

APPENDIX I

Trip Attraction

London City Airport: City Airport Development Programme

Vehicle Trip Attraction and Assignment for Peak Hour Assessment

Introduction

1. This note sets out the trip attraction associated with the change in passengers and staff at London City Airport, as part of the City Airport Development Programme. It also describes the methodology used to derive the trip distribution and assignment throughout the local highway network.
2. York Aviation has supplied forecasts for passenger and staff numbers for the 2023 and 2025 With and Without development scenarios. These have been used as the basis for the assessment of the surface access impacts.
3. Passenger forecasts are based on the predicted number of scheduled movements, the frequency of flights serving different routes, the seating capacity of the aircrafts and load factors. York Aviation have derived a daily profile of passengers arriving and departing at the Airport. This is based on a typical busy, rather than average day.
4. Staff forecasts are based on the number of scheduled movements, the change in floorspace and include the proposed hotel which is part of a separate but related application.
5. Vehicle trip attraction has been based on forecasts for passengers and staff numbers. This is discussed in detail below.

Existing Peak Period Trip Attraction (2014)

6. A Manual Classified Count (MCC) survey was carried out in May 2015 at the junction of Hartmann Road / Connaught Road for the weekday AM and PM peak periods. This junction currently provides the single point of access to the Airport. Therefore, the actual hourly vehicle trip attraction can be calculated by assuming that all vehicles entering Hartmann Road are arrivals to the Airport and all vehicles exiting Hartmann Road are departures from the Airport.
7. **Table 1** below shows the weekday AM and PM peak hour arrivals and departures from the Airport based on the 2015 MCC survey. The provide the flows for the Baseline 2014 scenario of the assessment.

Table 1: 2014 Peak Hour Arrivals/Departures (May 2015 Surveys)

	Arrivals	Departures	Total
AM	384	380	764
PM	412	398	810

Base Scenario

8. The existing trip attraction of London City Airport, as shown in Table 1 was deducted from total flows throughout the study network. The distribution of the existing Airport traffic was based on turning proportions at the key junctions. Remaining traffic (assumed to be non-airport related traffic) was subsequently adjusted to include committed developments in the area. Further details on the committed developments used within the assessment are provided within the Transport Assessment.
9. Future airport traffic for the Without and With Development scenarios were subsequently added to the base flows. Details of the future trip attraction for both scenarios is provided below.

Future Peak Period Trip Attraction (2023/2025 With and Without Development Scenarios)

Mode Split

10. **Table 2** below summarises the existing mode split of passengers at airport, and the future mode split once the impact of the travel plan and other sustainable measures are implemented. The mode split for both the With and Without Development scenarios are the same.

Table 2: Existing and Future Passenger Mode Split

Mode	2014	2023 / 2025
Private car parked at Airport	5.5%	4.9%
Dropped off by car	4.0%	3.5%
Private Hire Minicab	2.0%	1.8%
Black Taxi	14.3%	12.7%
DLR	9.5%	8.4%
Bus	61.0%	65.0%
Transfer / Other	<1%	<1%
TOTAL	100%	100%

11. Table 3 below summarises the existing mode split of staff at airport, and the future mode split once the impact of the travel plan and other sustainable measures are implemented. Again, the mode split for both the With and Without Development scenarios are the same.

Table 3: Mode Split – Staff

Mode	2014	2023 / 2025
Car	41.0%	37.0%
Mini Cab	0.0%	0.0%
DLR	24.0%	24.5%
Bus	25.0%	25.5%

M'bike	0.0%	0.0%
Walk	8.0%	9.0%
Cycle	3.0%	4.0.%
TOTAL	100%	100 %

Vehicle Trips

12. The vehicle trips for passengers and staff were derived by applying the mode splits, as shown in Table 2 and Table 3, to York Aviation's forecasts. The passenger trips for the 2023 Core Case is summarised in **Table 4**, with the staff trips summarised in **Table 5**. The passenger trips for the 2025 Core Case are summarised in **Table 6** with the staff trips summarised in **Table 7**.
13. It should be noted that a hotel has been assumed to be developed in conjunction with CADP, although it is subject to a separate planning application. Peak hour trip attraction for the proposed hotel has been derived from TRAVL. Vehicle trips have been added to the airport passenger trips the below tables.

Table 4: 2023 Peak Hour Passenger (and Hotel) Vehicle Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arr's	Dep's	Total	Arr's	Dep's	Total
Without Development	236	399	635	390	163	553
With Development	350	622	972	551	234	785
Change	114	223	337	161	71	232

Table 5: 2023 Peak Hour Staff Vehicle Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arr's	Dep's	Total	Arr's	Dep's	Total
Without Development	73	0	73	0	73	73
With Development	100	0	100	0	100	100
Change	27	0	27	0	27	27

Table 6: 2025 Peak Hour Passenger (and Hotel) Vehicle Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arr's	Dep's	Total	Arr's	Dep's	Total
Without Development	236	399	635	390	182	572
With Development	350	627	977	551	251	802
Change	114	228	342	161	69	230

Table 7: 2025 Peak Hour Staff Vehicle Trips

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arr's	Dep's	Total	Arr's	Dep's	Total
Without Development	74	0	74	0	74	74
With Development	101	0	101	0	101	101
Change	27	0	27	0	27	27

Assignment

14. The distribution and assignment of vehicle trips is based on existing passenger and staff postcode data. Separate assignments have been derived for the 'With' and 'Without' Development scenarios. The assignment for the 'With Development' scenario assumes that a second vehicle access to the Airport will be provided from Woolwich Manor Way. Therefore vehicles travelling from the east will access the Airport via Woolwich Manor Way. The assignment for the 'Without Development' scenario assumes all vehicles will continue to use the existing access from Hartmann Road.
15. Postcode data for Staff is derived from a Staff Travel Survey which was undertaken in October 2011, whilst passenger data is taken from a Passenger Travel Survey undertaken in June 2012. **Table 8** summarises the data for staff, whilst **Table 9** summarises the data for passengers.

Table 8: Staff Postcode Data

Postcode	%
Any E Postcode	37%
Any SE Postcode	12%
Any RM Postcode	11%
Any IG Postcode	6%
Any CM Postcode	5%
Any SS Postcode	4%
Any DA Postcode	2%
Any N Postcode	1%
Other	16%
Not Stated	6%

Table 9: Passenger Postcode Data

Postcode	%
Westminster (WC/SW)	9%
The City (EC)	11%
Docklands (E14/E16)	10%
Other London	34%
Home County	18%
Essex	9%
Kent	9%

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Battersea Travelodge	200 York Road	SW11 3SA	23/03/2000
Carlton Mitre Hotel	Carlton Mitre Hampton Court Road Hampton Court	KT8 9BN	06/05/2009
Express Holiday Inn	196 High Street	E15 2NE	06/06/2006
Ibis Hotel	30 Stockwell Street	SE10 9JN	27/01/1997

Number of sites considered 4

Counts By Mode:

Mode: Car Driver

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.00968	0.02258	0.03226	2.4	5.6	8.1
07:30-08:00	4	0.00968	0.04839	0.05806	2.4	12.1	14.5
08:00-08:30	4	0.02258	0.05806	0.08065	5.6	14.5	20.2
08:30-09:00	4	0.02258	0.02258	0.04516	5.6	5.6	11.3
09:00-09:30	4	0.03226	0.02581	0.05806	8.1	6.5	14.5
09:30-10:00	4	0.02581	0.01290	0.03871	6.5	3.2	9.7
10:00-10:30	4	0.01613	0.05161	0.06774	4.0	12.9	16.9
10:30-11:00	4	0.01290	0.02903	0.04194	3.2	7.3	10.5
11:00-11:30	4	0.01935	0.01613	0.03548	4.8	4.0	8.9
11:30-12:00	4	0.01613	0.01290	0.02903	4.0	3.2	7.3
12:00-12:30	4	0.02581	0.00968	0.03548	6.5	2.4	8.9
12:30-13:00	4	0.01613	0.01613	0.03226	4.0	4.0	8.1
13:00-13:30	4	0.01613	0.01290	0.02903	4.0	3.2	7.3
13:30-14:00	4	0.01290	0.00000	0.01290	3.2	0.0	3.2
14:00-14:30	4	0.01613	0.01290	0.02903	4.0	3.2	7.3
14:30-15:00	4	0.02258	0.03226	0.05484	5.6	8.1	13.7
15:00-15:30	4	0.01935	0.01290	0.03226	4.8	3.2	8.1
15:30-16:00	4	0.02258	0.01613	0.03871	5.6	4.0	9.7
16:00-16:30	4	0.02581	0.01290	0.03871	6.5	3.2	9.7
16:30-17:00	4	0.03871	0.00323	0.04194	9.7	0.8	10.5
17:00-17:30	4	0.05161	0.02903	0.08065	12.9	7.3	20.2
17:30-18:00	4	0.07097	0.01613	0.08710	17.7	4.0	21.8
18:00-18:30	4	0.03548	0.03548	0.07097	8.9	8.9	17.7
18:30-19:00	4	0.03226	0.00968	0.04194	8.1	2.4	10.5
19:00-19:30	4	0.03871	0.03226	0.07097	9.7	8.1	17.7
19:30-20:00	4	0.02258	0.01613	0.03871	5.6	4.0	9.7
20:00-20:30	4	0.01613	0.00968	0.02581	4.0	2.4	6.5
20:30-21:00	4	0.03548	0.02581	0.06129	8.9	6.5	15.3
21:00-21:30	4	0.01613	0.01290	0.02903	4.0	3.2	7.3
21:30-22:00	4	0.02581	0.02903	0.05484	6.5	7.3	13.7
22:00-22:30	4	0.01935	0.00968	0.02903	4.8	2.4	7.3
22:30-23:00	4	0.00968	0.00645	0.01613	2.4	1.6	4.0
23:00-23:30	4	0.00968	0.00000	0.00968	2.4	0.0	2.4
23:30-24:00	4	0.00323	0.00000	0.00323	0.8	0.0	0.8

