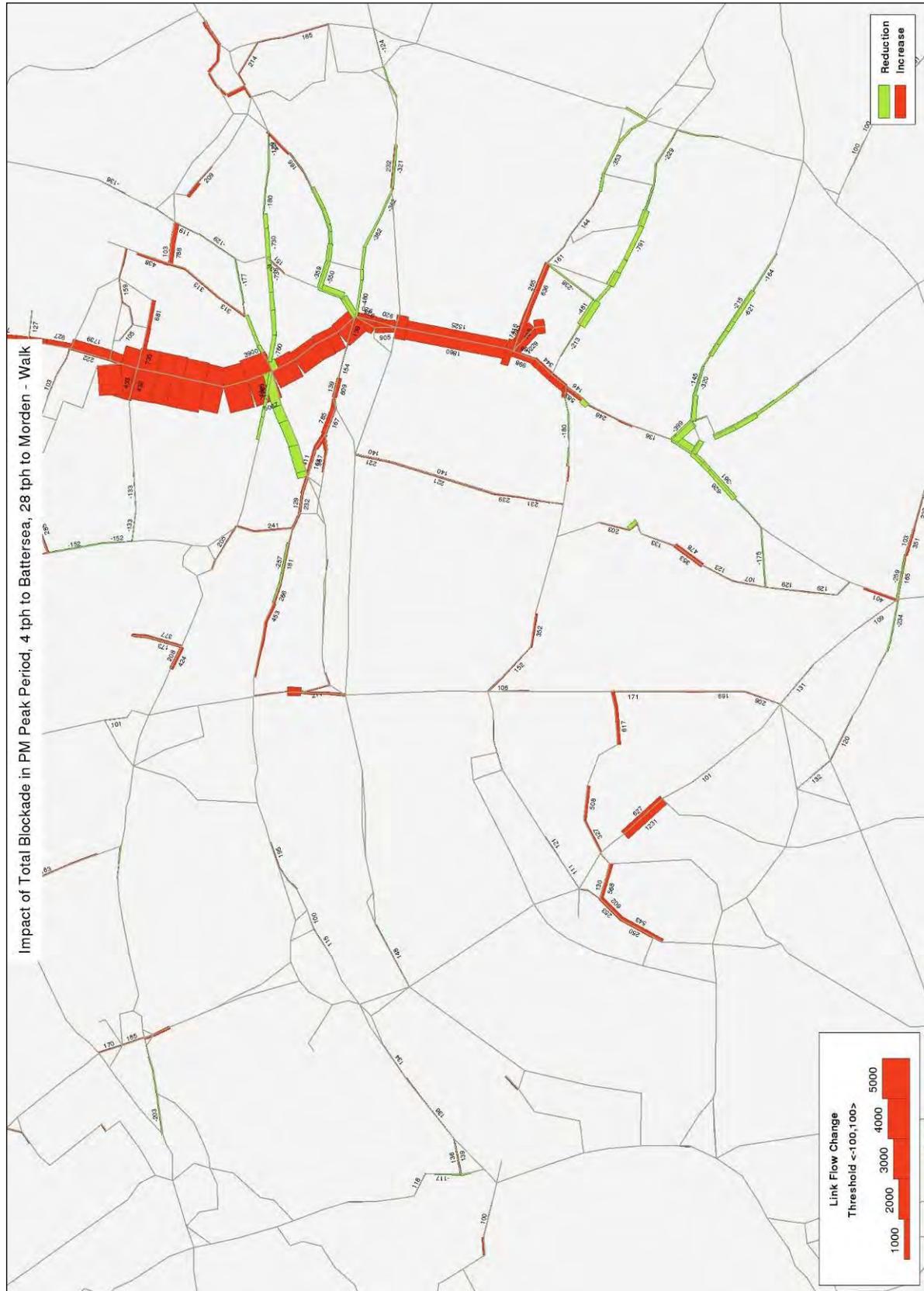
### Appendix 9A13: Impact of Total Blockade PM – LUL, NR, DLR (N11)



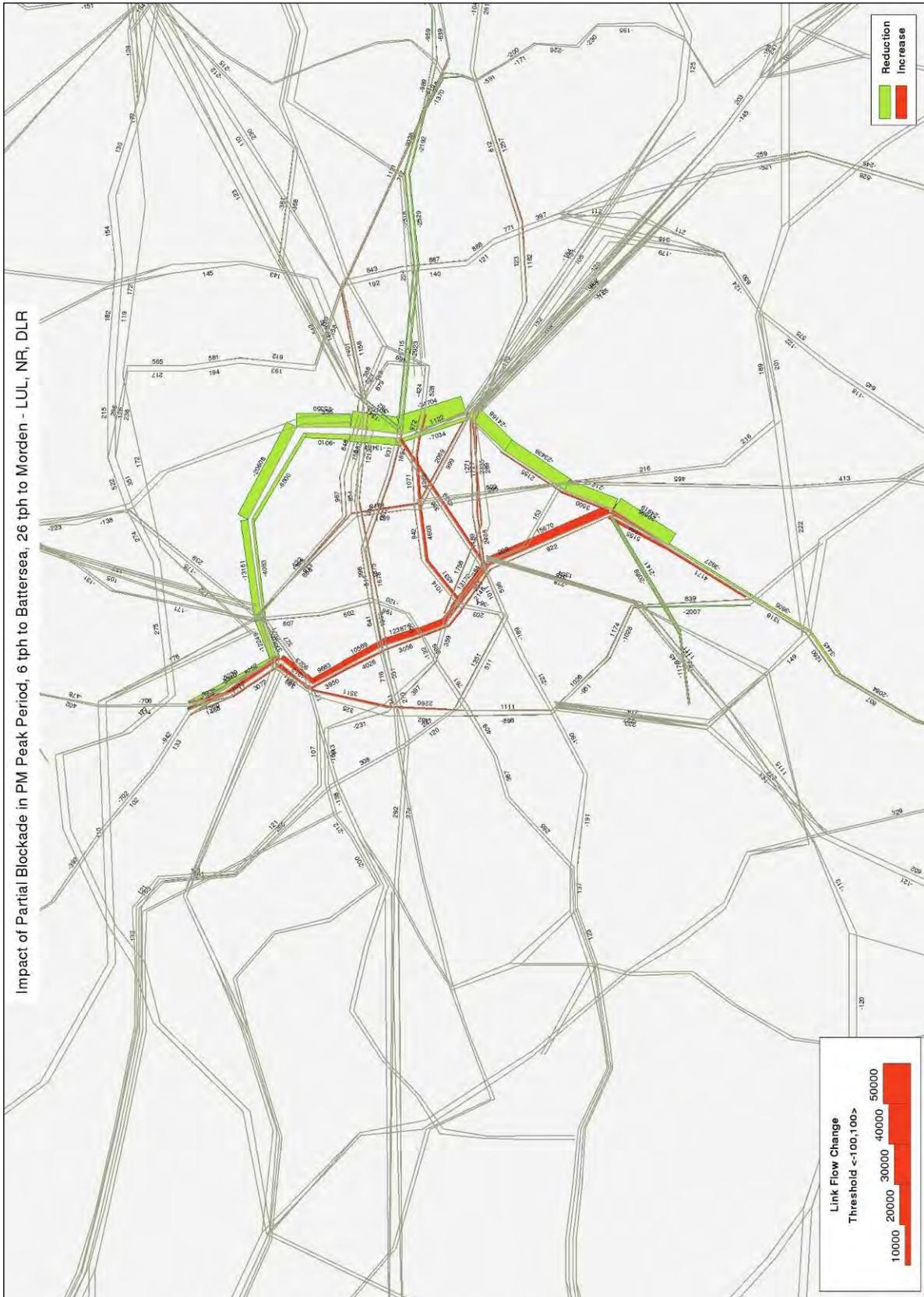
### Appendix 9A14: Impact of Total Blockade PM – Bus (N11)



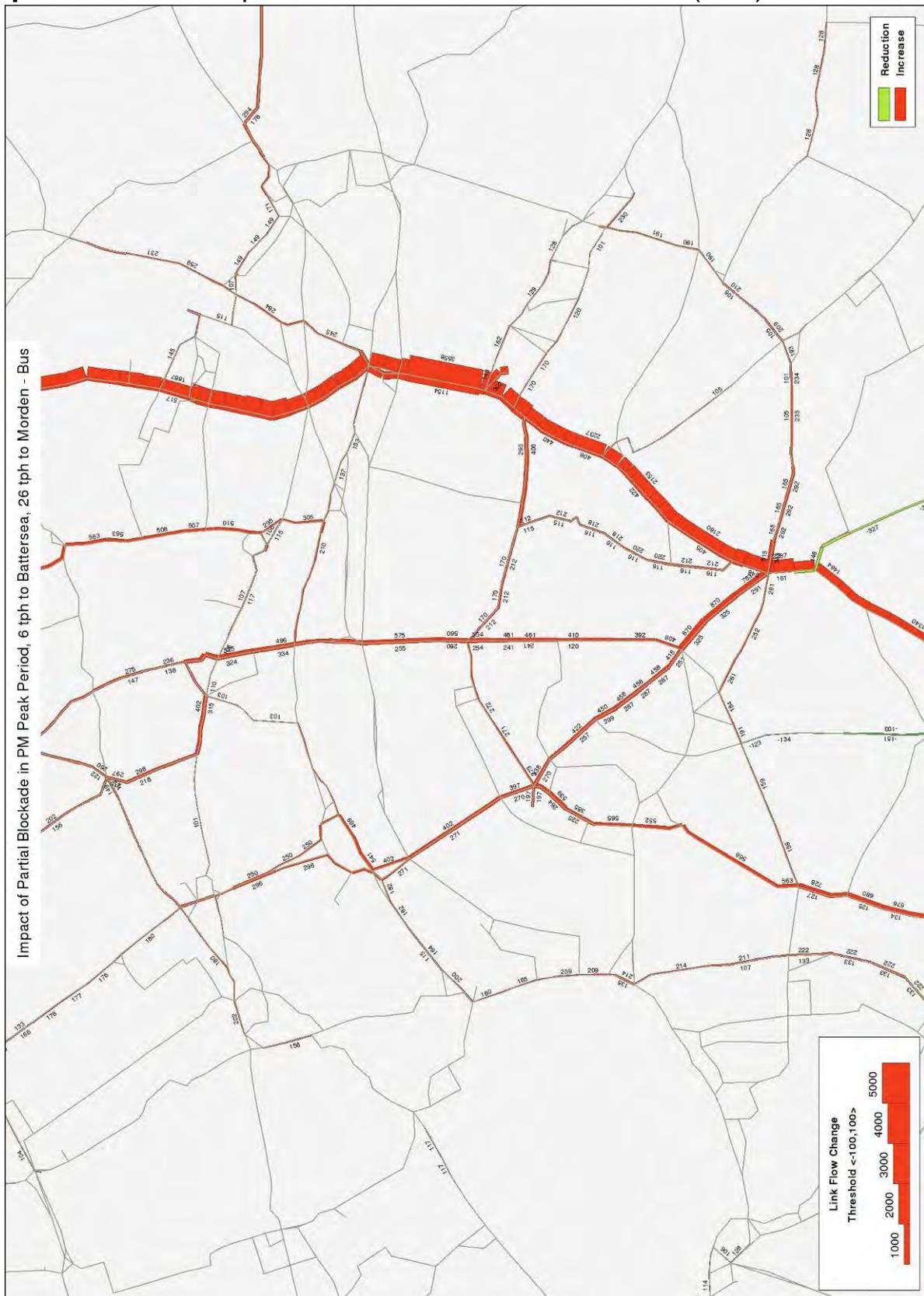
### Appendix 9A15: Impact of Total Blockade PM – Walk (N11)