Mode: Car Driver

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
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Peak Period For Car Driver

In	17:30-18:00	0.07
Out	08:00-08:30	0.06
Total	17:30-18:00	0.09

APPENDIX J

PERS Audit

London City Airport

City Airport Development Programme

Pedestrian Environment Review System (PERS) Audit

July 2013

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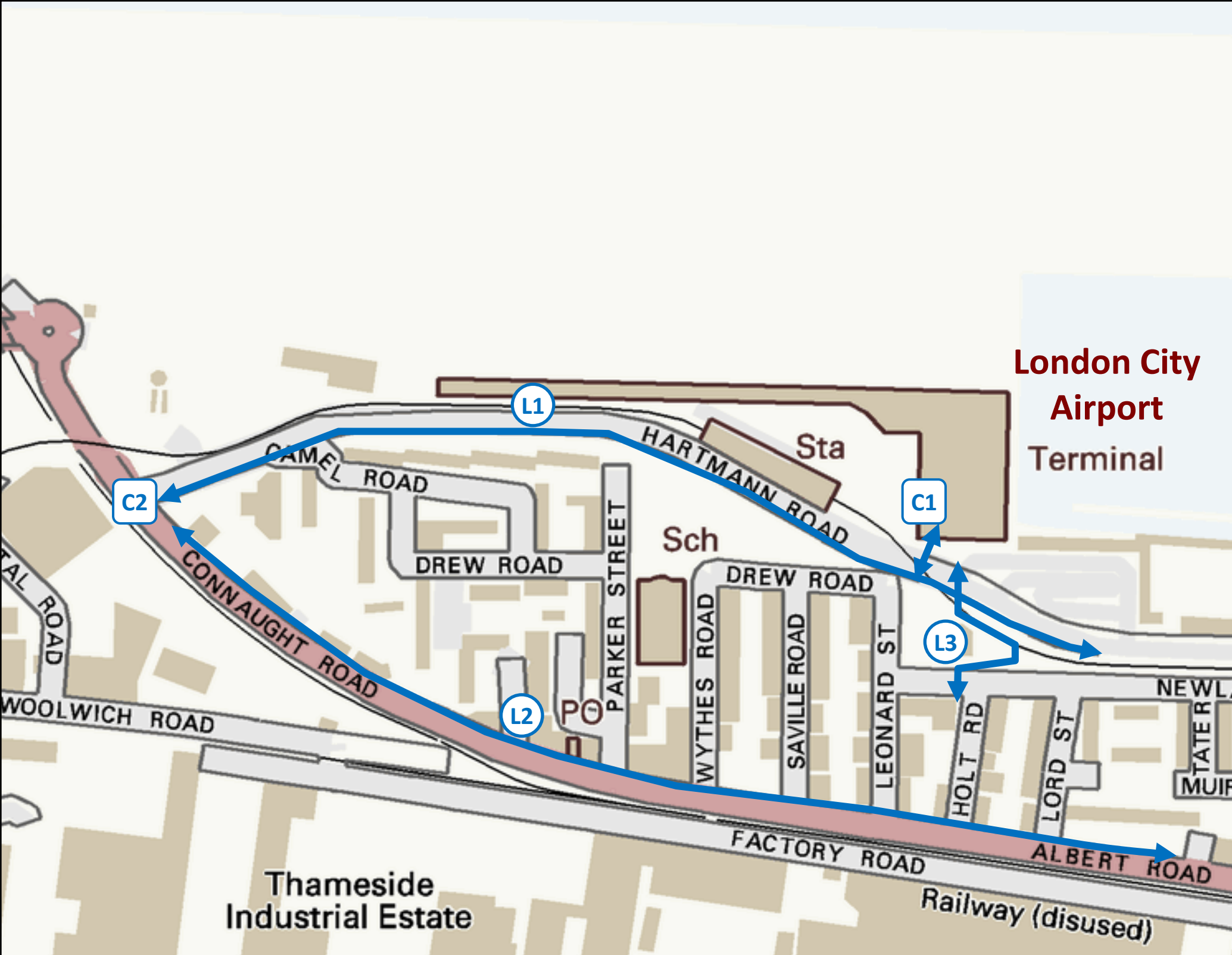
- Figure 1 - Assessment Area and Site Location
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1 INTRODUCTION

- 1.1 Vectos is retained by London City Airport to advise on all surface access matters in relation to this planning application, known as the City Airport Development Programme (CADP).
- 1.2 The CADP chiefly comprises new passenger facilities and infrastructure that are required to enable the Airport to respond to forecast growth in passenger numbers and accommodate the new generation aircraft which are physically larger than the current fleet. Such improvements are broadly consistent with the long term plans which were described in London City Airport's 2006 Master Plan.
- 1.3 Vectos has undertaken a Pedestrian Environment Review System (PERS) assessment of the route between the Airport and local destinations to establish the quality of the environment for pedestrians. This report describes the execution and outcomes of the PERS assessment.
- 1.4 The PERS approach provides a qualitative and quantitative means of describing and valuing the urban realm and pedestrian environment. The objective of the PERS audit is:

To assess and grade the urban realm and pedestrian environment between the Airport and local destinations

- 1.5 The PERS assessment was undertaken on the 31st January 2013. The assessment area is shown in **Figure 1**.
- 1.6 The remainder of this report is set out as follows:
- Overview of the PERS process, its use and capabilities
 - Summary of the PERS audit and scores for links and crossings surrounding London City Airport
 - Summary and conclusion.



Key:

L1

Location of Link Assessed

C1

Location of Crossing Assessed

London City Airport

PERS Assessment Area

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CADP

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Figure 1

2 OVERVIEW OF PERS SYSTEM

Pedestrian Environment Review System (PERS) Approach

- 2.1 PERS is a tool that measures the quality of the pedestrian environment through subjective review, and provides an objective measure to pedestrian quality. The auditing process allows for an overall review of pedestrian accessibility to and from the site.
- 2.2 Transport for London (TfL) has recognised PERS as an appropriate tool to fully evaluate the pedestrian environment. TfL has commissioned a version of PERS specifically for use within London to identify where pedestrian environments require improvements.
- 2.3 PERS is produced by the Transport Research Laboratory (TRL) and is described as:

“a systematic [computer programme] process designed to assess the quality of the pedestrian environment within a framework that promotes objectivity.”
- 2.4 The review process allows for a wide range of information to be collected and presented in a number of analytical formats suitable for presentation. In principle, PERS reviews the environment from the end-user’s perspective, with emphasis placed on the viewpoint of a vulnerable pedestrian.
- 2.5 Government guidance, Manual for Streets was published in 2007 and updated in September 2010. It supersedes Design Bulletin 32 and Places Streets and Movement, and recognises the wider role of streets in creating successful places. It emphasises the need for a better balance between pedestrians and vehicles in the design of lightly trafficked and residential streets.
- 2.6 The Mayor’s Transport Strategy aims to create a connected, safe, convenient and attractive environment that encourages people to walk, making London one of the most walking friendly cities for pedestrians by 2015.
- 2.7 Provision for walking is essential to the delivery of a sustainable and integrated transport policy, with the overall result of environmental, social and economic health benefits.
- 2.8 When designing walking schemes and assessing the pedestrian environment, consideration needs to be given to the 5 ‘C’s. The London Advisory Planning Committee first introduced the

5C's in 1997 as a basis on which new measures to encourage walking should be developed.

The 5C's are:

- Connected - routes should link origins and destinations;
- Convenient – routes should facilitate the desired journey without undue deviation or difficulty;
- Conspicuous – route design should allow the user to be seen by, and to see, other pedestrians and vehicles to promote personal security and road safety;
- Coherence – routes should be continuous; and
- Convivial – routes should be pleasant to use.

2.9 It is important to engineer routes that provide this experience. The 5C's reflect the fact that all transport users, regardless of mode, wish to make their journeys in the shortest, most convenient manner that is consistent with their personal and road safety and with a pleasant and comfortable journey experience.

2.10 PERS takes into consideration the 5C's above and works on a simple scoring method that breaks down various auditing criteria based on the pedestrian environment.

The Review Process

2.11 PERS as an audit tool consists of two parts:

- Check sheet(s) with accompanying guidance for use in the field to score environments and note comments; and
- Software that is used to store results and produce presentational outputs.

2.12 The approach that was adopted for the purposes of this study follows that recommended by TRL and summarised in **Table 2.1** below.

Table 2.1: Approach to PERS

Stage	Tasks
1. Definition of Study Area	The study area is defined on a base map, with all the pedestrian environments identified.
2. On-Street Evaluation	The auditor reviews their assigned environment using the summary sheets and scoring guides. Scores and comments are noted down as later inputs to the PERS software.

3. Data Input and Analysis	The scores and comments gathered are entered into the PERS software for each environment reviewed. The software assigns each environment and sub-criteria an overall score.
4. Display and Review of Outputs	The PERS software may be used to generate reports and charts to display all aspects of the auditing data gathered.

- 2.13 Using this approach, the PERS audit assesses the following parameters within the designated study area:

Table 2.2: PERS Typology of the Pedestrian Environment

Environment Type	Brief Description
Links	Any footway, footpath or highway. They can be divided into sections if very long or reviewed in total.
Crossings	Any designated or undesignated crossing where a pedestrian route intersects with a highway. You may choose to include side road junction crossings or not, dependent on the audit taking place.
Routes	A way that links a trip origin and a trip destination, for example from a public transport interchange to a school. Routes may consist of any number of links and crossings (reviewed separately) but has some characteristics specific to itself.

- 2.14 PERS can also be used to assess the pedestrian environment at public transport waiting areas, interchange spaces and public spaces.
- 2.15 This PERS audit looks specifically at the links and crossings in the vicinity of London City Airport which is accessed via Hartmann Road. The study area consists of the Hartmann Road Link, Albert Road/Connaught Road Link and the Airport Terminal to Newland Street Links. The study area also includes the proposed relocation of the Zebra crossing point outside the Airport Terminal, the signalled crossing on Hartmann Road at the junction with Connaught Road, and the crossing on Albert Road/Woolwich Manor Way at junction with Fishguard Way. **Figure 1** shows the location of each link and crossing that has been assessed as part of this PERS audit.

- 2.16 Based on such best practice guidance in Manual for Streets and the 5 C's, PERS works on a simple scoring method that breaks down various parameters into a number of sub categories or 'characteristics'.
- 2.17 Each characteristic is scored on a range from +3 to -3, where +3 is the highest score and -3 the lowest. The PERS software weights the score for each characteristic depending on its deemed importance, to give a final overall score for each environment type.

Score	Condition
-3	Exceptionally poor example or practice
-2	Significant problems
-1	Minor problems
0	Neutral, neither good nor poor
+1	Slightly better than average
+2	Very good
+3	Exceptionally good example or practice

- 2.18 Although quantitative methods are used when reviewing pedestrian environments, within PERS much of the auditing is also qualitative, using the judgement of the auditor. This allows the 'feel' of an environment to be gauged and assessed. Surveyors trained and experienced in the use of PERS were used to ensure the pedestrian environment was specifically viewed from the perspective of the end user and those most vulnerable.

- 2.19 The key to the process relies on the reviewer to:

"recognise the implications of current conditions for a whole range of users and their needs, bearing in mind the need to give particular consideration to the needs of pedestrians with mobility impairment."

- 2.20 Once the scores have been inputted into the PERS software, the environment type and each individual characteristic are rated as either Red (poor quality) Amber (satisfactory quality) or Green (good quality) depending on their scores. The rating is also influenced by the observed importance of the pedestrian environment. If a route is deemed to have 'strategic importance' it is rated more harshly than if the route has 'local importance'.

- 2.21 Albert Road/Connaught Road and Hartmann Road form the main pedestrian access route to the Airport and were consequently deemed to have strategic importance. The quality of the

environment was measured taking this into account. The pedestrian link between the Airport Terminal and Newland Street was deemed to be neutral in terms of importance as a pedestrian link.

3 PERS AUDIT

Introduction

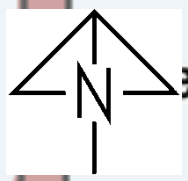
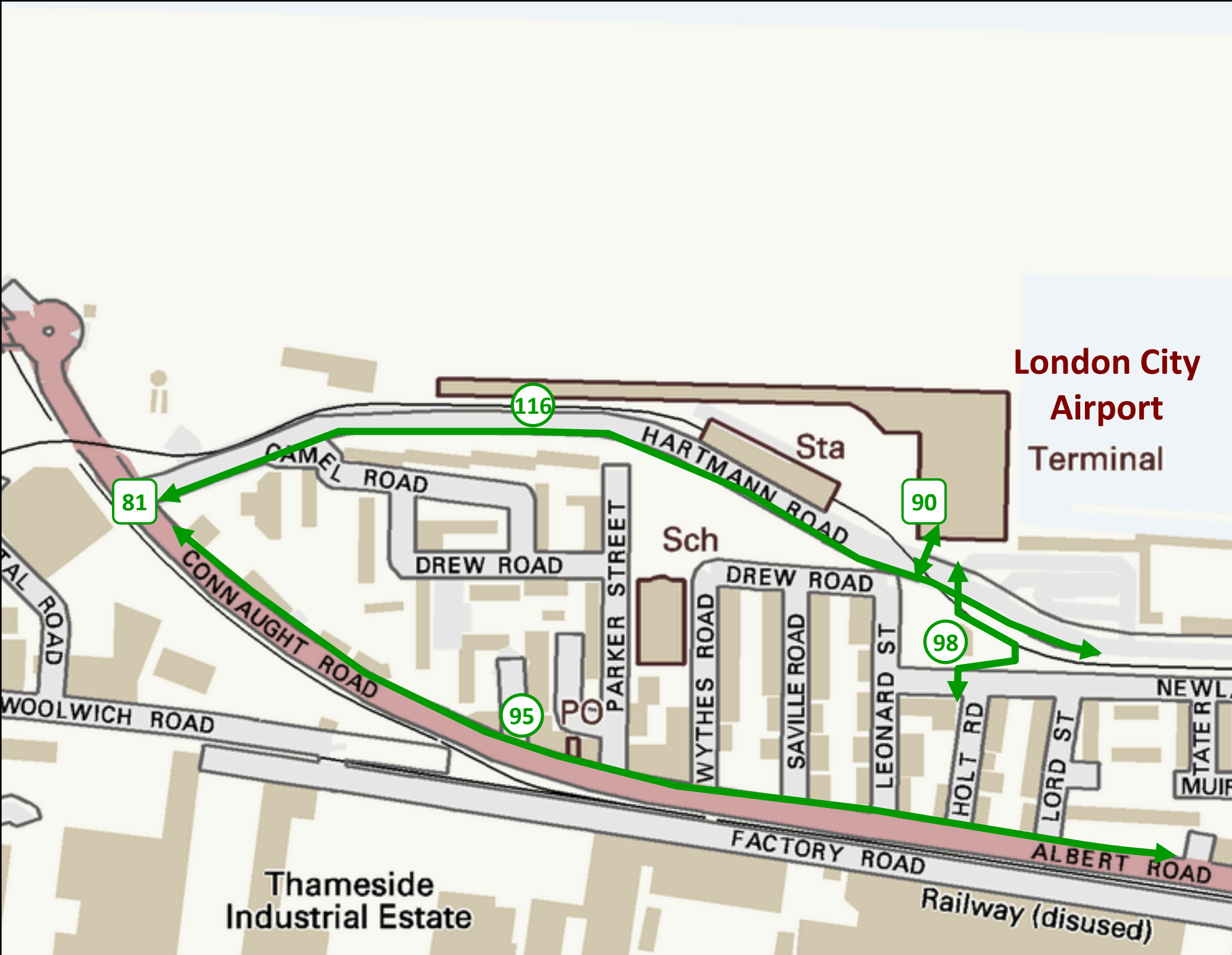
- 3.1 The PERS audit assessed the walking environment for the links and crossings in the vicinity of London City Airport. These are deemed to be the key environments used by visitors to the Airport, which also encompass a number of bus stops.
- 3.2 **Table 3.1** below provides a summary detailing the individual scores for the 3 links assessed within the study area. **Table 3.2**, also below, summarises the results for the 3 crossings points.
- 3.3 **Figure 2** shows the geographic location and Red Amber, Green (RAG) rating of the links and crossings, and the PERS score each link/crossing achieved in the audit.
- 3.4 A detailed summary of each link and crossing follows the tables and figure.
- 3.5 As mentioned in the introduction, each characteristic is scored on a range from -3 to +3, where +3 is the highest score and -3 the lowest. The total score is obtained through the PERS software weighting different categories depending on their deemed importance to the pedestrian environment.

Table 3.1: PERS Scores – Links

Route	Effective Width	Dropped Kerbs	Obstructions	Permeability	Legibility	Lighting	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Environment Quality	Maintenance	Score	RAG
1. Hartmann Road	2	2	1	2	1	2	2	2	2	3	2	2	2	116	
2. Albert Road/Connaught Road	1	2	1	2	2	2	2	2	1	0	2	1	0	95	
3. Airport Terminal to Newland Street Link	2	2	1	2	1	2	2	2	1	1	1	1	1	98	

Table 3.2: PERS Scores - Crossings

Route	Crossing Provision	Deviation	Performance	Crossing Capacity	Delay	Legibility	Sensory Impaired	Dropped Kerbs	Obstructions	Surface Quality	Maintenance	Score	RAG
1. Airport Terminal Crossing (Proposed)	2	3	2	2	2	2	2	2	2	2	2	90	
2. Hartmann Road Crossing (Western End)	2	2	2	2	2	1	1	2	0	2	2	81	
3. Albert Road/Woolwich Manor Way Crossing	2	1	2	2	1	2	2	2	1	2	2	80	



Key:

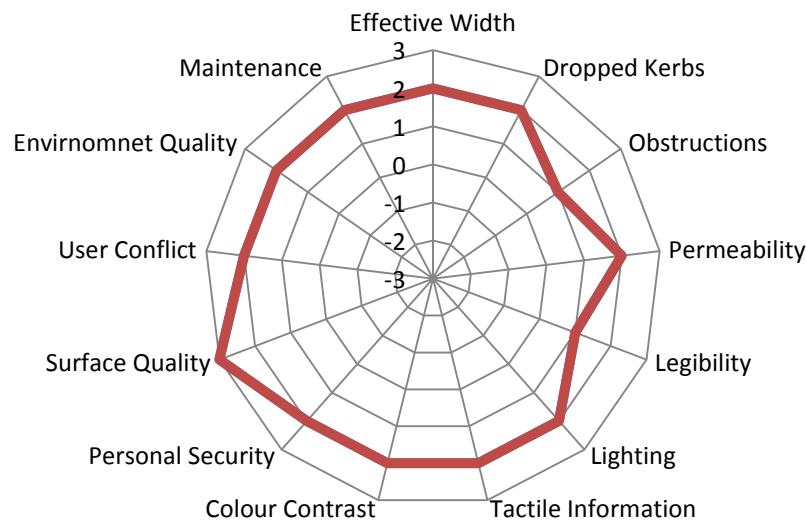
	Good Quality Link/Crossing
	Satisfactory Link/Crossing
	Poor Quality Link/Crossing

London City Airport			
PERS Scores and RAG Ratings			
DRAWN:	CHECKED:	DATE:	SCALES:
SO'D	EG	21/05/12	NTS

CADP
Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk
DRAWING REFERENCE: Figure 2

Link 1: Hartmann Road

- Good effective width which is reduced in places by the presence of obstacles
- Dropped kerbs and tactile paving are present at all crossings and crossfalls
- Excellent surface quality and maintenance along the link
- Barriers along parts of the link provide protection from traffic



- 3.6 Hartmann Road provides the main access to London City Airport for pedestrians and vehicles alike.
- 3.7 The effective width of footpaths along the link is adequate for the level of footfall in the area which was observed to be low. Road signs located along the footway reduce the effective width in some areas, but there is still sufficient width for pedestrian movement.
- 3.8 Pedestrian phases operate on each approach at the signalised junction of Hartmann Road and Connaught Road, creating safe crossing areas.
- 3.9 There is good use of colour contrasting on the crossings, giving pedestrians a sense of space. Dropped kerbs and tactile paving assist sensory impaired individuals. Dropped kerbs which are flush with the carriageway and tactile paving are present at all crossfalls along the link.
- 3.10 Lighting along the link is good and there is a steady flow of traffic along the route. This increases the sense of personal security for pedestrians during non-daylight hours.