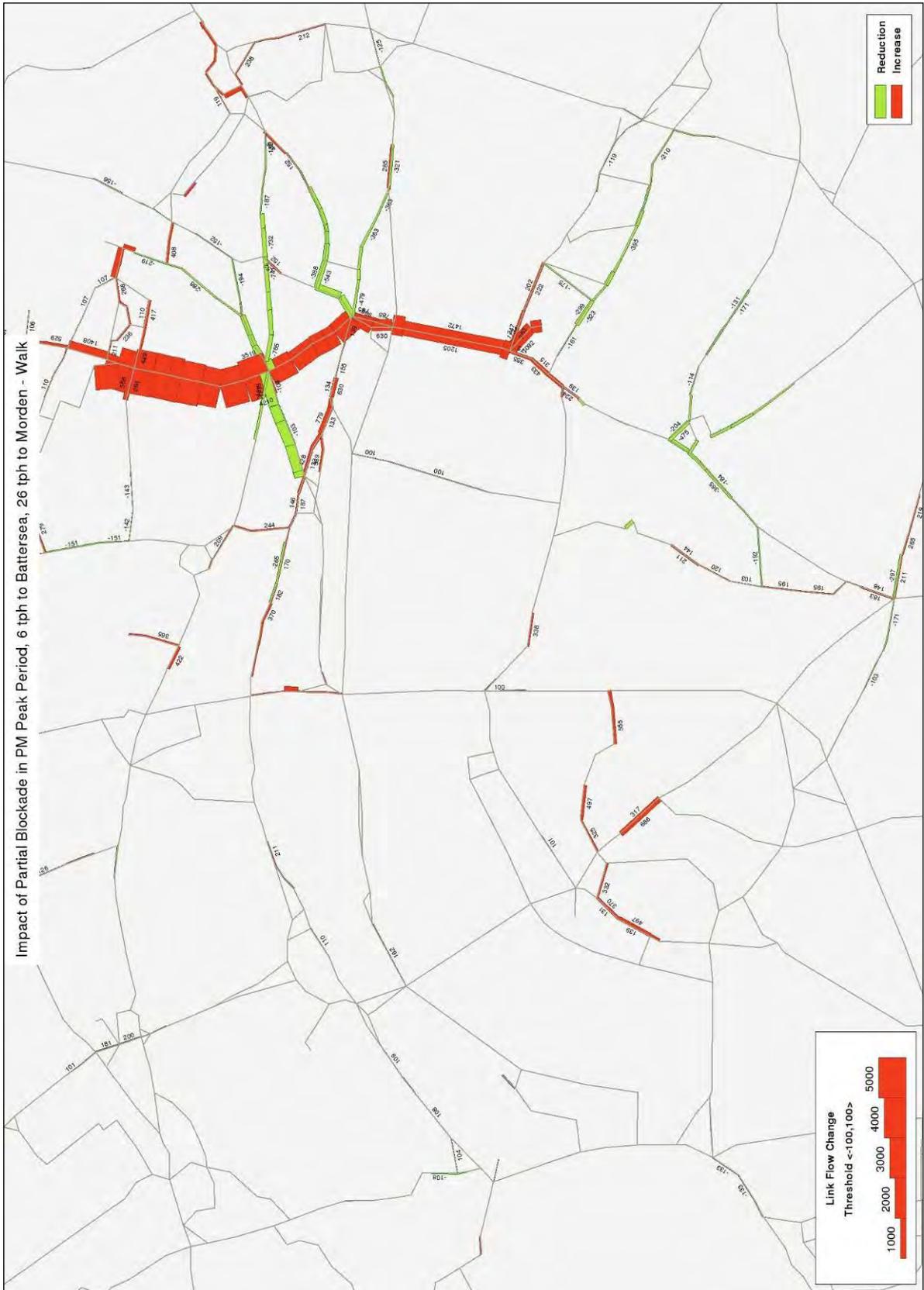
### Appendix 9A16: Impact of Partial Blockade PM – LUL, NR, DLR (N12)



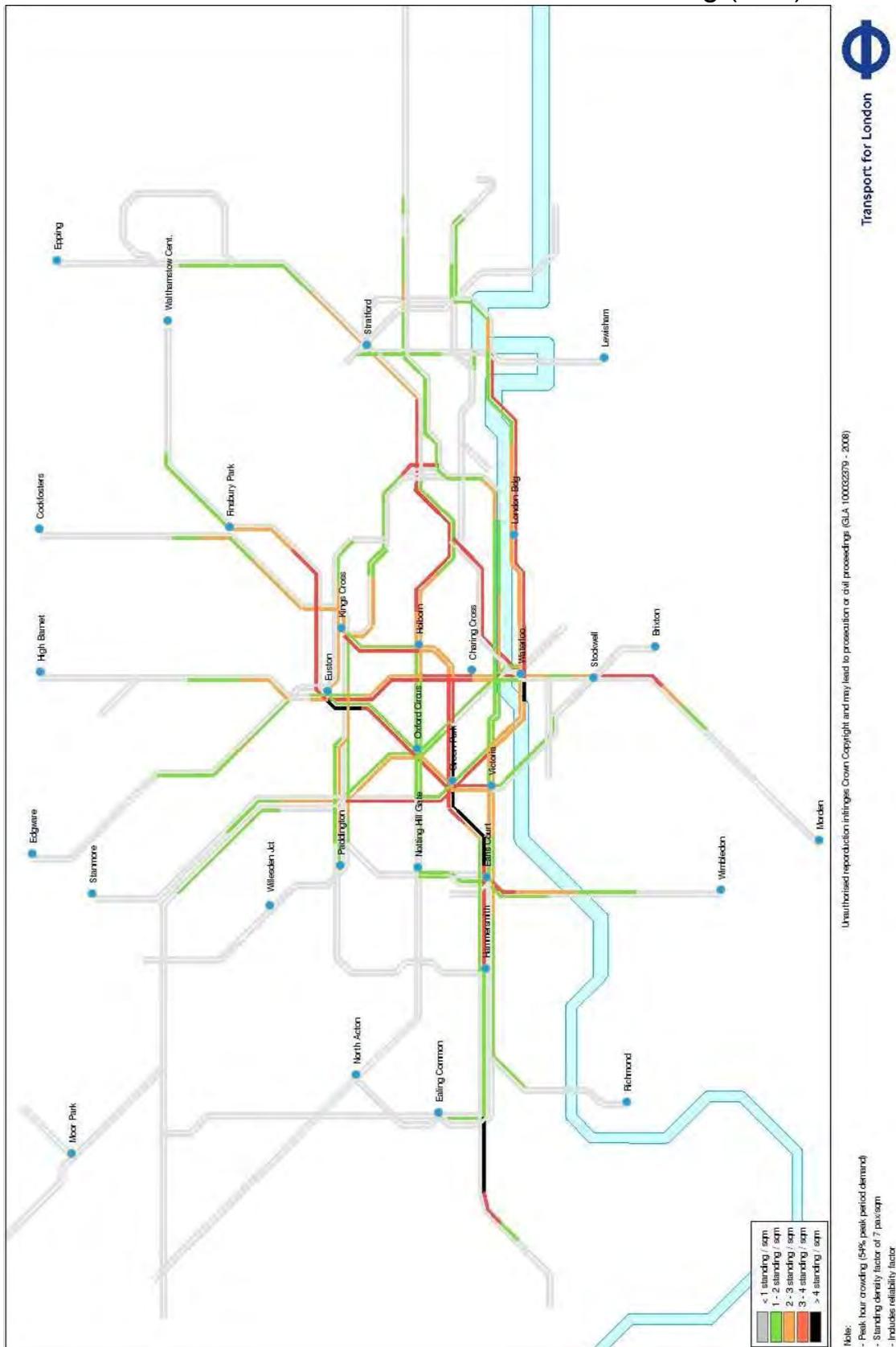
### Appendix 9A17: Impact of Partial Blockade PM – Bus (N12)



### Appendix 9A18: Impact of Partial Blockade PM – Walk (N12)



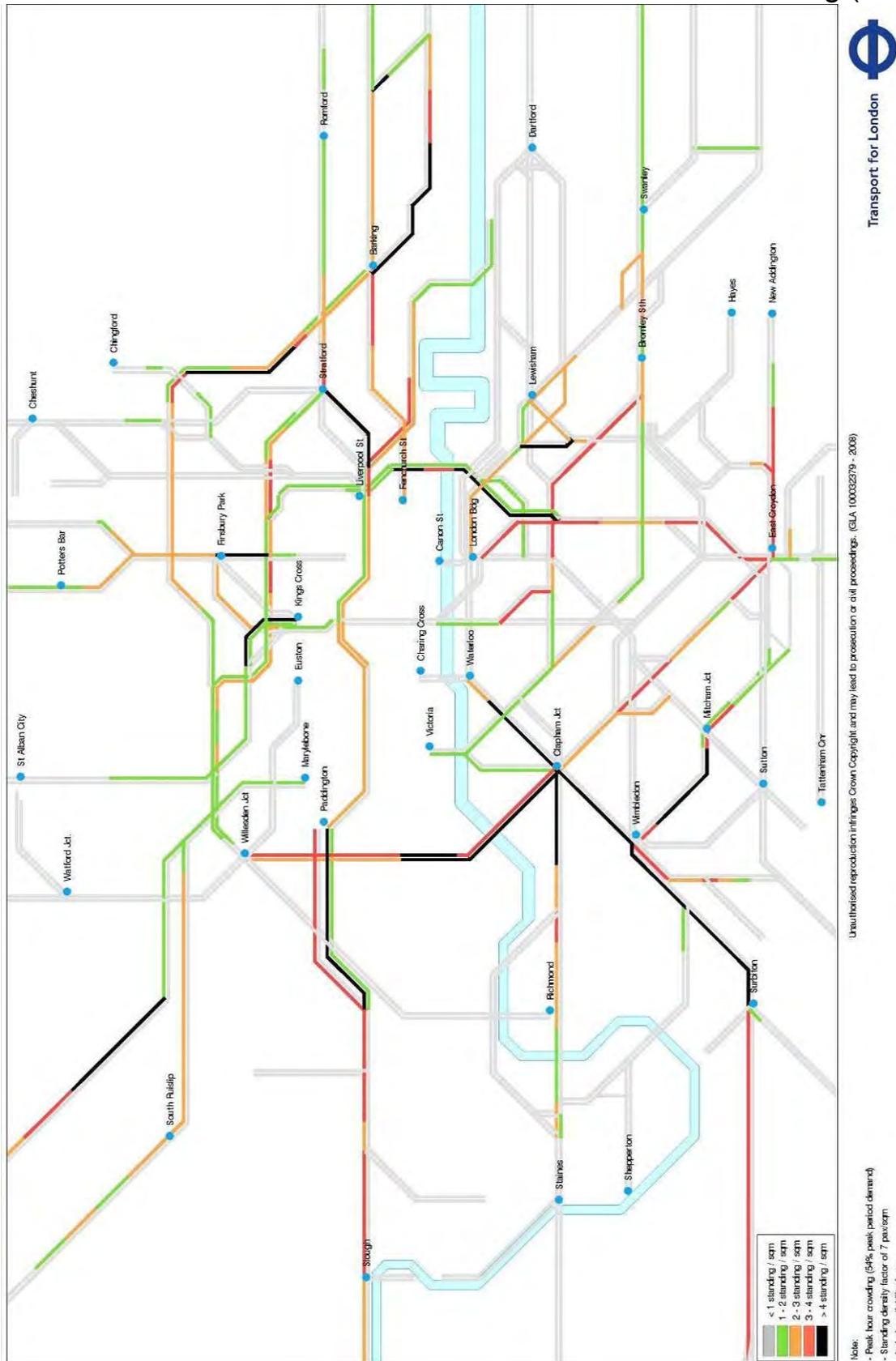
### Appendix 9A19: LUL PM Hour Total Blockade Crowding (N11)



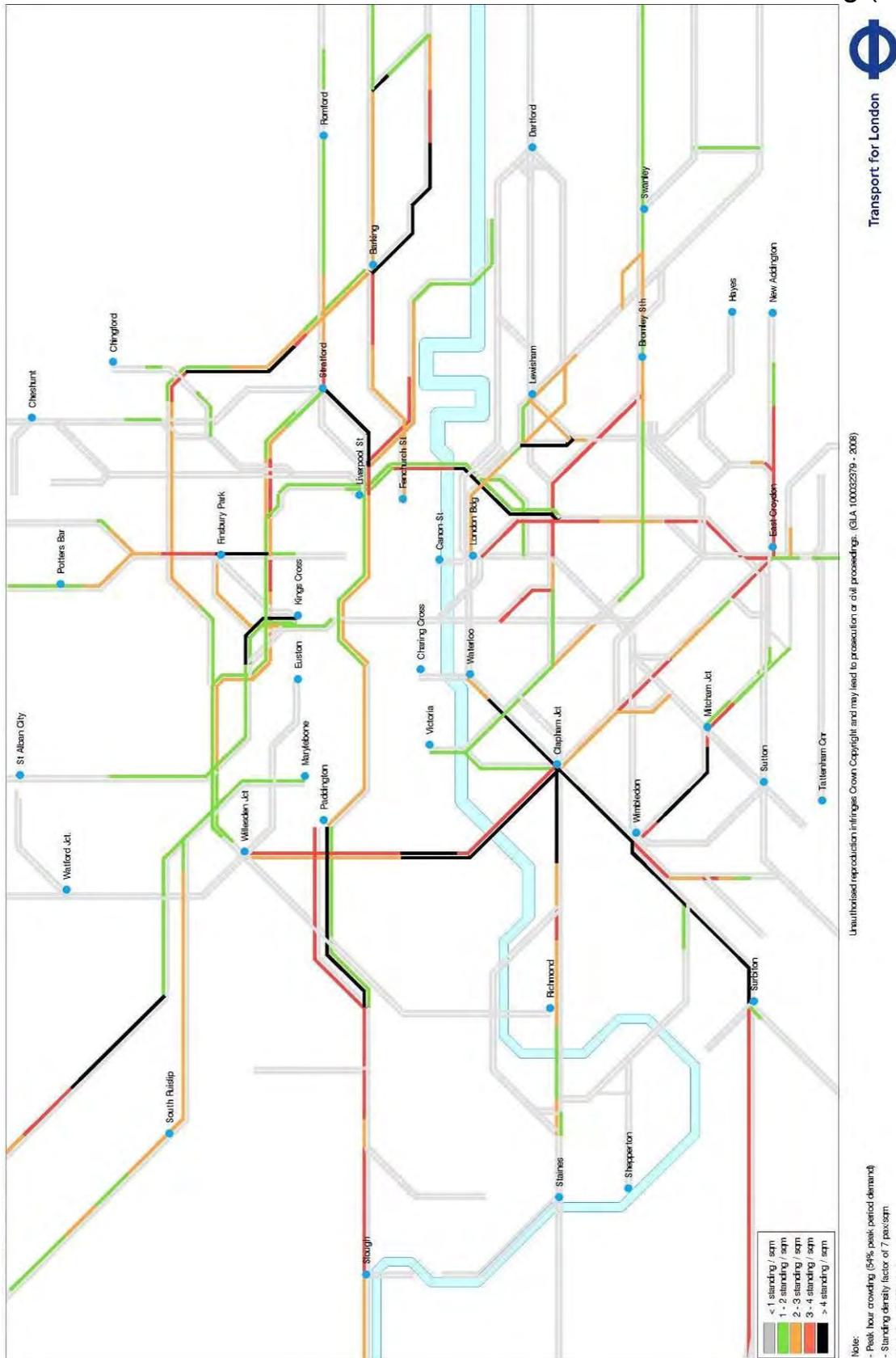




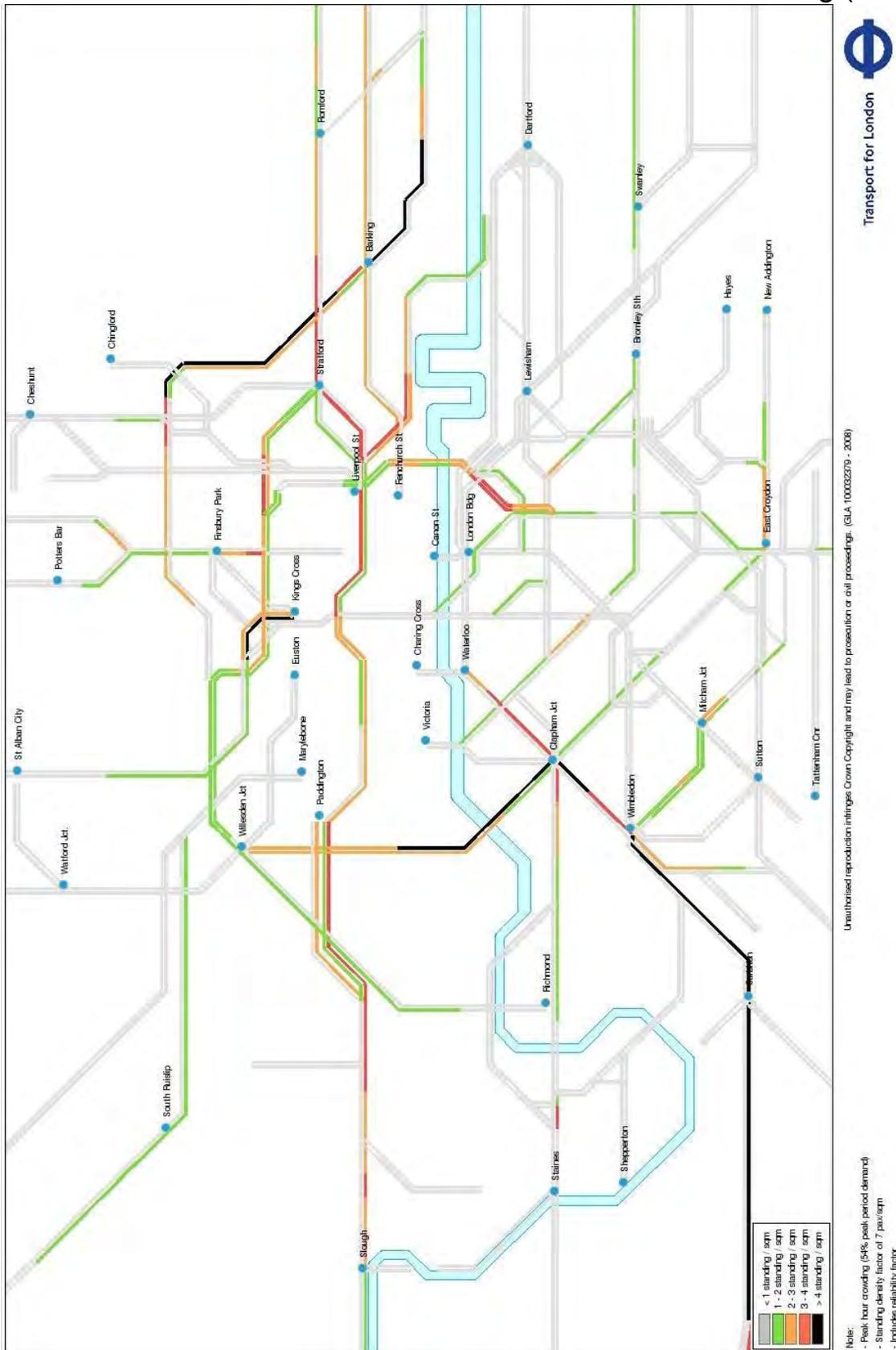
### Appendix 9A21: National Rail AM Hour Total Blockade Crowding (N01)



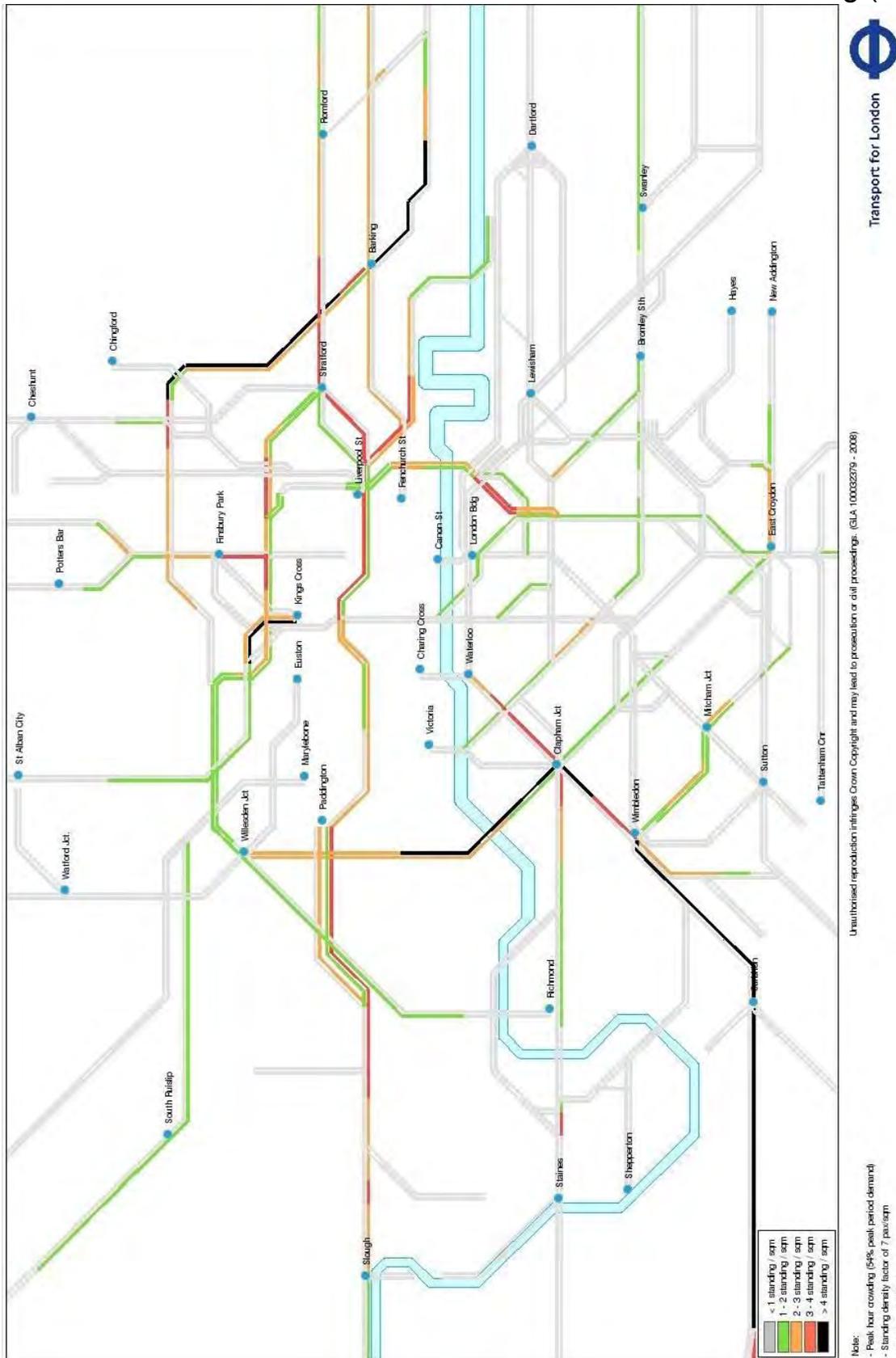
## Appendix 9A22: National Rail AM Hour Partial Blockade Crowding (N02)



### Appendix 9A23: National Rail PM Hour Total Blockade Crowding (N11)



### Appendix 9A24: National Rail PM Hour Partial Blockade Crowding (N12)





## **Appendix 9B: Crowding During the Blockade**

## Crowding During the Blockade

### Introduction

- 9B.1. Results from the Railplan model have been used to undertake a more detailed analysis of crowding on the sections of the Underground network expected to be affected by changes to passenger travel patterns during the blockade. The following method has been used:
- Passenger line flows are extracted from the Railplan model for each section of the network e.g. Waterloo to Embankment on the Northern Line. These flows represent the three-hour AM and PM peak periods.
  - These line flows are then multiplied by a factor of 0.45 to convert them to single peak hour flows. This factor is taken from LUL's Station Planning Standards and Guidelines.
  - The single peak hour line flow is then divided by the train frequency to obtain the number of passengers per train.
  - The number of seats on the train (taken from train specification information) is then subtracted from the number of passengers on each train to provide the number of people standing per train.
  - The number of people standing is then divided by the floor area available for standing. This provides the number of passengers per square metre.
- 9B.2. This process has been undertaken for both Do Minimum and Do Something (i.e. with the BSCU project) scenarios in 2026 to determine the change in crowding in terms of passengers per square metre on each train. Full results are provided in following tables with the **Table 38** and **Table 39** presenting input passenger demand data and with **Table 40** and **Table 41** presenting the resultant analysis in terms of passengers per square metre and an assessment of whether the increase is greater than 10%.