- 3.11 Overall the quality of the surface along the link is very good; the surface is even and well maintained. Pedestrian guard railing along parts of the link provide protection from traffic.



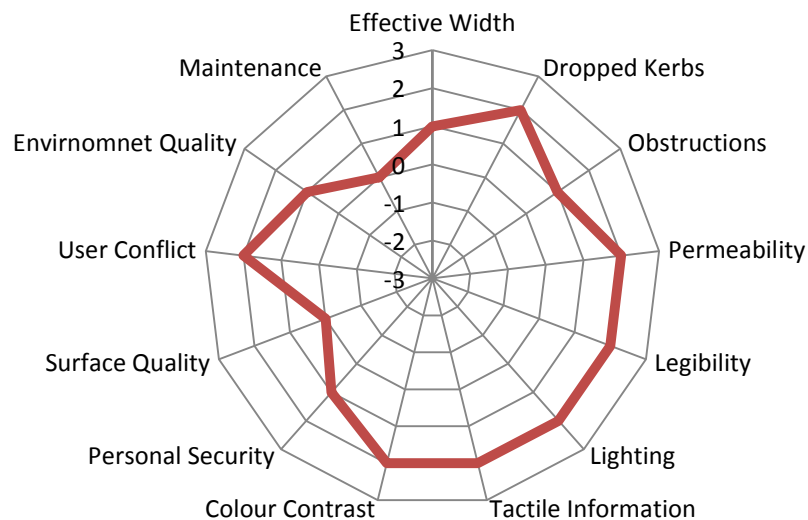
Photo 1: Hartmann Road



Photo 2: Hartmann Road

Link 2: Albert Road/Connaught Road

- Good effective width
- Permeable and legible
- Maintenance could be improved in places



- 3.12 Albert Road/ Connaught Road runs parallel to the Airport and provides local access for pedestrians.
- 3.13 At the time of the audit Crossrail works were occurring along parts of Connaught Road/Albert Road. One lane of traffic was closed, with works expected to be complete in late 2014.
- 3.14 Permeability along the link is good despite moderate traffic volumes. This is aided by the signalised pedestrian crossing at the junction with Long Drive. Legibility is also good, assisted by the built form, and a number of signs.
- 3.15 Dropped kerbs and tactile paving at crossfalls along the link assist sensory impaired individuals.
- 3.16 The link benefits from a good level of street lighting and a high level of foot fall which adds to natural surveillance. Both contribute to a sense of personal security.

- 3.17 The quality of the surface could be improved in places with water lodging at some locations. In areas, the surface is uneven, and some cracking is present, particularly on the western section. Minor maintenance work here would significantly improve the quality of the link.



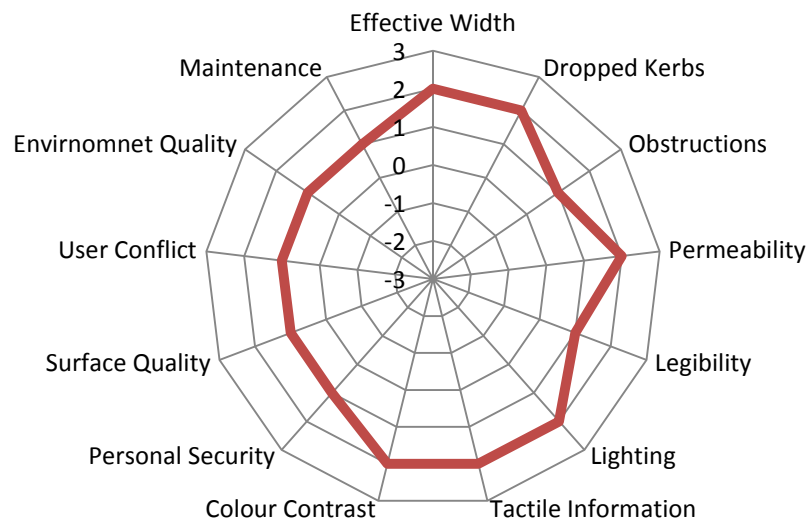
Photo 3: Connaught Road



Photo 4: Albert Road

Link 3: Airport Terminal to Newland Street

- Good effective width
- Dropped kerbs and tactile paving are proposed for relocated crossing
- Surface quality and maintenance could be improved on Newland Street



- 3.18 This is the pedestrian link between the main entrance to the Airport Terminal and bus stops on Newland Street. The link will be made up of a relocated zebra on Hartmann Road and a pedestrian ramp which links Hartmann Road and Newland Street.
- 3.19 The effective width along the link is adequate for the level of footfall in the area.
- 3.20 The proposed relocation of the pedestrian crossing on Hartmann Road links the pedestrian ramp to the airport terminal (see Crossing 1). The proposed crossing makes good use of colour contrasting giving pedestrians a sense of space. Dropped kerbs and tactile paving will assist sensory impaired individuals.
- 3.21 Lighting along the link is good and adds to the sense of personal security for pedestrians during non-daylight hours. Natural surveillance in the form of footfall also adds to a sense of personal security in the area. Pedestrian barriers on Hartmann road provide protection from traffic. Overall the quality of the surface along the link is good but could be improved on Newland Street. In areas, the surface is uneven, and some cracking is present. Minor maintenance work here would significantly improve the quality of the link.



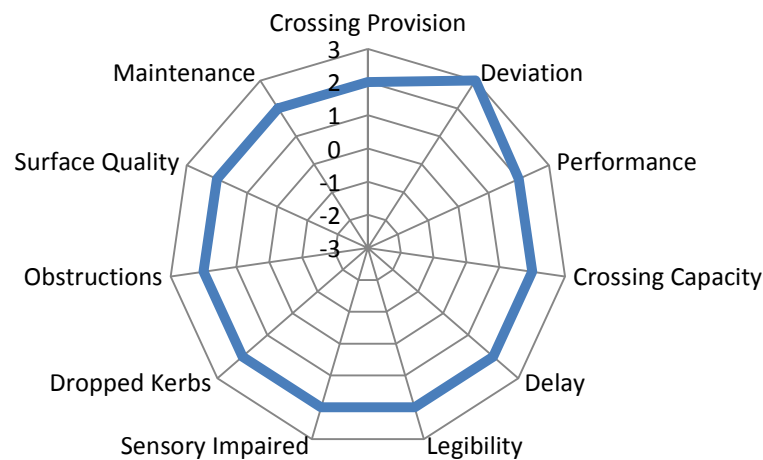
Photo 5: Airport Terminal to Newland Street Link



Photo 6: Airport Terminal to Newland Street Link

Crossing 1: Airport Terminal Proposed Crossing

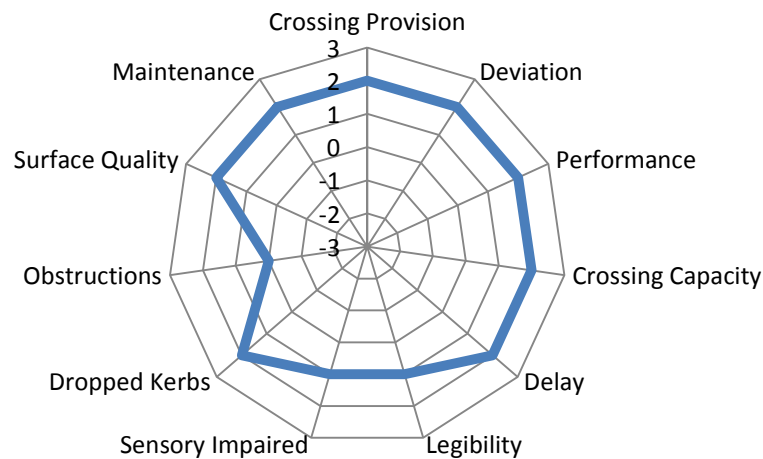
- The proposed Zebra Crossing will be suitable for the location given the high volumes of footfall and slow moving traffic
- Proposals include use of tactile paving and colour contrast
- Crossing will be clearly legible
- Proposed crossing is much closer to the desire line compared to existing crossing



- 3.22 Crossing 1 is a relocated zebra crossing which will link to Airport Terminal to Hartmann Road.
- 3.23 The proposed crossing is much closer to the desire line for pedestrians when compared with the existing situation. The proposed crossing links the pedestrian ramp from Newland Street to the Airport Terminal.
- 3.24 The provision of a Zebra Crossing is considered suitable for the volume and speed of traffic on Hartmann Road. Hartmann Road has a high level of traffic but speeds are low and visibility is good, allowing pedestrians who are waiting to cross to be clearly identified.
- 3.25 The capacity on the proposed crossings is considered adequate for the level of footfall.
- 3.26 Tactile paving will be provided both sides of the crossing to assist visually impaired individuals. Tactile paving will have a contrasting colour to the rest of the link and kerbs will be flush with the carriageway.

Crossing 2: Hartmann Road (Western End) – Signalised Crossing

- The provision of a signalised pedestrian junction is suitable for the location given the level of traffic and the proximity of the junction with Connaught Road
- Surface quality is generally good
- Tactile paving and dropped kerbs assists visually impaired pedestrians



- 3.27 Crossing 2 is a signalised pedestrian crossing and is on Hartmann Road close to the junction with Connaught Road.
- 3.28 The crossing is suitable for the level of traffic on Hartmann Road, with adequate capacity for the level of foot fall. Visibility is good at the junction, allowing pedestrians who are waiting to cross to be clearly identified.
- 3.29 Pedestrian barriers are provided at either side of the crossing. This increases the level of protection for pedestrians.
- 3.30 Tactile paving is used well on both sides of the crossing to assist visually impaired individuals. Tactile paving has a contrasting colour to the rest of the link and kerbs are flush with the carriageway.
- 3.31 The quality of the surface is good and markings are clear.