**Table 38: Comparison of Underground and National Rail Link Flows - AM**

<b>Northern Line - Charing Cross Branch - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Kennington	Waterloo	18400	38100	27600
Waterloo	Embankment	27000	41800	33500
Embankment	Charing Cross	24300	35100	28000
Charing Cross	Leicester Square	27400	40100	31300
Leicester Square	Tottenham Court Road	25000	37000	28600
Tottenham Court Road	Goodge Street	25300	35600	29000
Goodge Street	Warren Street	12300	20700	15100
Warren Street	Euston	11000	18800	13600
Euston	Mornington Crescent	9800	16900	12200
Mornington Crescent	Camden Town	3200	6400	4700
<b>Northern Line - Charing Cross Branch - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Camden Town	Mornington Crescent	13500	17300	18900
Mornington Crescent	Euston	29300	39600	41500
Euston	Warren Street	31000	44300	45400
Warren Street	Goodge Street	30400	43600	44600
Goodge Street	Tottenham Court Road	27400	40200	41200
Tottenham Court Road	Leicester Square	22500	34500	35000
Leicester Square	Charing Cross	18100	29400	29600
Charing Cross	Embankment	17100	24100	24200
Embankment	Waterloo	11200	18400	18200
Waterloo	Kennington	5000	10000	10200
<b>Northern Line - Bank Branch - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Kennington	Elephant & Castle	32600	0	18700
Elephant & Castle	Borough	33100	0	18800
Borough	London Bridge	32800	0	18600
London Bridge	Bank	39400	0	21500
Bank	Moorgate	35500	0	21500
Moorgate	Old Street	29100	1700	17100
Old Street	Angel	22700	3100	13400
Angel	King's Cross	15200	4200	9700
King's Cross	Euston	15300	5200	11300
Euston	Camden Town	8100	4100	6700
<b>Northern Line - Bank Branch - Southbound</b>				



From	To	Reference Case	Total Blockade	Partial Blockade
Camden Town	Euston	16100	10000	7800
Euston	King's Cross	33200	23600	15400
King's Cross	Angel	36200	23400	15400
Angel	Old Street	33500	17500	11900
Old Street	Moorgate	35000	10200	8600
Moorgate	Bank	30800	0	0
Bank	London Bridge	28200	0	0
London Bridge	Borough	13900	0	0
Borough	Elephant & Castle	11400	0	0
Elephant & Castle	Kennington	10000	0	0
<b>Crossrail - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Tottenham Court Road	Farringdon	29800	33300	31900
Farringdon	Liverpool Street	26700	29100	28400
<b>Crossrail - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Liverpool Street	Farringdon	39700	41600	40800
Farringdon	Tottenham Court Road	36300	38100	37300
<b>Victoria Line - Northbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Stockwell	Vauxhall	33400	36100	33100
Vauxhall	Pimlico	48200	51100	48600
Pimlico	Victoria	48000	50900	48400
Victoria	Green Park	65400	68600	66200
Green Park	Oxford Circus	55100	58900	56200
Oxford Circus	Warren Street	38700	44700	40600
Warren Street	Euston	32100	39200	34400
Euston	King's Cross	26300	28100	28100
<b>Victoria Line - Southbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
King's Cross	Euston	67000	67900	68400
Euston	Warren Street	73000	74800	74300
Warren Street	Oxford Circus	68900	70700	70400
Oxford Circus	Green Park	47000	49400	49200
Green Park	Victoria	38800	39300	39400
Victoria	Pimlico	24000	25100	25200
Pimlico	Vauxhall	15600	16700	16700
Vauxhall	Stockwell	8500	8600	8800

<b>Jubilee Line - Eastbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Westminster	Waterloo	31600	34700	34500
Waterloo	Southwark	42300	49300	48000
Southwark	London Bridge	38300	44600	43200
London Bridge	Bermondsey	39700	40800	40900
Bermondsey	Canada Water	39600	40800	40900
Canada Water	Canary Wharf	41100	42300	42400
<b>Jubilee Line - Westbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Canary Wharf	Canada Water	29600	30000	30100
Canada Water	Bermondsey	33400	33700	33800
Bermondsey	London Bridge	34600	34900	35000
London Bridge	Southwark	48400	50200	49200
Southwark	Waterloo	46600	47800	47000
Waterloo	Westminster	42700	43500	43200
<b>Waterloo &amp; City Line - Eastbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Waterloo	City	19700	23100	21200
<b>Waterloo &amp; City Line - Westbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
City	Waterloo	3700	5600	5600
<b>Central Line - Eastbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Bond Street	Oxford Circus	34600	34500	34500
Oxford Circus	Tottenham Crt Rd	33100	33400	33400
Tottenham Crt Rd	Holborn	32000	34600	34200
Holborn	Chancery Lane	30900	34300	34000
Chancery Lane	St Pauls	25200	28400	28100
St Pauls	Bank	24000	27200	26900
Bank	Liverpool Street	15100	15200	14800
Liverpool Street	Bethnal Green	10000	9900	10000
Bethnal Green	Mile End	8700	8700	8800
<b>Central Line - Westbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Mile End	Bethnal Green	48500	48200	48200
Bethnal Green	Liverpool Street	51900	51400	51400
Liverpool Street	Bank	53900	52800	52700
Bank	St Pauls	50700	52900	52600

St Pauls	Chancery Lane	49500	51700	51400
Chancery Lane	Holborn	41300	43600	43300
Holborn	Tottenham Crt Rd	30100	32000	31800
Tottenham Crt Rd	Oxford Circus	26000	26500	26400
Oxford Circus	Bond Street	25600	25500	25500
<b>DLR - Bank - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Bank	Shadwell	8800	4300	4300
Shadwell	Limehouse	9700	5500	5500
Limehouse	Westferry	11200	7200	7200
Westferry	Poplar	5000	3300	3330
<b>DLR - Bank - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Poplar	Westferry	7100	6400	6400
Westferry	Limehouse	14100	12400	12300
Limehouse	Shadwell	15500	13200	13100
Shadwell	Bank	13700	10900	10700
<b>DLR - Tower Hill - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Tower Hill	Shadwell	400	400	400
Shadwell	Limehouse	9700	5500	5500
Limehouse	Westferry	11200	7200	7200
Westferry	Poplar	5000	3300	3300
<b>DLR - Tower Hill - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Poplar	Westferry	7100	6400	6400
Westferry	Limehouse	14100	12400	12300
Limehouse	Shadwell	15500	13200	13100
Shadwell	Tower Hill	1600	1700	1700
<b>Overground - Northbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Canada Water	Rotherhithe	10500	10900	10700
Rotherhithe	Wapping	11900	12400	12200
Wapping	Shadwell	12400	12900	12700
Shadwell	Whitechapel	11800	12400	12200
<b>Overground - Southbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade

Whitechapel	Shadwell	8100	8500	8500
Shadwell	Wapping	7100	7400	7400
Wapping	Rotherhithe	6400	6700	6700
Rotherhithe	Canada Water	6000	6400	6400
<b>District and Circle Line - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Westminster	Embankment	32600	32400	32200
Embankment	Temple	35800	40900	39800
Temple	Blackfriars	24800	30100	29000
Blackfriars	Mansion House	21000	25800	24700
Mansion House	Cannon Street	18300	22400	21400
Cannon Street	Monument	15300	18200	17500
<b>District and Circle Line - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Monument	Cannon Street	28000	29700	29500
Cannon Street	Mansion House	31800	33500	33200
Mansion House	Blackfriars	31900	33600	33400
Blackfriars	Temple	33300	35000	34800
Temple	Embankment	27000	28900	28600
Embankment	Westminster	26800	27100	27000
<b>Thameslink - 1 - Northbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Elephant and Castle	Blackfriars	11000	11100	11000
Blackfriars	City Thameslink	25500	27700	26500
City Thameslink	Farringdon	17100	19200	18000
Farringdon	King's Cross / St Pancras	9000	10300	9600
<b>Thameslink - 1 - Southbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
King's Cross / St Pancras	Farringdon	37800	39600	39800
Farringdon	City Thameslink	21400	23800	23800
City Thameslink	Blackfriars	12000	14400	14500
Blackfriars	Elephant and Castle	1600	1700	1700
<b>Thameslink - 2 - Northbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade

London Bridge	Blackfriars	25200	27100	25900
Blackfriars	City Thameslink	25500	27700	26500
City Thameslink	Farringdon	17100	19200	18000
Farringdon	King's Cross / St Pancras	9000	10300	9600
<b>Thameslink - 2 - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
King's Cross / St Pancras	Farringdon	37800	39600	39800
Farringdon	City Thameslink	21400	23800	23800
City Thameslink	Blackfriars	12000	14400	14500
Blackfriars	London Bridge	9600	12000	12000
<b>Rail - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
London Bridge	Cannon Street	23800	24600	24000
<b>Rail - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Cannon Street	London Bridge	800	800	800

**Table 39: Comparison of Underground and National Rail Link Flows – PM**

<b>Northern Line - Charing Cross Branch - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Kennington	Waterloo	9000	16400	9900
Waterloo	Embankment	14800	24300	17000
Embankment	Charing Cross	19100	29900	22500
Charing Cross	Leicester Square	19800	32500	23300
Leicester Square	Tottenham Court Road	22100	33600	25200
Tottenham Court Road	Goodge Street	26200	38200	30200
Goodge Street	Warren Street	25600	37500	29500
Warren Street	Euston	26200	38100	30100
Euston	Mornington Crescent	23700	33700	26700
Mornington Crescent	Camden Town	10900	14100	12300
<b>Northern Line - Charing Cross Branch - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Camden Town	Mornington Crescent	9400	11700	13600
Mornington Crescent	Euston	20200	27100	28400
Euston	Warren Street	19900	27800	28900
Warren Street	Goodge Street	21000	29600	30600
Goodge Street	Tottenham Court Road	28700	38200	39300
Tottenham Court Road	Leicester Square	30300	42200	42700
Leicester Square	Charing Cross	30000	41300	41700
Charing Cross	Embankment	25700	34700	35700
Embankment	Waterloo	26300	39000	39500
Waterloo	Kennington	13400	28100	29000
<b>Northern Line - Bank Branch - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Kennington	Elephant & Castle	11800	0	15300
Elephant & Castle	Borough	14000	0	16100
Borough	London Bridge	17400	0	17500
London Bridge	Bank	26600	0	19600
Bank	Moorgate	33000	0	19600
Moorgate	Old Street	30200	7800	21200
Old Street	Angel	32300	13000	25800
Angel	King's Cross	33300	17500	29300
King's Cross	Euston	28100	17200	26000
Euston	Camden Town	15000	9300	14000

<b>Northern Line - Bank Branch - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Camden Town	Euston	8800	4700	3500
Euston	King's Cross	17600	8600	5300
King's Cross	Angel	17800	7700	4600
Angel	Old Street	24600	6300	4000
Old Street	Moorgate	28300	4500	3000
Moorgate	Bank	30200	0	0
Bank	London Bridge	34700	0	0
London Bridge	Borough	24200	0	0
Borough	Elephant & Castle	23400	0	0
Elephant & Castle	Kennington	21200	0	0
<b>Crossrail - Eastbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Tottenham Court Road	Farringdon	36500	37500	37100
Farringdon	Liverpool Street	39400	40600	40200
<b>Crossrail - Westbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Liverpool Street	Farringdon	27000	28600	28200
Farringdon	Tottenham Court Road	31600	33600	33300
<b>Victoria Line - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Stockwell	Vauxhall	12800	12300	10800
Vauxhall	Pimlico	27500	28500	26500
Pimlico	Victoria	34300	35400	33300
Victoria	Green Park	53500	54600	52600
Green Park	Oxford Circus	59900	61300	59400
Oxford Circus	Warren Street	69600	71400	69900
Warren Street	Euston	71900	73700	72300
Euston	King's Cross	64400	66200	64400
<b>Victoria Line - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
King's Cross	Euston	31800	33900	33900
Euston	Warren Street	38000	42000	42300
Warren Street	Oxford Circus	40300	43600	43900
Oxford Circus	Green Park	47400	49400	49700
Green Park	Victoria	56700	57400	57800
Victoria	Pimlico	36200	36800	37300
Pimlico	Vauxhall	32900	33300	34100