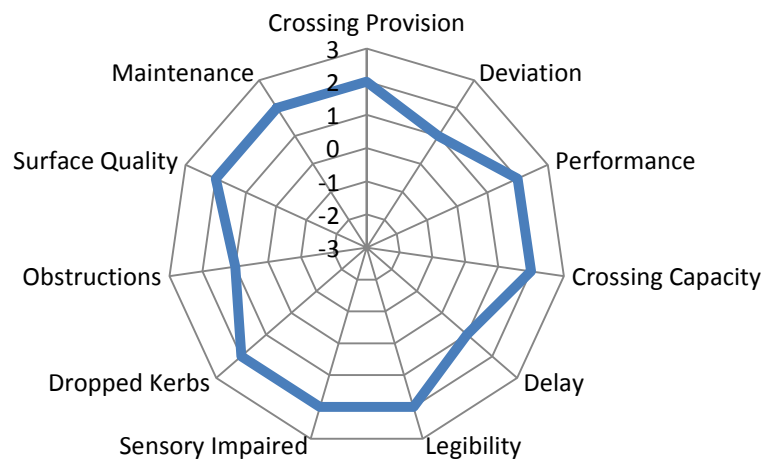
Photo 7: Hartmann Road Crossing



Photo 8: Hartmann Road Crossing

Crossing 3: Albert Road/Woolwich Manor Way – Signalised Crossing

- The provision of a signalised crossing is suitable for the context given the high levels of traffic and width of the road.
- A central reservation and pedestrian barriers increases the level of safety for pedestrians
- Tactile paving and dropped kerbs assist visually impaired pedestrians



- 3.32 Crossing 3 is a signalised pedestrian crossing located on Albert Road at the junction with Fishguard Way.
- 3.33 The capacity on the crossing is adequate for the level of foot fall.
- 3.34 The crossing has a central reservation to allow the crossing to be undertaken in two phases. This increases the level of safety for the pedestrian.
- 3.35 Tactile paving is present on both sides of the crossing. Kerbs are flush with the carriageway and the quality of the surface is good.



Photo 9: Albert Road/Woolwich Manor Way Crossing



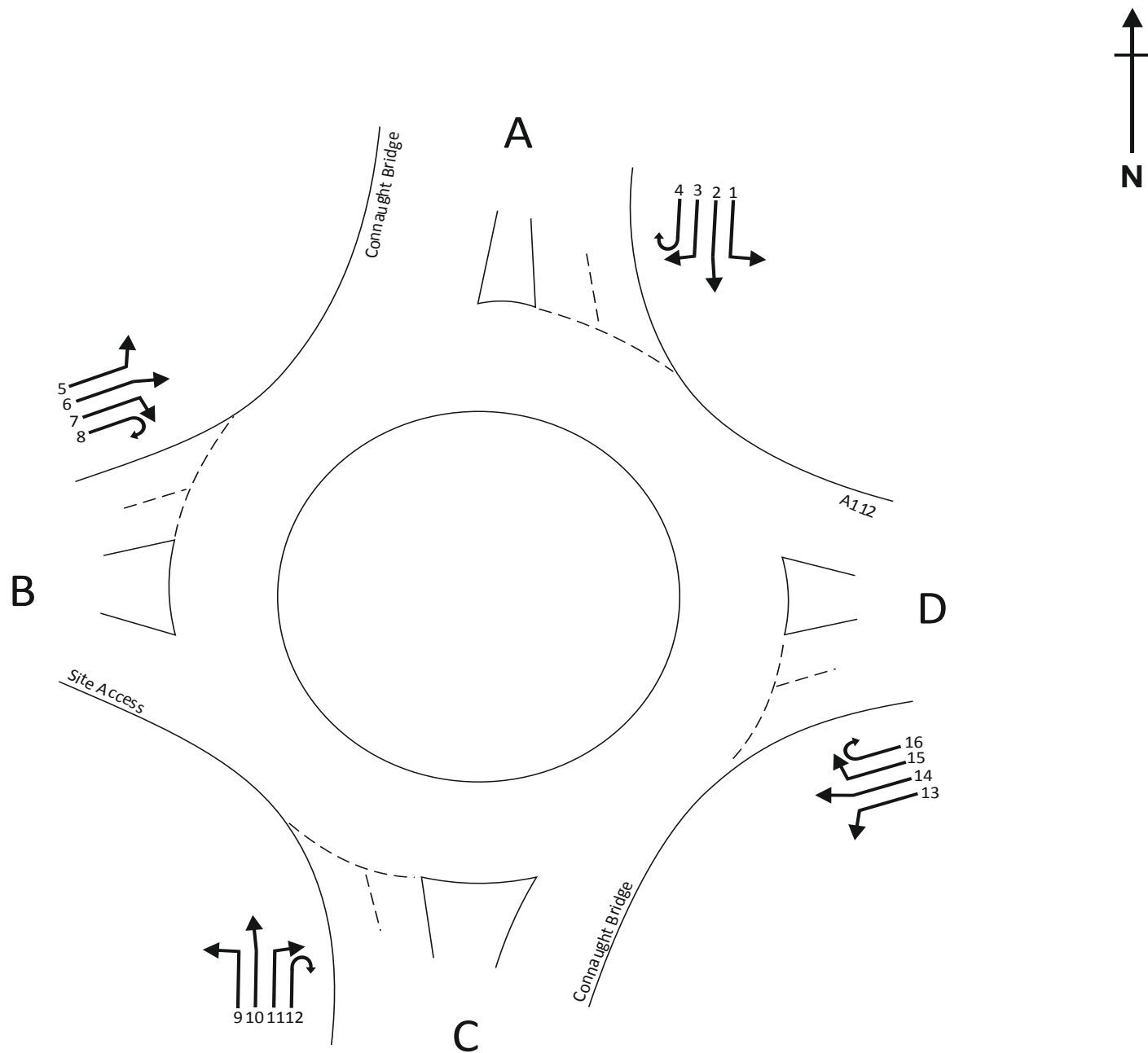
Photo 10: Albert Road/ Woolwich Manor Way Crossing

4 SUMMARY

- 4.1 Vectos is retained by London City Airport to provide advice on all surface access matters in relation to this planning application, known as the City Airport Development Programme (CADP).
- 4.2 Vectos has undertaken a Pedestrian Environment Review System (PERS) assessment of the route between the Airport and local destinations to establish the quality of the environment for pedestrians.
- 4.3 The existing environment for pedestrians is good along Hartmann Road and Albert Road/Connaught Road. The effective width of the footways is good and tactile paving is provided on all crossing points.
- 4.4 Crossings on the links are considered suitable for their context and observed to work well.
- 4.5 There are a number of improvements or “quick wins” that could be implemented in order to improve the environment for pedestrians in the area, such as:
- Minor maintenance could significantly improve the pedestrian environment on Albert Road/Connaught Road and on Newland Street
- 4.6 In light of the above, it can be concluded that there is currently a good pedestrian environment in the vicinity of the airport.

APPENDIX K

Traffic Survey Data



For and on behalf of:



LONDON CITY AIRPORT

Wednesday 13 May 2015

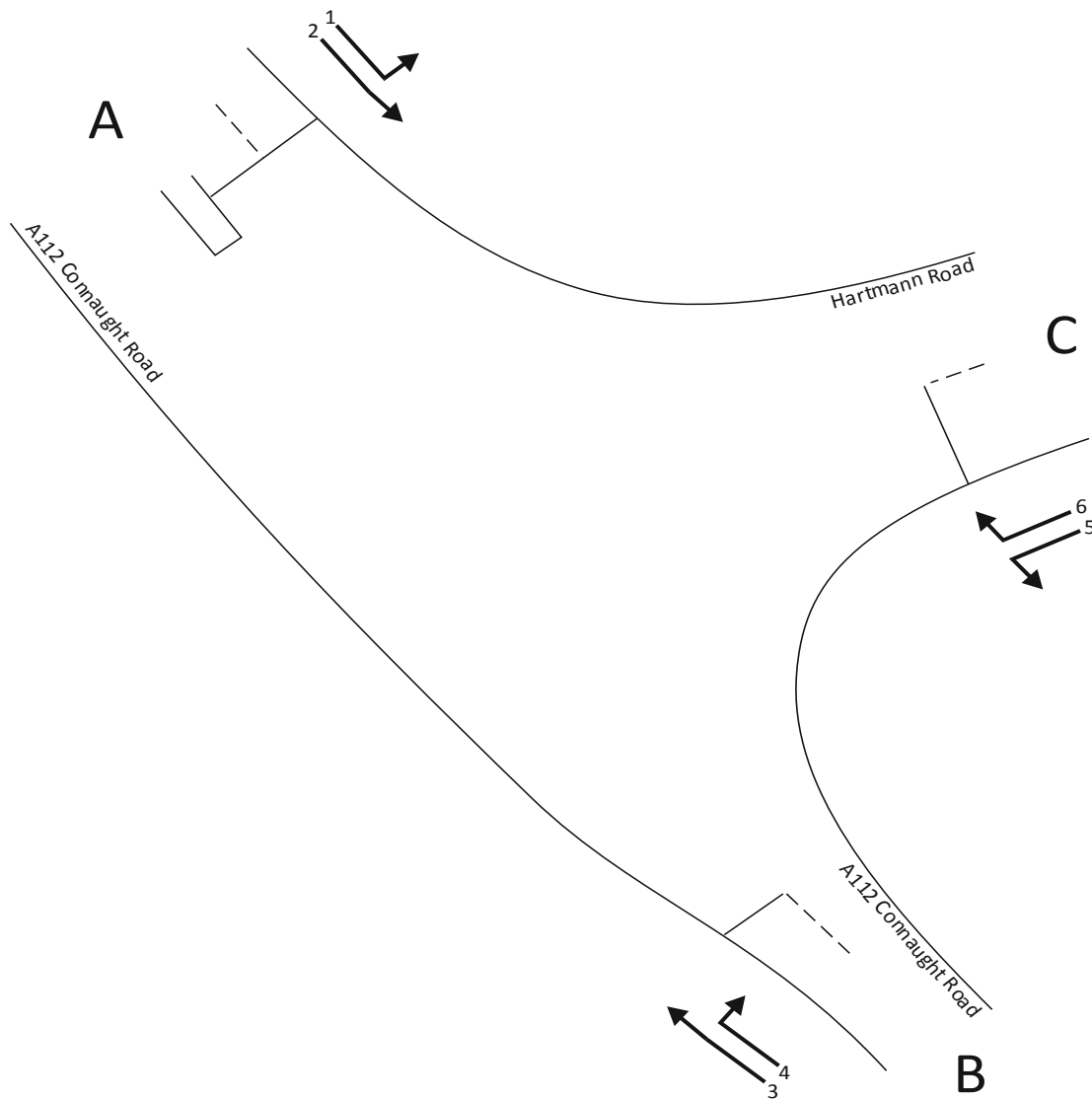
0700-1000

1600-1900

Drawing N°: 18843 - 01

Site: 1

Location: Connaught Bridge /
Site Access /
A112



For and on behalf of:



LONDON CITY AIRPORT

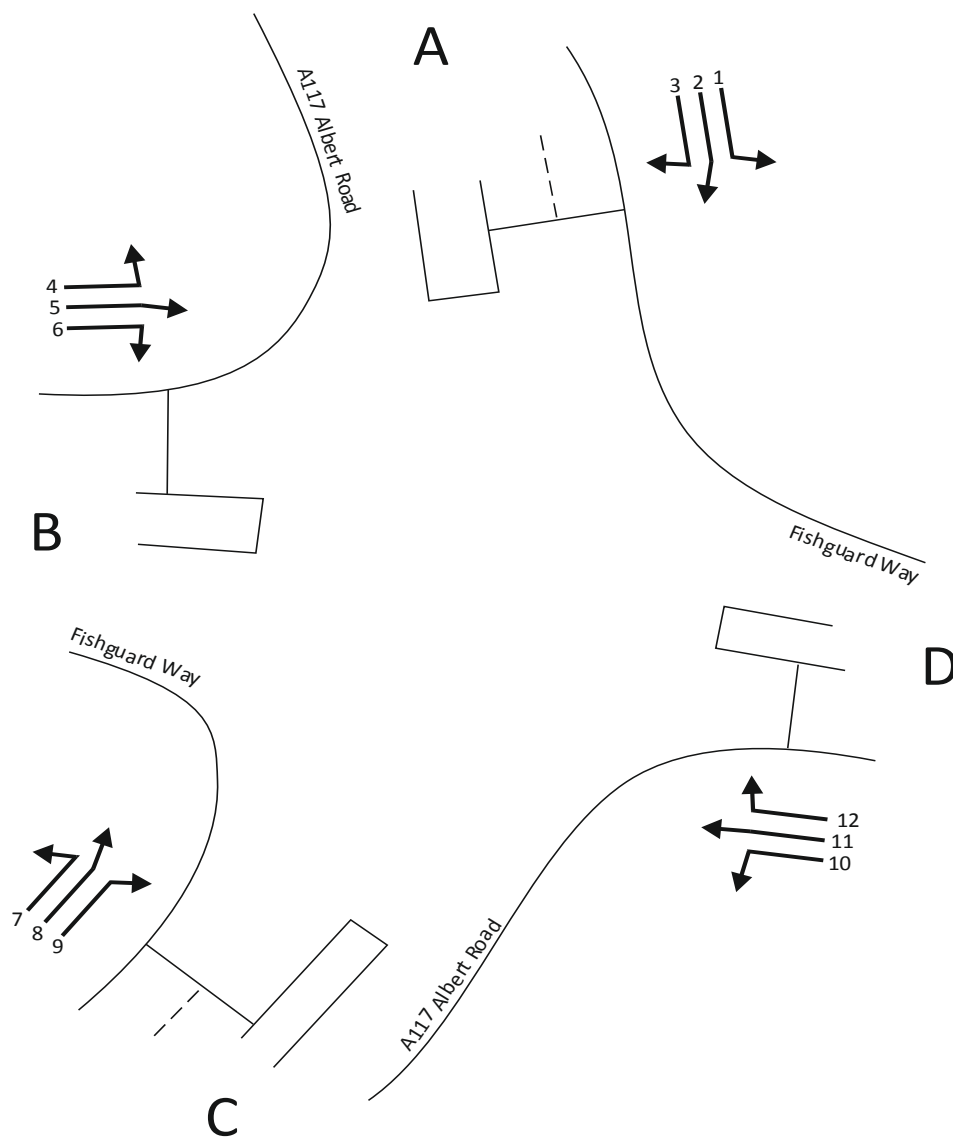
Wednesday 13 May 2015

0700-1000
1600-1900

Drawing N°: 18843 - 02

Site: 2

Location: A112 Connaught Road /
Hartmann Road



For and on behalf of:



LONDON CITY AIRPORT

Wednesday 13 May 2015

0700-1000
1600-1900

Drawing N°: 18843 - 03

Site: 3

Location: A117 Albert Road /
Fishguard Way

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM CONNAUGHT BRIDGE (N) TO A112								MOVEMENT 2 FROM CONNAUGHT BRIDGE (N) TO CONNAUGHT BRIDGE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	3	0	1	1	1	0	38	135	63	4	10	0	4	1	217
07:15	40	2	1	0	2	0	1	46	164	50	8	8	1	0	2	233
07:30	43	2	0	0	2	0	1	48	132	50	6	10	1	1	1	201
07:45	47	3	0	0	2	0	0	52	111	32	10	0	0	4	3	160
H/TOT	162	10	1	1	7	1	2	184	542	195	28	28	2	9	7	811
08:00	36	3	0	0	1	0	0	40	89	28	2	6	2	2	3	132
08:15	41	3	0	1	1	1	1	48	119	22	5	4	1	2	0	153
08:30	32	2	1	0	2	1	1	39	106	35	2	5	0	3	0	151
08:45	45	0	0	0	1	0	1	47	80	15	3	12	2	3	0	115
H/TOT	154	8	1	1	5	2	3	174	394	100	12	27	5	10	3	551
09:00	44	2	1	0	3	1	2	53	93	24	8	11	1	2	0	139
09:15	31	4	0	0	1	0	0	36	65	20	4	5	3	0	0	97
09:30	29	1	1	0	2	0	0	33	70	14	7	3	3	0	0	97
09:45	24	6	1	0	1	0	0	32	54	20	3	6	0	1	0	84
H/TOT	128	13	3	0	7	1	2	154	282	78	22	25	7	3	0	417
P/TOT	444	31	5	2	19	4	7	512	1218	373	62	80	14	22	10	1779

TIME	MOVEMENT 1 FROM CONNAUGHT BRIDGE (N) TO A112								MOVEMENT 2 FROM CONNAUGHT BRIDGE (N) TO CONNAUGHT BRIDGE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	37	0	0	0	1	1	0	39	61	13	3	8	4	2	1	92
16:15	28	1	0	0	1	2	1	33	53	15	4	3	2	1	0	78
16:30	43	1	0	0	3	0	0	47	65	13	0	2	0	0	1	81
16:45	51	3	0	0	1	1	1	57	75	9	2	3	1	0	1	91
H/TOT	159	5	0	0	6	4	2	176	254	50	9	16	7	3	3	342
17:00	33	3	0	0	1	2	0	39	97	10	1	4	2	1	1	116
17:15	45	3	0	0	1	0	0	49	85	14	1	1	1	5	2	109
17:30	40	3	0	0	1	1	1	46	92	8	0	1	3	1	0	105
17:45	39	1	0	1	3	0	0	44	90	6	1	1	0	1	1	100
H/TOT	157	10	0	1	6	3	1	178	364	38	3	7	6	8	4	430
18:00	40	2	0	0	1	1	0	44	72	6	0	1	0	3	1	83
18:15	55	2	0	0	2	1	1	61	70	14	0	0	2	2	1	89
18:30	49	0	1	0	2	1	0	53	78	6	0	2	0	1	0	87
18:45	40	2	0	0	2	1	0	45	57	6	0	2	1	1	0	67
H/TOT	184	6	1	0	7	4	1	203	277	32	0	5	3	7	2	326
P/TOT	500	21	1	1	19	11	4	557	895	120	12	28	16	18	9	1098

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 3								MOVEMENT 4							
	FROM CONNAUGHT BRIDGE (N) TO SITE ACCESS								FROM CONNAUGHT BRIDGE (N) TO CONNAUGHT BRIDGE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
07:30	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1	3	3	0	0	0	0	0	6
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1	4	4	0	0	0	0	0	8
09:00	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2	6	2	0	0	0	0	0	8
P/TOT	2	2	0	0	0	0	0	4	13	9	0	0	0	0	0	22

TIME	MOVEMENT 3								MOVEMENT 4							
	FROM CONNAUGHT BRIDGE (N) TO SITE ACCESS								FROM CONNAUGHT BRIDGE (N) TO CONNAUGHT BRIDGE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
16:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	5	1	0	0	0	0	1	7
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
P/TOT	0	0	0	0	0	0	0	0	12	1	0	0	0	0	1	14

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM SITE ACCESS TO CONNAUGHT BRIDGE (N)								FROM SITE ACCESS TO A112							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
H/TOT	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	2
P/TOT	0	0	0	2	0	0	0	2	3	1	0	0	0	0	0	4

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM SITE ACCESS TO CONNAUGHT BRIDGE (N)								FROM SITE ACCESS TO A112							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	2	0	2	0	0	0	1	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 7 FROM SITE ACCESS TO CONNAUGHT BRIDGE (S)								MOVEMENT 8 FROM SITE ACCESS TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0

TIME	MOVEMENT 7 FROM SITE ACCESS TO CONNAUGHT BRIDGE (S)								MOVEMENT 8 FROM SITE ACCESS TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
P/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 9 FROM CONNAUGHT BRIDGE (S) TO SITE ACCESS								MOVEMENT 10 FROM CONNAUGHT BRIDGE (S) TO CONNAUGHT BRIDGE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	36	6	2	11	3	0	0	58
07:15	0	0	0	0	0	0	0	0	35	5	2	5	1	3	1	52
07:30	1	0	1	0	0	0	0	2	33	10	7	7	0	1	2	60
07:45	0	0	0	0	0	0	0	0	38	9	4	1	1	2	0	55
H/TOT	2	0	1	0	0	0	0	3	142	30	15	24	5	6	3	225
08:00	0	0	0	0	0	0	0	0	42	12	3	9	1	0	0	67
08:15	0	0	0	0	0	0	0	0	46	6	1	11	2	0	0	66
08:30	0	0	0	0	0	0	0	0	67	8	9	7	0	1	0	92
08:45	0	0	1	0	0	0	0	1	62	8	5	8	2	1	1	87
H/TOT	0	0	1	0	0	0	0	1	217	34	18	35	5	2	1	312
09:00	0	0	0	0	0	0	0	0	36	9	8	12	2	0	0	67
09:15	0	0	0	0	0	0	0	0	43	10	5	6	3	0	0	67
09:30	1	0	1	0	0	0	0	2	48	7	8	10	3	0	0	76
09:45	0	0	0	1	0	0	0	1	44	5	6	7	0	0	0	62
H/TOT	1	0	1	1	0	0	0	3	171	31	27	35	8	0	0	272
P/TOT	3	0	3	1	0	0	0	7	530	95	60	94	18	8	4	809

TIME	MOVEMENT 9 FROM CONNAUGHT BRIDGE (S) TO SITE ACCESS								MOVEMENT 10 FROM CONNAUGHT BRIDGE (S) TO CONNAUGHT BRIDGE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	133	36	5	2	1	4	1	182
16:15	0	0	0	2	0	0	0	2	128	31	4	3	1	3	1	171
16:30	0	0	0	0	0	0	0	0	131	32	5	1	2	1	0	172
16:45	0	0	0	0	0	0	0	0	112	31	1	3	0	2	1	150
H/TOT	0	0	0	2	0	0	0	2	504	130	15	9	4	10	3	675
17:00	0	0	0	0	0	0	0	0	154	26	5	2	3	2	1	193
17:15	0	0	0	0	0	0	0	0	114	28	2	2	2	7	1	156
17:30	0	0	0	0	0	0	0	0	143	21	1	1	0	1	2	169
17:45	0	0	0	0	0	0	0	0	166	33	2	0	0	5	1	207
H/TOT	0	0	0	0	0	0	0	0	577	108	10	5	5	15	5	725
18:00	0	0	0	0	0	0	0	0	165	33	2	5	2	6	1	214
18:15	0	0	0	0	0	2	0	2	133	31	4	3	3	5	1	180
18:30	0	0	0	0	0	0	0	0	129	14	3	2	0	2	1	151
18:45	0	0	0	0	0	0	0	0	88	14	2	1	0	6	0	111
H/TOT	0	0	0	0	0	2	0	2	515	92	11	11	5	19	3	656
P/TOT	0	0	0	2	0	2	0	4	1596	330	36	25	14	44	11	2056

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 11								MOVEMENT 12							
	FROM CONNAUGHT BRIDGE (S) TO A112								FROM CONNAUGHT BRIDGE (S) TO CONNAUGHT BRIDGE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	79	0	1	0	2	0	0	82	0	0	0	0	0	0	0	0
07:15	101	1	1	0	1	0	0	104	0	0	0	0	0	0	0	0
07:30	94	3	3	0	2	0	0	102	0	0	0	0	0	0	0	0
07:45	77	4	3	0	3	0	1	88	1	0	0	0	0	0	0	1
H/TOT	351	8	8	0	8	0	1	376	1	0	0	0	0	0	0	1
08:00	89	7	1	0	1	1	0	99	0	0	0	0	0	0	0	0
08:15	70	4	0	0	2	1	0	77	0	0	0	0	0	0	0	0
08:30	63	5	1	0	1	0	0	70	0	0	0	0	0	0	0	0
08:45	59	6	1	0	0	0	0	66	0	1	0	0	0	0	0	1
H/TOT	281	22	3	0	4	2	0	312	0	1	0	0	0	0	0	1
09:00	53	3	0	0	1	0	0	57	0	0	0	0	0	0	0	0
09:15	44	6	1	0	1	1	0	53	0	0	0	0	0	0	0	0
09:30	47	4	1	0	2	0	0	54	0	1	0	0	0	0	0	1
09:45	53	3	1	1	1	0	0	59	0	0	0	0	0	0	0	0
H/TOT	197	16	3	1	5	1	0	223	0	1	0	0	0	0	0	1
P/TOT	829	46	14	1	17	3	1	911	1	2	0	0	0	0	0	3

TIME	MOVEMENT 11								MOVEMENT 12							
	FROM CONNAUGHT BRIDGE (S) TO A112								FROM CONNAUGHT BRIDGE (S) TO CONNAUGHT BRIDGE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	73	8	4	0	1	1	0	87	0	0	0	0	0	0	0	0
16:15	70	6	2	1	1	1	0	81	0	0	0	0	0	0	0	0
16:30	87	7	2	1	2	0	0	99	0	0	0	0	0	0	0	0
16:45	71	3	1	2	0	0	0	77	0	0	0	0	0	0	0	0
H/TOT	301	24	9	4	4	2	0	344	0	0	0	0	0	0	0	0
17:00	88	4	1	0	1	1	0	95	0	0	0	0	0	0	0	0
17:15	103	3	2	2	3	0	0	113	0	0	0	0	0	0	0	0
17:30	80	5	0	1	1	1	0	88	0	0	0	0	0	0	0	0
17:45	116	3	0	0	1	0	3	123	1	0	0	0	0	0	0	1
H/TOT	387	15	3	3	6	2	3	419	1	0	0	0	0	0	0	1
18:00	99	6	1	0	0	0	2	108	0	0	0	0	0	0	0	0
18:15	94	6	1	0	2	0	1	104	0	0	0	0	0	0	0	0
18:30	84	2	1	0	2	0	1	90	0	0	0	0	0	0	0	0
18:45	84	3	0	0	2	1	1	91	0	0	0	0	0	0	0	0
H/TOT	361	17	3	0	6	1	5	393	0	0	0	0	0	0	0	0
P/TOT	1049	56	15	7	16	5	8	1156	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 13 FROM A112 TO CONNAUGHT BRIDGE (S)								MOVEMENT 14 FROM A112 TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	75	8	0	0	3	0	2	88	0	0	0	0	0	0	0	0
07:15	99	6	2	0	1	0	2	110	0	0	0	0	0	0	0	0
07:30	125	4	3	0	1	1	2	136	0	0	0	0	0	0	0	0
07:45	104	8	0	0	2	2	0	116	0	0	0	0	0	0	0	0
H/TOT	403	26	5	0	7	3	6	450	0	0	0	0	0	0	0	0
08:00	108	8	1	1	1	1	2	122	0	0	0	0	0	0	0	0
08:15	97	3	0	0	1	5	0	106	0	0	0	0	0	0	0	0
08:30	92	3	1	0	1	0	2	99	0	0	0	0	0	0	0	0
08:45	59	4	0	0	2	2	0	67	0	0	0	0	0	0	0	0
H/TOT	356	18	2	1	5	8	4	394	0	0	0	0	0	0	0	0
09:00	60	6	3	2	2	1	0	74	0	0	0	0	0	0	0	0
09:15	69	7	2	1	0	1	0	80	0	0	0	0	0	0	0	0
09:30	38	9	2	1	3	1	0	54	0	0	0	0	0	0	0	0
09:45	52	6	2	0	1	0	0	61	0	0	0	0	0	0	0	0
H/TOT	219	28	9	4	6	3	0	269	0	0	0	0	0	0	0	0
P/TOT	978	72	16	5	18	14	10	1113	0	0	0	0	0	0	0	0

TIME	MOVEMENT 13 FROM A112 TO CONNAUGHT BRIDGE (S)								MOVEMENT 14 FROM A112 TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	88	3	4	0	2	2	0	99	0	0	0	0	0	0	0	0
16:15	81	8	1	0	0	2	0	92	0	0	0	0	0	0	0	0
16:30	91	5	1	0	2	1	0	100	0	0	0	0	0	0	0	0
16:45	84	5	2	1	2	1	0	95	0	0	0	0	0	0	0	0
H/TOT	344	21	8	1	6	6	0	386	0	0	0	0	0	0	0	0
17:00	71	8	2	0	1	0	0	82	0	0	0	0	0	0	0	0
17:15	95	4	0	0	1	1	2	103	0	0	0	0	0	0	0	0
17:30	97	5	0	1	0	2	0	105	0	0	0	0	0	0	0	0
17:45	79	7	0	1	3	1	0	91	0	0	0	0	0	0	0	0
H/TOT	342	24	2	2	5	4	2	381	0	0	0	0	0	0	0	0
18:00	112	3	0	0	1	0	1	117	0	0	0	0	0	0	0	0
18:15	85	5	0	0	1	1	0	92	0	0	0	0	0	0	0	0
18:30	101	1	0	0	1	0	0	103	0	0	0	0	0	0	0	0
18:45	68	0	0	0	0	2	2	72	0	0	0	0	0	0	0	0
H/TOT	366	9	0	0	3	3	3	384	0	0	0	0	0	0	0	0
P/TOT	1052	54	10	3	14	13	5	1151	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 15 FROM A112 TO CONNAUGHT BRIDGE (N)								MOVEMENT 16 FROM A112 TO A112							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	2	0	0	2	0	0	24	0	0	0	0	0	0	0	0
07:15	31	1	1	0	1	0	0	34	0	0	0	0	0	0	0	0
07:30	32	5	0	0	2	1	2	42	0	0	0	0	0	0	0	0
07:45	38	1	0	1	1	0	0	41	0	0	0	0	0	0	0	0
H/TOT	121	9	1	1	6	1	2	141	0	0	0	0	0	0	0	0
08:00	34	4	0	0	4	0	0	42	0	0	0	0	0	0	0	0
08:15	33	1	0	0	2	1	0	37	0	0	0	0	0	0	0	0
08:30	31	2	0	0	2	0	0	35	0	0	0	0	0	0	0	0
08:45	36	1	0	0	1	0	0	38	1	0	0	0	0	0	0	1
H/TOT	134	8	0	0	9	1	0	152	1	0	0	0	0	0	0	1
09:00	18	2	2	0	2	0	0	24	0	0	0	0	0	0	0	0
09:15	17	2	0	1	2	0	1	23	0	0	0	0	0	0	0	0
09:30	27	1	0	0	2	0	0	30	0	0	0	0	0	0	0	0
09:45	23	5	0	0	2	0	0	30	0	0	0	0	0	0	0	0
H/TOT	85	10	2	1	8	0	1	107	0	0	0	0	0	0	0	0
P/TOT	340	27	3	2	23	2	3	400	1	0	0	0	0	0	0	1