Vauxhall	Stockwell	28100	27300	28900
<b>Jubilee Line - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Westminster	Waterloo	41900	43000	43000
Waterloo	Southwark	37500	40100	38600
Southwark	London Bridge	36200	38900	37500
London Bridge	Bermondsey	31800	31600	31800
Bermondsey	Canada Water	29800	29900	29900
Canada Water	Canary Wharf	25700	26300	26300
<b>Jubilee Line - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Canary Wharf	Canada Water	34500	35500	35700
Canada Water	Bermondsey	34400	35300	35600
Bermondsey	London Bridge	35000	35900	36200
London Bridge	Southwark	40300	44400	42600
Southwark	Waterloo	44600	48900	47000
Waterloo	Westminster	34800	36000	35400
<b>Waterloo &amp; City Line - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Waterloo	City	3800	5300	4200
<b>Waterloo &amp; City Line - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
City	Waterloo	19400	24100	23800
<b>Central Line - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Bond Street	Oxford Circus	32300	32400	32200
Oxford Circus	Tottenham Crt Rd	34300	35200	35000
Tottenham Crt Rd	Holborn	35600	36300	36200
Holborn	Chancery Lane	42900	43900	43900
Chancery Lane	St Pauls	46100	47100	47100
St Pauls	Bank	46700	47600	47600
Bank	Liverpool Street	49200	48000	47900
Liverpool Street	Bethnal Green	42400	41900	41900
Bethnal Green	Mile End	40700	40400	40300
<b>Central Line - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Mile End	Bethnal Green	12300	11900	11900
Bethnal Green	Liverpool Street	16000	15600	15500



Liverpool Street	Bank	16800	16000	16000
Bank	St Pauls	31100	33000	32800
St Pauls	Chancery Lane	32000	34000	33700
Chancery Lane	Holborn	36800	39000	38700
Holborn	Tottenham Crt Rd	35100	36600	36500
Tottenham Crt Rd	Oxford Circus	32600	33400	33200
Oxford Circus	Bond Street	32000	31900	31900
<b>DLR - Bank - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Bank	Shadwell	9200	6600	6500
Shadwell	Limehouse	10900	8400	8300
Limehouse	Westferry	9900	7900	7900
Westferry	Poplar	5100	4200	4100
<b>DLR - Bank - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Poplar	Westferry	5600	4900	4900
Westferry	Limehouse	15900	13800	13700
Limehouse	Shadwell	13100	10700	10600
Shadwell	Bank	12800	9900	9800
<b>DLR - Tower Hill - Eastbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Tower Hill	Shadwell	1100	1100	1100
Shadwell	Limehouse	10900	8400	8300
Limehouse	Westferry	9900	7900	7900
Westferry	Poplar	5100	4200	4100
<b>DLR - Tower Hill - Westbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Poplar	Westferry	5600	4900	4900
Westferry	Limehouse	15900	13800	13700
Limehouse	Shadwell	13100	10700	10600
Shadwell	Tower Hill	1000	1000	1000
<b>Overground - Northbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Canada Water	Rotherhithe	7300	7500	7400
Rotherhithe	Wapping	7800	8000	7900
Wapping	Shadwell	8400	8700	8600
Shadwell	Whitechapel	9000	9200	9200
<b>Overground - Southbound</b>				
From	To	Reference	Total	Partial

		<b>Case</b>	<b>Blockade</b>	<b>Blockade</b>
Whitechapel	Shadwell	8400	9200	9200
Shadwell	Wapping	8700	9600	9600
Wapping	Rotherhithe	8700	9600	9600
Rotherhithe	Canada Water	7400	8200	8200
<b>District and Circle Line - Eastbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Westminster	Embankment	27800	28500	28000
Embankment	Temple	27300	29000	28300
Temple	Blackfriars	28600	30100	29500
Blackfriars	Mansion House	27100	28400	28200
Mansion House	Cannon Street	27100	28000	27800
Cannon Street	Monument	23500	24600	24400
<b>District and Circle Line - Westbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Monument	Cannon Street	23000	26300	26100
Cannon Street	Mansion House	24800	27900	27800
Mansion House	Blackfriars	26700	31200	31000
Blackfriars	Temple	28200	33100	32800
Temple	Embankment	32400	37200	36900
Embankment	Westminster	29700	29300	29300
<b>Thameslink - 1 - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Elephant and Castle	Blackfriars	2300	2500	2300
Blackfriars	City Thameslink	12800	15100	13600
City Thameslink	Farringdon	19400	22400	20600
Farringdon	King's Cross / St Pancras	28800	31200	29700
<b>Thameslink - 1 - Southbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
King's Cross / St Pancras	Farringdon	15500	16800	16800
Farringdon	City Thameslink	28500	31100	31000
City Thameslink	Blackfriars	33500	36000	35900
Blackfriars	Elephant and Castle	7600	7900	7900
<b>Thameslink - 2 - Northbound</b>				
<b>From</b>	<b>To</b>	<b>Reference Case</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
London Bridge	Blackfriars	7500	9600	8500
Blackfriars	City Thameslink	12800	15100	13600

City Thameslink	Farringdon	19400	22400	20600
Farringdon	King's Cross / St Pancras	28800	31200	29700
<b>Thameslink - 2 - Southbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
King's Cross / St Pancras	Farringdon	15500	16800	16800
Farringdon	City Thameslink	28500	31100	31000
City Thameslink	Blackfriars	33500	36000	35900
Blackfriars	London Bridge	29100	31300	31200
<b>Rail - Northbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
London Bridge	Cannon Street	2100	2200	2200
<b>Rail - Southbound</b>				
From	To	Reference Case	Total Blockade	Partial Blockade
Cannon Street	London Bridge	15400	16600	16500

**Table 40: AM Peak Hour Crowding Analysis**

<b>AM_Crowding</b>						
<b>AM peak hour (Standing passengers/m2)</b>		Peak hour factor			People per sqm	
<b>Northern Line - Charing Cross Branch - Northbound</b>		Reference and other lines			Increase threshold	
		45%			4	
		Northern line blockade			10%	
		45%			<b>Assessment against significance Criteria</b>	
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Kennington	Waterloo	0.9	2.6	2.1	OK	OK
Waterloo	Embankment	2.3	3.1	3.0	OK	OK
Embankment	Charing Cross	1.9	2.2	2.1	OK	OK
Charing Cross	Leicester Square	2.4	2.9	2.7	OK	OK
Leicester Square	Tottenham Court Road	2.0	2.5	2.2	OK	OK
Tottenham Court Road	Goodge Street	2.1	2.3	2.3	OK	OK
Goodge Street	Warren Street	0.0	0.4	0.1	OK	OK
Warren Street	Euston	0.0	0.1	0.0	OK	OK
Euston	Mornington Crescent	0.0	0.0	0.0	OK	OK
Mornington Crescent	Camden Town	0.0	0.0	0.0	OK	OK
<b>Northern Line - Charing Cross Branch - Southbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Camden Town	Mornington Crescent	0.0	0.0	0.2	OK	OK
Mornington Crescent	Euston	2.7	2.8	3.0	OK	OK
Euston	Warren Street	3.0	3.4	3.5	OK	OK
Warren Street	Goodge Street	2.9	3.3	3.4	OK	OK
Goodge Street	Tottenham Court Road	2.4	2.9	3.0	OK	OK
Tottenham Court Road	Leicester Square	1.6	2.1	2.2	OK	OK
Leicester Square	Charing Cross	0.8	1.5	1.5	OK	OK
Charing Cross	Embankment	0.7	0.8	0.8	OK	OK
Embankment	Waterloo	0.0	0.1	0.1	OK	OK
Waterloo	Kennington	0.0	0.0	0.0	OK	OK

<b>AM_Crowding</b>						
<b>Northern Line - Bank Branch - Northbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Kennington	Elephant & Castle	3.3	n/a	4.1	n/a	Significant Increase
Elephant & Castle	Borough	3.4	n/a	4.1	n/a	Significant Increase
Borough	London Bridge	3.3	n/a	4.1	n/a	Significant Increase
London Bridge	Bank	4.4	n/a	5.1	n/a	Significant Increase
Bank	Moorgate	3.8	n/a	5.1	n/a	Significant Increase
Moorgate	Old Street	2.7	0.0	0.7	OK	OK
Old Street	Angel	1.6	0.0	0.0	OK	OK
Angel	Kings Cross	0.3	0.0	0.0	OK	OK
Kings Cross	Euston	0.4	0.0	0.0	OK	OK
Euston	Camden Town	0.0	0.0	0.0	OK	OK
<b>Northern Line - Bank Branch - Southbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Camden Town	Euston	0.5	0.3	0.4	OK	OK
Euston	Kings Cross	3.4	3.8	3.0	OK	OK
Kings Cross	Angel	3.9	3.7	3.0	OK	OK
Angel	Old Street	3.4	2.2	1.8	OK	OK
Old Street	Moorgate	3.7	0.4	0.7	OK	OK
Moorgate	Bank	3.0	n/a	n/a	n/a	n/a
Bank	London Bridge	2.5	n/a	n/a	n/a	n/a
London Bridge	Borough	0.1	n/a	n/a	n/a	n/a
Borough	Elephant & Castle	0.0	n/a	n/a	n/a	n/a
Elephant & Castle	Kennington	0.0	n/a	n/a	n/a	n/a

<b>AM_Crowding</b>						
<b>Crossrail - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Tottenham Court Road	Farringdon	0.4	0.7	0.6	OK	OK
Farringdon	Liverpool Street	0.2	0.4	0.3	OK	OK
<b>Crossrail - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Liverpool Street	Farringdon	1.1	1.3	1.2	OK	OK
Farringdon	Tottenham Court Road	0.9	1.0	1.0	OK	OK
<b>Victoria Line - Northbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Stockwell	Vauxhall	0.9	1.1	0.8	OK	OK
Vauxhall	Pimlico	2.3	2.5	2.3	OK	OK
Pimlico	Victoria	2.2	2.5	2.3	OK	OK
Victoria	Green Park	3.9	4.2	4.0	OK	OK
Green Park	Oxford Circus	2.9	3.3	3.0	OK	OK
Oxford Circus	Warren Street	1.4	1.9	1.5	OK	OK
Warren Street	Euston	0.7	1.4	1.0	OK	OK
Euston	Kings Cross	0.2	0.4	0.4	OK	OK
<b>Victoria Line - Southbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Kings Cross	Euston	4.0	4.1	4.2	OK	OK
Euston	Warren Street	4.6	4.8	4.7	OK	OK
Warren Street	Oxford Circus	4.2	4.4	4.4	OK	OK
Oxford Circus	Green Park	2.1	2.4	2.4	OK	OK
Green Park	Victoria	1.4	1.4	1.4	OK	OK
Victoria	Pimlico	0.0	0.1	0.1	OK	OK
Pimlico	Vauxhall	0.0	0.0	0.0	OK	OK

<b>AM_Crowding</b>						
Vauxhall	Stockwell	0.0	0.0	0.0	OK	OK
<b>Jubilee Line - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Westminster	Waterloo	1.3	1.6	1.6	OK	OK
Waterloo	Southwark	2.3	3.0	2.9	OK	OK
Southwark	London Bridge	2.0	2.6	2.4	OK	OK
London Bridge	Bermondsey	2.1	2.2	2.2	OK	OK
Bermondsey	Canada Water	2.1	2.2	2.2	OK	OK
Canada Water	Canary Wharf	2.2	2.3	2.4	OK	OK
<b>Jubilee line - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Canary Wharf	Canada Water	1.2	1.2	1.2	OK	OK
Canada Water	Bermondsey	1.5	1.5	1.6	OK	OK
Bermondsey	London Bridge	1.6	1.7	1.7	OK	OK
London Bridge	Southwark	2.9	3.1	3.0	OK	OK
Southwark	Waterloo	2.8	2.9	2.8	OK	OK
Waterloo	Westminster	2.4	2.5	2.4	OK	OK
<b>Waterloo &amp; City line - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Waterloo	City	3.6	4.5	4.0	Significant Increase	Significant Increase
<b>Waterloo &amp; City line - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
City	Waterloo	0.0	0.0	0.0	OK	OK

<b>AM_Crowding</b>						
<b>Central line - Eastbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Bond Street	Oxford Circus	2.1	2.1	2.1	OK	OK
Oxford Circus	Tottenham Crt Rd	1.9	2.0	2.0	OK	OK
Tottenham Crt Rd	Holborn	1.8	2.1	2.1	OK	OK
Holborn	Chancery Lane	1.7	2.1	2.0	OK	OK
Chancery Lane	St Pauls	1.1	1.4	1.4	OK	OK
St Pauls	Bank	0.9	1.3	1.3	OK	OK
Bank	Liverpool Street	0.0	0.0	0.0	OK	OK
Liverpool Street	Bethnal Green	0.0	0.0	0.0	OK	OK
Bethnal Green	Mile End	0.0	0.0	0.0	OK	OK
<b>Central line - Westbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Mile End	Bethnal Green	2.6	2.6	2.6	OK	OK
Bethnal Green	Liverpool Street	3.0	2.9	2.9	OK	OK
Liverpool Street	Bank	3.1	3.0	3.0	OK	OK
Bank	St Pauls	2.8	3.0	3.0	OK	OK
St Pauls	Chancery Lane	2.7	2.9	2.9	OK	OK
Chancery Lane	Holborn	2.0	2.2	2.2	OK	OK
Holborn	Tottenham Crt Rd	1.0	1.1	1.1	OK	OK
Tottenham Crt Rd	Oxford Circus	0.6	0.6	0.6	OK	OK
Oxford Circus	Bond Street	0.6	0.6	0.6	OK	OK
<b>DLR - Bank - Eastbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Bank	Shadwell	0.0	0.0	0.0	OK	OK
Shadwell	Limehouse	0.0	0.0	0.0	OK	OK
Limehouse	Westferry	0.2	0.0	0.0	OK	OK
Westferry	Poplar	0.0	0.0	0.0	OK	OK



**AM\_Crowding****DLR - Bank - Westbound**

From	To	Reference	Total Blockade	Partial Blockade
Poplar	Westferry	0.0	0.0	0.0
Westferry	Limehouse	0.7	0.4	0.4
Limehouse	Shadwell	1.0	0.6	0.5
Shadwell	Bank	0.6	0.1	0.1

Total Blockade	Partial Blockade
OK	OK
OK	OK
OK	OK
OK	OK

**DLR - Tower Hill - Eastbound**

From	To	Reference	Total Blockade	Partial Blockade
Tower Hill	Shadwell	0.0	0.0	0.0
Shadwell	Limehouse	3.8	1.3	1.3
Limehouse	Westferry	4.7	2.3	2.3
Westferry	Poplar	1.0	0.0	0.0

Total Blockade	Partial Blockade
OK	OK
OK	OK
OK	OK
OK	OK

**DLR - Tower Hill - Westbound**

From	To	Reference	Total Blockade	Partial Blockade
Poplar	Westferry	2.3	1.8	1.8
Westferry	Limehouse	6.4	5.4	5.4
Limehouse	Shadwell	7.3	5.9	5.9
Shadwell	Tower Hill	0.0	0.0	0.0

Total Blockade	Partial Blockade
OK	OK
OK	OK
OK	OK
OK	OK

**Overground - Northbound**

From	To	Reference	Total Blockade	Partial Blockade
Canada Water	Rotherhithe	0.4	0.4	0.4
Rotherhithe	Wapping	0.5	0.6	0.6
Wapping	Shadwell	0.6	0.7	0.6
Shadwell	Whitechapel	0.5	0.6	0.6

Total Blockade	Partial Blockade
OK	OK
OK	OK
OK	OK
OK	OK

<b>AM_Crowding</b>						
<b>Overground - Southbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Whitechapel	Shadwell	0.3	0.4	0.4	OK	OK
Shadwell	Wapping	0.1	0.2	0.2	OK	OK
Wapping	Rotherhithe	0.0	0.1	0.1	OK	OK
Rotherhithe	Canada Water	0.0	0.0	0.0	OK	OK
<b>District and Circle Line - Eastbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Westminster	Embankment	2.2	2.2	2.2	OK	OK
Embankment	Temple	2.6	3.2	3.1	OK	OK
Temple	Blackfriars	1.4	2.0	1.8	OK	OK
Blackfriars	Mansion House	0.9	1.5	1.4	OK	OK
Mansion House	Cannon Street	0.6	1.1	1.0	OK	OK
Cannon Street	Monument	0.3	0.6	0.5	OK	OK
<b>District and Circle Line - Westbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Monument	Cannon Street	1.7	1.9	1.9	OK	OK
Cannon Street	Mansion House	2.2	2.4	2.3	OK	OK
Mansion House	Blackfriars	2.2	2.4	2.3	OK	OK
Blackfriars	Temple	2.3	2.5	2.5	OK	OK
Temple	Embankment	1.6	1.8	1.8	OK	OK
Embankment	Westminster	1.6	1.6	1.6	OK	OK

**Table 41: PM Peak Hour Crowding Analysis**

PM_Crowding						
PM Peak hour (Standing passengers/m2)		Peak hour factor			People per sqm	4
		Reference and other lines	45%		Increase threshold	10%
<b>Northern Line - Charing Cross Branch - Northbound</b>		Northern line blockade	45%		<b>Assessment against significance Criteria</b>	
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Kennington	Waterloo	0.0	0.0	0.0	OK	OK
Waterloo	Embankment	0.3	0.8	0.4	OK	OK
Embankment	Charing Cross	1.0	1.6	1.3	OK	OK
Charing Cross	Leicester Square	1.1	1.9	1.4	OK	OK
Leicester Square	Tottenham Court Road	1.5	2.0	1.7	OK	OK
Tottenham Court Road	Goodge Street	2.2	2.6	2.5	OK	OK
Goodge Street	Warren Street	2.1	2.5	2.4	OK	OK
Warren Street	Euston	2.2	2.6	2.5	OK	OK
Euston	Mornington Crescent	1.8	2.0	1.9	OK	OK
Mornington Crescent	Camden Town	0.0	0.0	0.0	OK	OK
<b>Northern Line - Charing Cross Branch - Southbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Camden Town	Mornington Crescent	0.0	0.0	0.0	OK	OK
Mornington Crescent	Euston	1.2	1.2	1.4	OK	OK
Euston	Warren Street	1.1	1.3	1.4	OK	OK
Warren Street	Goodge Street	1.3	1.5	1.7	OK	OK
Goodge Street	Tottenham Court Road	2.6	2.6	2.8	OK	OK
Tottenham Court Road	Leicester Square	2.9	3.1	3.2	OK	OK
Leicester Square	Charing Cross	2.8	3.0	3.1	OK	OK
Charing Cross	Embankment	2.1	2.2	2.3	OK	OK
Embankment	Waterloo	2.2	2.7	2.8	OK	OK
Waterloo	Kennington	0.0	1.3	1.4	OK	OK

**PM\_Crowding**

**Northern Line - Bank Branch - Northbound**

From	To	Reference	Total Blockade	Partial Blockade
Kennington	Elephant & Castle	0.0	n/a	3.0
Elephant & Castle	Borough	0.1	n/a	3.2
Borough	London Bridge	0.7	n/a	3.7
London Bridge	Bank	2.3	n/a	4.4
Bank	Moorgate	3.4	n/a	4.4
Moorgate	Old Street	2.9	0.0	1.4
Old Street	Angel	3.2	1.1	2.1
Angel	Kings Cross	3.4	2.2	2.7
Kings Cross	Euston	2.5	2.1	2.2
Euston	Camden Town	0.3	0.1	0.1

Total Blockade	Partial Blockade
n/a	OK
n/a	OK
n/a	OK
n/a	Significant Increase
n/a	Significant Increase
OK	OK
OK	OK
OK	OK
OK	OK
OK	OK

**Northern Line - Bank Branch - Southbound**

From	To	Reference	Total Blockade	Partial Blockade
Camden Town	Euston	0.0	0.0	0.0
Euston	Kings Cross	0.7	0.0	0.0
Kings Cross	Angel	0.8	0.0	0.0
Angel	Old Street	1.9	0.0	0.0
Old Street	Moorgate	2.6	0.0	0.0
Moorgate	Bank	2.9	n/a	n/a
Bank	London Bridge	3.6	n/a	n/a
London Bridge	Borough	1.9	n/a	n/a
Borough	Elephant & Castle	1.7	n/a	n/a
Elephant & Castle	Kennington	1.4	n/a	n/a

Total Blockade	Partial Blockade
OK	OK
OK	OK
OK	OK
OK	OK
OK	OK
n/a	n/a
n/a	n/a
n/a	n/a
n/a	n/a
n/a	n/a

<b>PM_Crowding</b>						
<b>Crossrail - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Tottenham Court Road	Farringdon	0.9	1.0	0.9	OK	OK
Farringdon	Liverpool Street	1.1	1.2	1.2	OK	OK
<b>Crossrail - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Liverpool Street	Farringdon	0.2	0.3	0.3	OK	OK
Farringdon	Tottenham Court Road	0.5	0.7	0.7	OK	OK
<b>Victoria Line - Northbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Stockwell	Vauxhall	0.0	0.0	0.0	OK	OK
Vauxhall	Pimlico	0.3	0.4	0.2	OK	OK
Pimlico	Victoria	0.9	1.0	0.8	OK	OK
Victoria	Green Park	2.8	2.9	2.7	OK	OK
Green Park	Oxford Circus	3.4	3.5	3.3	OK	OK
Oxford Circus	Warren Street	4.3	4.5	4.3	OK	OK
Warren Street	Euston	4.5	4.7	4.5	OK	OK
Euston	Kings Cross	3.8	4.0	3.8	OK	OK
<b>Victoria Line - Southbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Kings Cross	Euston	0.7	0.9	0.9	OK	OK
Euston	Warren Street	1.3	1.7	1.7	OK	OK
Warren Street	Oxford Circus	1.5	1.8	1.9	OK	OK
Oxford Circus	Green Park	2.2	2.4	2.4	OK	OK
Green Park	Victoria	3.1	3.1	3.2	OK	OK
Victoria	Pimlico	1.1	1.2	1.2	OK	OK
Pimlico	Vauxhall	0.8	0.8	0.9	OK	OK

<b>PM_Crowding</b>						
Vauxhall	Stockwell	0.4	0.3	0.4	OK	OK
<b>Jubilee Line - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Westminster	Waterloo	2.3	2.4	2.4	OK	OK
Waterloo	Southwark	1.9	2.1	2.0	OK	OK
Southwark	London Bridge	1.8	2.0	1.9	OK	OK
London Bridge	Bermondsey	1.4	1.3	1.4	OK	OK
Bermondsey	Canada Water	1.2	1.2	1.2	OK	OK
Canada Water	Canary Wharf	0.8	0.9	0.9	OK	OK
<b>Jubilee line - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Canary Wharf	Canada Water	1.6	1.7	1.7	OK	OK
Canada Water	Bermondsey	1.6	1.7	1.7	OK	OK
Bermondsey	London Bridge	1.7	1.8	1.8	OK	OK
London Bridge	Southwark	2.2	2.5	2.4	OK	OK
Southwark	Waterloo	2.6	3.0	2.8	OK	OK
Waterloo	Westminster	1.6	1.8	1.7	OK	OK
<b>Waterloo &amp; City line - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Waterloo	City	0.0	0.0	0.0	OK	OK
<b>Waterloo &amp; City line - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
City	Waterloo	3.5	4.8	4.7	Significant Increase	Significant Increase

<b>PM_Crowding</b>						
<b>Central line - Eastbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Bond Street	Oxford Circus	1.8	1.9	1.8	OK	OK
Oxford Circus	Tottenham Crt Rd	2.1	2.2	2.2	OK	OK
Tottenham Crt Rd	Holborn	2.2	2.3	2.3	OK	OK
Holborn	Chancery Lane	3.0	3.2	3.1	OK	OK
Chancery Lane	St Pauls	3.4	3.5	3.5	OK	OK
St Pauls	Bank	3.5	3.6	3.6	OK	OK
Bank	Liverpool Street	3.7	3.6	3.6	OK	OK
Liverpool Street	Bethnal Green	3.0	2.9	2.9	OK	OK
Bethnal Green	Mile End	2.8	2.8	2.7	OK	OK
<b>Central line - Westbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Mile End	Bethnal Green	0.0	0.0	0.0	OK	OK
Bethnal Green	Liverpool Street	0.0	0.0	0.0	OK	OK
Liverpool Street	Bank	0.0	0.0	0.0	OK	OK
Bank	St Pauls	1.1	1.2	1.2	OK	OK
St Pauls	Chancery Lane	1.2	1.3	1.3	OK	OK
Chancery Lane	Holborn	1.6	1.8	1.8	OK	OK
Holborn	Tottenham Crt Rd	1.4	1.6	1.6	OK	OK
Tottenham Crt Rd	Oxford Circus	1.2	1.3	1.3	OK	OK
Oxford Circus	Bond Street	1.1	1.1	1.1	OK	OK
<b>DLR - Bank - Eastbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Bank	Shadwell	0.0	0.0	0.0	OK	OK
Shadwell	Limehouse	0.1	0.0	0.0	OK	OK
Limehouse	Westferry	0.0	0.0	0.0	OK	OK
Westferry	Poplar	0.0	0.0	0.0	OK	OK

<b>PM_Crowding</b>						
<b>DLR - Bank - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Poplar	Westferry	0.0	0.0	0.0	OK	OK
Westferry	Limehouse	1.1	0.7	0.7	OK	OK
Limehouse	Shadwell	0.5	0.1	0.1	OK	OK
Shadwell	Bank	0.5	0.0	0.0	OK	OK
<b>DLR - Tower Hill - Eastbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Tower Hill	Shadwell	0.0	0.0	0.0	OK	OK
Shadwell	Limehouse	4.5	3.1	3.0	OK	OK
Limehouse	Westferry	4.0	2.8	2.8	OK	OK
Westferry	Poplar	1.1	0.5	0.5	OK	OK
<b>DLR - Tower Hill - Westbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Poplar	Westferry	1.4	0.9	0.9	OK	OK
Westferry	Limehouse	7.5	6.2	6.2	OK	OK
Limehouse	Shadwell	5.9	4.4	4.4	OK	OK
Shadwell	Tower Hill	0.0	0.0	0.0	OK	OK
<b>Overground - Northbound</b>						
From	To	Reference	Total Blockade	Partial Blockade	Total Blockade	Partial Blockade
Canada Water	Rotherhithe	0.0	0.0	0.0	OK	OK
Rotherhithe	Wapping	0.0	0.0	0.0	OK	OK
Wapping	Shadwell	0.1	0.1	0.1	OK	OK
Shadwell	Whitechapel	0.2	0.2	0.2	OK	OK



<b>PM_Crowding</b>						
<b>Overground - Southbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Whitechapel	Shadwell	0.4	0.5	0.5	OK	OK
Shadwell	Wapping	0.4	0.5	0.5	OK	OK
Wapping	Rotherhithe	0.4	0.5	0.5	OK	OK
Rotherhithe	Canada Water	0.2	0.3	0.3	OK	OK
<b>District and Circle Line - Eastbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Westminster	Embankment	1.7	1.8	1.7	OK	OK
Embankment	Temple	1.6	1.8	1.8	OK	OK
Temple	Blackfriars	1.8	2.0	1.9	OK	OK
Blackfriars	Mansion House	1.6	1.8	1.8	OK	OK
Mansion House	Cannon Street	1.6	1.7	1.7	OK	OK
Cannon Street	Monument	1.2	1.3	1.3	OK	OK
<b>District and Circle Line - Westbound</b>						
<b>From</b>	<b>To</b>	<b>Reference</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>	<b>Total Blockade</b>	<b>Partial Blockade</b>
Monument	Cannon Street	1.2	1.5	1.5	OK	OK
Cannon Street	Mansion House	1.4	1.7	1.7	OK	OK
Mansion House	Blackfriars	1.6	2.1	2.1	OK	OK
Blackfriars	Temple	1.8	2.3	2.3	OK	OK
Temple	Embankment	2.2	2.8	2.7	OK	OK
Embankment	Westminster	1.9	1.9	1.9	OK	OK

# **Appendix 11: Impact of Development: Surface**



## **Appendix 11A: Cannon Street Pedestrian Crossing Assessment**

## Cannon Street Pedestrian Crossing Assessment Introduction

- 11A.1. This project note provides the output from analysis related to the potential movement of pedestrians associated with the proposed new Station Entrance on Cannon Street near Nicholas Lane.
- 11A.2. It is forecast that almost 11,000 passengers will either enter or leave the station via this new entrance on Cannon Street in the 2026 morning peak, representing a notable increase on the level of footway traffic observed today. Forecast entry/ exit volumes are shown in **Error! Reference source not found.**

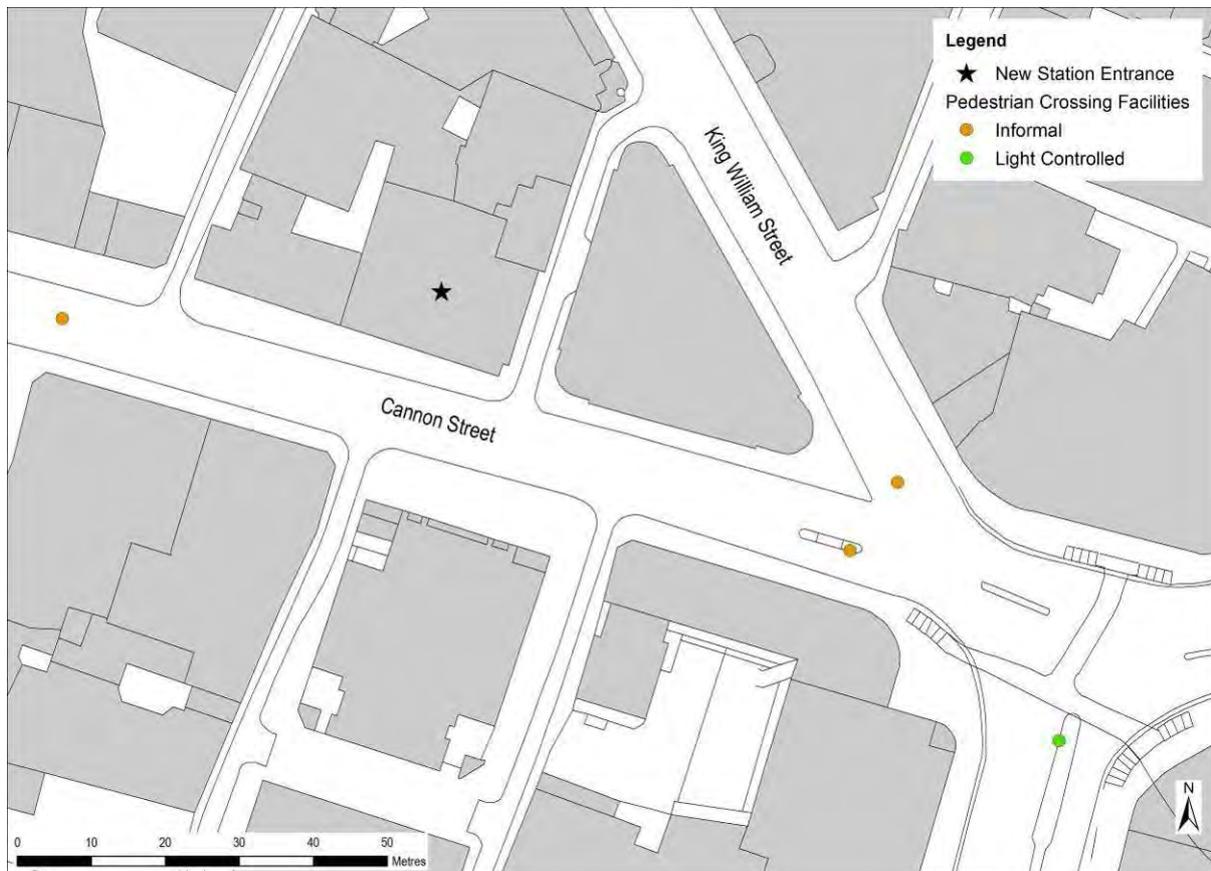
**Table 42: 2026 Entry & Exit Passenger Movements- Proposed new Station Entrance Hall**

Time Period	Entry	Exit	Total
07:00 - 08:00	116	2,207	2,323
08:00 - 09:00	236	4,777	5,013
09:00 - 10:00	182	3,376	3,558
<b>Morning Peak Total</b>	<b>534</b>	<b>10,330</b>	<b>10,864</b>
16:00 - 17:00	1,337	497	1,834
17:00 - 18:00	3,193	748	3,941
18:00 - 19:00	2,866	703	3,569
<b>Evening Peak Total</b>	<b>7,374</b>	<b>1,945</b>	<b>9,319</b>

- 11A.3. Nearby pedestrian crossing facilities are illustrated in **Figure 36**.

### Pedestrian Desire Lines

- 11A.4. Desire lines have been forecast based upon observed pedestrian movements and available origin/ destination data. For the purposes of assessment the proportion of crossing manoeuvres recorded from a manual pedestrian count during October 2013 at the junction of Cannon Street/ Nicholas Lane were used as a guide. The count included all pedestrian crossing movements associated with the junction, and specifically identified those crossing Cannon Street 50m either side of Nicholas Lane (i.e. 100m overall length) to determine a 2013 Baseline.
- 11A.5. The 2013 Baseline was grown by 0.5 per cent per annum to an opening year 2021, with 2026 forecast station flows for the morning peak period then added; allocated according to the turn-by-turn proportions recorded by the 2013 survey. The 2026 BSCU forecasts were retained to provide a robust assessment as it includes increased pedestrian demand at the station associated with development up to and beyond the 2021 opening year.
- 11A.6. As the more onerous of the two peak periods, morning peak conditions were the focus for subsequent Legion pedestrian modelling. While the evening peaks indicated a similar level of overall use, their usage peaks and troughs are expected to be less challenging to manage in terms of capacity and congestion. The output of the Legion modelling is shown in Figure 37 to indicate Level of Service (LOS).
- 11A.7. The six Levels of Service (A to F) are based upon Designing for Pedestrians: a Level of Service Concept. (Fruin JJ, 1971). The six Levels of Service are colour coded to illustrate density in terms of the number of people per square metre. Blue represents the lowest non-zero density and red the highest.

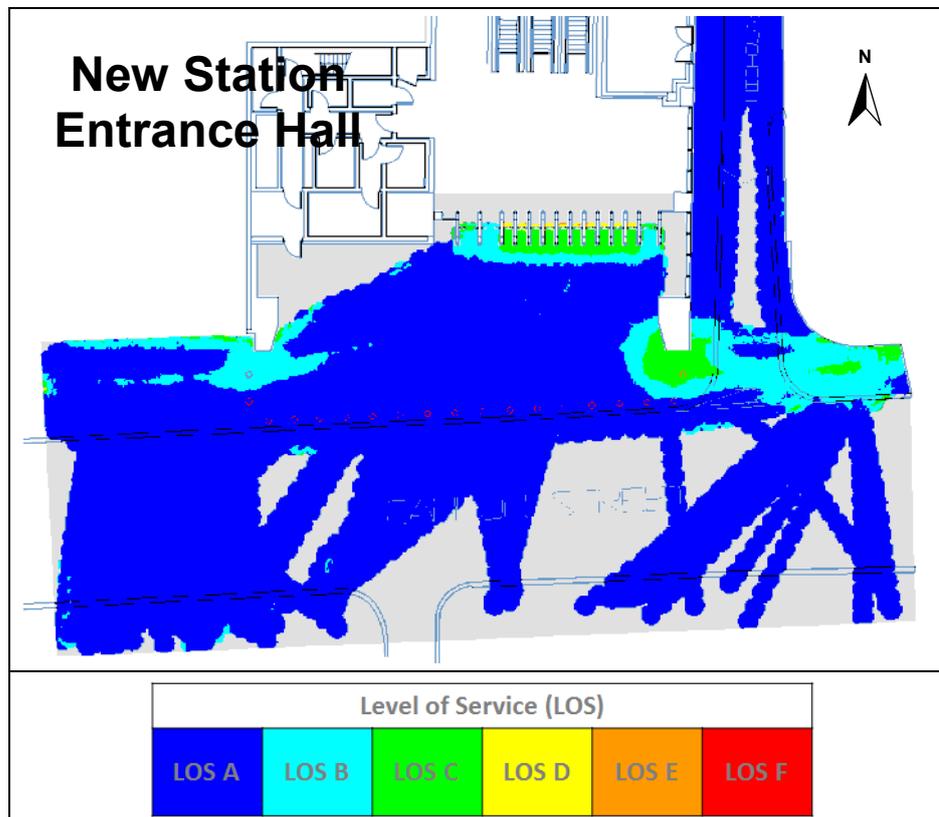
**Figure 36: Nearby Pedestrian Crossing Facilities**

11A.8. While the Legion modelling confirms that activity on the footway is unlikely to reach levels that would be regarded as congested, it does serve to highlight the potential desire for people to cross the road in the vicinity of the new station entrance.

#### PV2 Calculation

11A.9. To assess the degree of potential conflict associated with forecast pedestrian crossing movements a PV2 calculation (Pedestrians x Vehicles x Vehicles) was performed, using the same crossing data with vehicles 2013 traffic flows added. Although it is not formal guidance for England, Wales and Scotland it is accepted practice to use this calculation, provided in Design Manual for Roads and Bridges TA68/ 95 (Department for Transport, 1995), which indicates a value exceeding  $1 \times 10^8$  to warrant a crossing. No assumption for traffic growth to 2021 was assumed in this calculation as earlier work to study traffic patterns in the area has indicated zero growth. While it is accepted that the final decision on whether to provide a formal crossing is not restricted to the use of PV2 alone it does provide a suitable starting point for assessment.

Figure 37: 2026 BSCU (With Station)



- 11A.10. Two scenarios were tested using values for the lengths of road including:
1. 50m east and west of Nicholas Lane; and
  2. 50m west of Nicholas Lane only.
- 11A.11. The first scenario was used to establish overall potential crossing demand, while the second recognised that while a crossing directly outside the new Station Entrance new Station Entrance would prove attractive it carried a risk of congesting the footway with significant numbers of passengers mixing with other pedestrians in this area; in addition the presence of Laurence Pountney Lane directly opposite the proposed entrance imposes a physical constraint on providing a crossing; a position further west is therefore preferable. The second scenario recognises that with a crossing further west pedestrians travelling to/from the east and the A3 King William Street were more likely to gravitate to the King William Street/ Cannon Street Junction before crossing.
- 11A.12. Data and output for the two scenarios are provided for Scenario One in Table 43 and for Scenario Two in Table 44.

**Table 43: Future Year (2026) Crossing Pedestrians (50m East and West of Nicholas Lane)**

Period Commencing	Crossing Pedestrians			Motorised Vehicles (Excludes Cycles)								PV <sup>2</sup> x10 <sup>8</sup>	Justified	
	North to South	South to North	Total	Westbound				Eastbound						TOTAL
				Light Vehicles	Bus	HGVs	Sub TOTAL	Light Vehicles	Bus	HGVs	Sub TOTAL			
08:00-09:00	1,244	272	1,516	165	65	17	247	229	41	26	296	543	4.5	Yes
17:00-18:00	589	422	1,011	171	46	4	221	362	74	12	448	669	4.5	Yes

**Table 44: Future Year (2026) Crossing Pedestrians (50m West of Nicholas Lane Only)**

Period Commencing	Crossing Pedestrians			Motorised Vehicles (Excludes Cycles)								PV <sup>2</sup> x10 <sup>8</sup>	Justified	
	North to South	South to North	Total	Westbound				Eastbound						TOTAL
				Light Vehicles	Bus	HGVs	Sub TOTAL	Light Vehicles	Bus	HGVs	Sub TOTAL			
08:00-09:00	967	277	1,244	165	65	17	247	229	41	26	296	543	3.7	Yes
17:00-18:00	166	423	589	171	46	4	221	362	74	12	448	669	2.6	Yes



THIS PAGE IS INTENTIONALLY BLANK

- 11A.13. The results confirm that in both cases the normal PV<sup>2</sup> value of 1x10<sup>8</sup> that is commonly used as a starting point to justify a formal pedestrian crossing, such as a pelican, is exceeded by some margin for both the AM and PM peak hours under scrutiny.

### Considerations

- The assessment and resultant PV<sup>2</sup> calculations confirm a need for a suitable crossing facility to address future crossing demand;
- The opportunities to satisfy this need are ideally likely to require measures both east and west of Nicholas Lane.
- A pedestrian crossing directly opposite the new Station Entrance is not considered feasible due to the presence of Laurence Pountney Lane;
- A light controlled crossing to the west of the proposed new Station Entrance is potentially viable, between Laurence Pountney Lane and Abchurch Lane however, this may not be compatible with the existing island west of Abchurch Lane that fulfils an important function to help people crossing for journeys using along Abchurch Lane;
- To the east the signal arrangements at the Cannon Street/ King William Street junction do not currently include a pedestrian phase to assist movements across Cannon Street - the phasing is such that traffic entering Cannon Street from the east is never held by the signals and therefore pedestrians on Cannon Street can be confronted with uninterrupted westbound traffic; The proximity of traffic signals at Monument Junction means that a new independent light controlled crossing east of the new Station Entrance is not practicable.
- A pelican type crossing near the Station Entrance would add zig-zag markings, which would prevent kerbside loading and unloading, in an area where space is at a premium for many premises; the traffic island noted above already restricts servicing because of the narrowing effect it has on the carriageway;
- Another signal controlled crossing at any of these locations would add to the system of traffic signals associated with Cannon Street Station and those at the Cannon Street/ King William Street junction. This would require careful co-ordination with the risk that the system could be difficult to managed effectively;
- The close proximity of various facilities and a lack of clarity on the future role and function of Cannon Street given matters such as the Cycle Superhighway (King William Street/ Cannon Street Junction marks the start of CS4), the City of London Corporation's area enhancement strategy and TfL's proposals for potential upgrade of the Monument junction requires a wider assessment of pedestrian movement that is outside the scope of the BSCU project.

### Conclusions

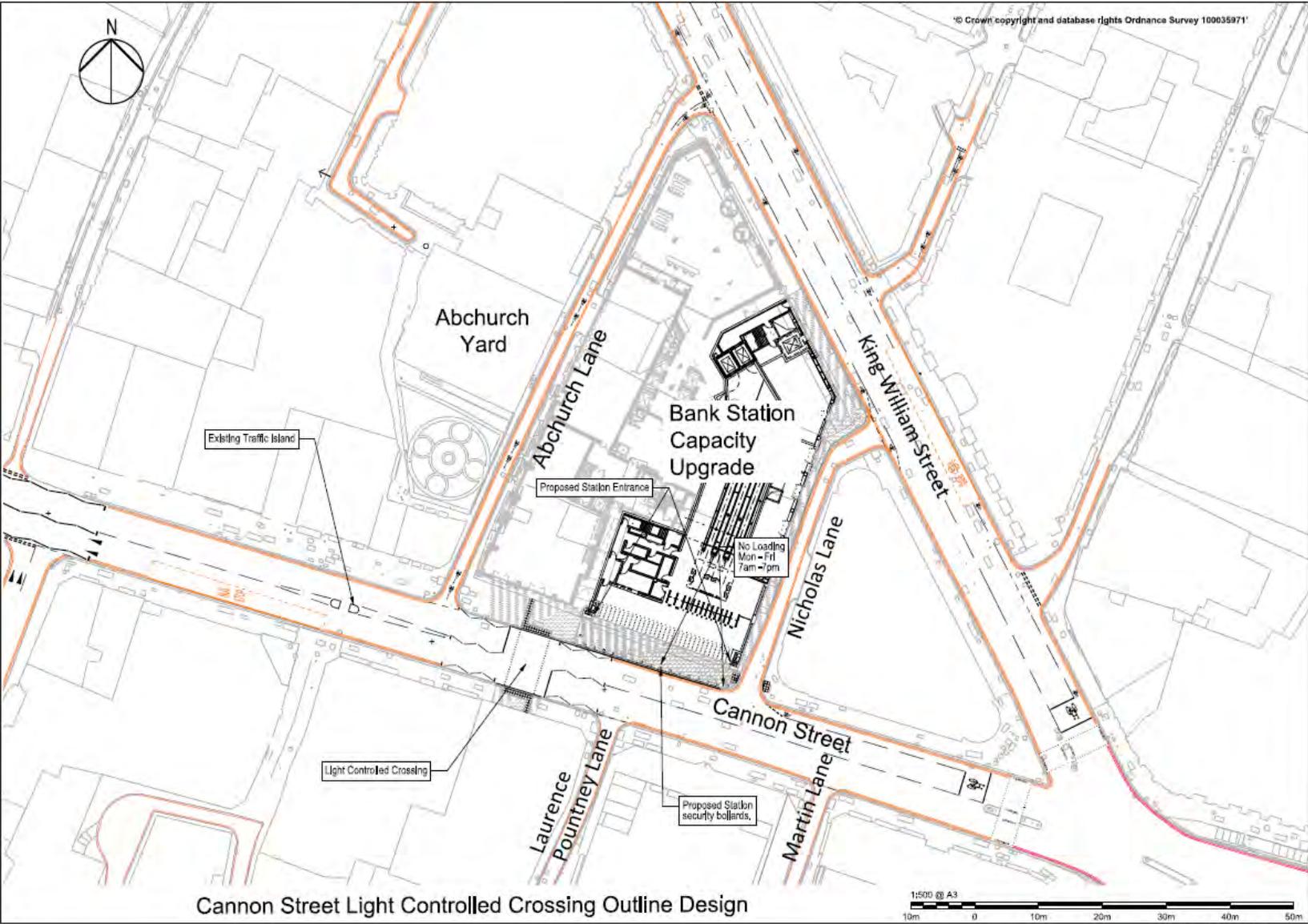
- 11A.14. The assessment has shown that the proposed new Station Entrance located on Cannon Street immediately west of Nicholas Lane will add a substantial demand for pedestrian crossing movements across Cannon Street in the vicinity of the entrance once it becomes operational in 2021.
- 11A.15. A calculated value for PV<sup>2</sup> (Pedestrians x Vehicles x Vehicles) has been used as an accepted measure to indicate the potential degree of conflict between future pedestrian crossing demand and road traffic. When considering both the AM and PM

peak hour crossing periods for the section of Cannon Street 50m either side of Nicholas Lane, the calculated PV2 value for both peak hours is  $4.5 \times 10^8$ . This is in excess of the  $1.0 \times 10^8$  threshold value that is normally used by TfL during considerations related to the introduction of a formal signal controlled crossing (e.g. pelican crossing). With the forecast numbers of passengers attracted by the proposed new Bank station entrance joining other pedestrians on the footway, there is justification to promote a formal crossing to satisfy this demand to manage crossing movements in this area.

- 11A.16. While it is acknowledged that some pedestrians will gravitate towards the junction of Cannon Street/ King William Street where there is a signalised junction, the current signal arrangement does not have a formal controlled pedestrian phase for Cannon Street. This is one of a number of known issues at the Monument junction. It will be examined, in hand with a detailed junction assessment, to deliver a more cycle/ pedestrian friendly arrangement in response to the junction providing the proposed gateway to Cycle Superhighway Route 4.
- 11A.17. With the potential for improvement to cater for pedestrians east of Nicholas Lane a further PV2 calculation applied only to the 50m section of Cannon Street east of Nicholas Lane has again confirmed a significant crossing demand above the acknowledged threshold; specifically PV2 values of  $3.7 \times 10^8$  and  $2.6 \times 10^8$  in the AM and PM peak hour respectively.
- 11A.18. The need for appropriate crossing facilities in the vicinity of the Station Entrance as part of the BSCU is acknowledged; in the first instance by identifying a location for a light controlled crossing to the west of the Station Entrance positioned mid-way between Laurence Pountney Lane and Abchurch Lane.
- 11A.19. The need to coordinate such a facility with the traffic signals at Monument Junction is accepted as is the wider need to consider the most appropriate solution to participate with wider aspirations for change associated with the Bank Area Enhancement Strategy promoted by the City of London Corporation. At this time it is reasonable to confirm a commitment that the final more detailed solution will be devised to the mutual satisfaction of the City of London Corporation, TfL and other stakeholders before the new Station Entrance opens in 2021.



## **Appendix 11B: Cannon Street Light Controlled Crossing Outline Design**



Cannon Street Light Controlled Crossing Outline Design

THIS PAGE IS INTENTIONALLY BLANK

THIS PAGE IS INTENTIONALLY BLANK