TIME	MOVEMENT 15 FROM A112 TO CONNAUGHT BRIDGE (N)								MOVEMENT 16 FROM A112 TO A112							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	35	2	0	0	3	0	0	40	0	0	0	0	0	0	0	0
16:15	47	2	1	0	1	1	0	52	0	0	0	0	0	0	0	0
16:30	51	1	0	0	2	0	1	55	0	0	0	0	0	0	0	0
16:45	41	1	0	0	2	0	1	45	0	0	0	0	0	0	0	0
H/TOT	174	6	1	0	8	1	2	192	0	0	0	0	0	0	0	0
17:00	39	1	0	0	1	0	2	43	0	0	0	0	0	0	0	0
17:15	40	0	0	0	2	2	1	45	0	0	0	0	0	0	0	0
17:30	38	1	0	0	1	0	1	41	1	0	0	0	0	0	0	1
17:45	33	0	0	0	2	0	1	36	0	0	0	0	0	0	0	0
H/TOT	150	2	0	0	6	2	5	165	1	0	0	0	0	0	0	1
18:00	45	1	0	0	2	1	0	49	0	0	0	0	0	0	0	0
18:15	43	1	0	0	2	2	1	49	0	0	0	0	0	0	0	0
18:30	48	2	0	0	1	0	0	51	0	0	0	0	0	0	0	0
18:45	42	2	0	1	1	1	0	47	0	0	0	0	0	0	0	0
H/TOT	178	6	0	1	6	4	1	196	0	0	0	0	0	0	0	0
P/TOT	502	14	1	1	20	7	8	553	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM A CONNAUGHT BRIDGE (N)								FROM ARM A CONNAUGHT BRIDGE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	8	2	11	5	0	0	82	167	66	4	11	1	5	1	255
07:15	68	8	3	5	2	3	1	90	206	54	9	8	3	0	3	283
07:30	65	16	7	7	2	2	4	103	175	54	6	10	3	1	2	251
07:45	77	10	4	2	2	2	0	97	159	35	10	0	2	4	3	213
H/TOT	266	42	16	25	11	7	5	372	707	209	29	29	9	10	9	1002
08:00	76	16	3	9	5	0	0	109	126	31	2	6	3	2	3	173
08:15	79	9	1	11	4	1	0	105	160	27	5	5	2	3	1	203
08:30	101	12	9	7	2	1	0	132	141	39	3	5	2	4	1	195
08:45	99	9	5	9	3	1	1	127	126	15	3	12	3	3	1	163
H/TOT	355	46	18	36	14	3	1	473	553	112	13	28	10	12	6	734
09:00	55	11	10	12	4	0	0	92	138	27	9	11	4	3	2	194
09:15	61	14	5	7	5	0	1	93	97	26	4	5	4	0	0	136
09:30	78	8	8	11	5	0	0	110	102	15	8	3	5	0	0	133
09:45	68	10	6	7	2	0	0	93	80	26	4	6	1	1	0	118
H/TOT	262	43	29	37	16	0	1	388	417	94	25	25	14	4	2	581
P/TOT	883	131	63	98	41	10	7	1233	1677	415	67	82	33	26	17	2317

TIME	TO ARM A CONNAUGHT BRIDGE (N)								FROM ARM A CONNAUGHT BRIDGE (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	168	38	5	2	4	4	1	222	98	13	3	8	5	3	1	131
16:15	175	33	5	3	2	4	1	223	81	16	4	3	3	3	1	111
16:30	182	34	5	1	4	1	2	229	108	15	0	2	3	0	2	130
16:45	158	32	1	3	2	2	2	200	131	12	2	3	2	1	2	153
H/TOT	683	137	16	9	12	11	6	874	418	56	9	16	13	7	6	525
17:00	194	27	5	2	4	2	3	237	131	13	1	4	3	3	1	156
17:15	154	28	2	2	4	9	2	201	130	17	1	1	2	5	2	158
17:30	181	22	1	1	1	1	3	210	132	11	0	1	4	2	1	151
17:45	199	33	2	0	2	5	2	243	129	7	1	2	3	1	1	144
H/TOT	728	110	10	5	11	17	10	891	522	48	3	8	12	11	5	609
18:00	210	34	2	5	4	7	1	263	112	8	0	1	1	4	1	127
18:15	178	32	4	3	5	9	2	233	127	16	0	0	4	3	2	152
18:30	181	16	3	2	1	2	1	206	131	6	1	2	2	2	0	144
18:45	130	16	2	2	1	7	0	158	97	8	0	2	3	2	0	112
H/TOT	699	98	11	12	11	25	4	860	467	38	1	5	10	11	3	535
P/TOT	2110	345	37	26	34	53	20	2625	1407	142	13	29	35	29	14	1669

TO ARM A IS TOTAL OF MOVEMENTS 4, 5, 10, 15

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM B SITE ACCESS								FROM ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	1	1	0	0	0	0	3	1	0	1	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	1	1	0	0	0	0	4	1	0	1	0	0	0	0	2
08:00	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	2
H/TOT	1	0	1	0	0	0	0	2	1	1	0	1	0	0	0	3
09:00	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	1	0	1	0	0	0	0	2	1	0	0	1	0	0	0	2
09:45	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1
H/TOT	2	1	1	1	0	0	0	5	1	1	0	2	0	0	0	4
P/TOT	5	2	3	1	0	0	0	11	3	2	1	3	0	0	0	9

TIME	TO ARM B SITE ACCESS								FROM ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	2	0	2	1	0	0	0	0	2	0	3
P/TOT	0	0	0	2	0	2	0	4	1	0	0	1	0	2	0	4

TO ARM B IS TOTAL OF MOVEMENTS 3, 8, 9, 14

FROM ARM B IS TOTAL OF MOVEMENTS 5, 6, 7, 8

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM C CONNAUGHT BRIDGE (S)								FROM ARM C CONNAUGHT BRIDGE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	210	71	4	10	3	4	3	305	116	6	3	11	5	0	0	141
07:15	263	56	10	8	2	0	4	343	136	6	3	5	2	3	1	156
07:30	257	54	10	10	2	2	3	338	128	13	11	7	2	1	2	164
07:45	216	40	10	0	2	6	3	277	116	13	7	1	4	2	1	144
H/TOT	946	221	34	28	9	12	13	1263	496	38	24	24	13	6	4	605
08:00	197	37	3	7	3	3	5	255	131	19	4	9	2	1	0	166
08:15	216	25	5	4	2	7	0	259	116	10	1	11	4	1	0	143
08:30	198	38	3	5	1	3	2	250	130	13	10	7	1	1	0	162
08:45	139	20	3	12	4	5	0	183	121	15	7	8	2	1	1	155
H/TOT	750	120	14	28	10	18	7	947	498	57	22	35	9	4	1	626
09:00	153	30	11	13	3	3	0	213	89	12	8	12	3	0	0	124
09:15	134	27	6	6	3	1	0	177	87	16	6	6	4	1	0	120
09:30	108	24	9	4	6	1	0	152	96	12	10	10	5	0	0	133
09:45	106	26	5	7	1	1	0	146	97	8	7	9	1	0	0	122
H/TOT	501	107	31	30	13	6	0	688	369	48	31	37	13	1	0	499
P/TOT	2197	448	79	86	32	36	20	2898	1363	143	77	96	35	11	5	1730

TIME	TO ARM C CONNAUGHT BRIDGE (S)								FROM ARM C CONNAUGHT BRIDGE (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	149	16	7	8	6	4	1	191	206	44	9	2	2	5	1	269
16:15	134	23	5	3	2	3	0	170	198	37	6	6	2	4	1	254
16:30	156	18	1	2	2	1	1	181	218	39	7	2	4	1	0	271
16:45	159	14	4	4	3	1	1	186	183	34	2	5	0	2	1	227
H/TOT	598	71	17	17	13	9	3	728	805	154	24	15	8	12	3	1021
17:00	168	18	3	4	3	1	1	198	242	30	6	2	4	3	1	288
17:15	180	18	1	1	2	6	4	212	217	31	4	4	5	7	1	269
17:30	189	13	0	2	3	3	0	210	223	26	1	2	1	2	2	257
17:45	170	13	1	2	3	2	1	192	283	36	2	0	1	5	4	331
H/TOT	707	62	5	9	11	12	6	812	965	123	13	8	11	17	8	1145
18:00	185	9	0	1	1	3	2	201	264	39	3	5	2	6	3	322
18:15	155	19	0	0	3	3	1	181	227	37	5	3	5	7	2	286
18:30	179	7	0	2	1	1	0	190	213	16	4	2	2	2	2	241
18:45	125	6	0	2	1	3	2	139	172	17	2	1	2	7	1	202
H/TOT	644	41	0	5	6	10	5	711	876	109	14	11	11	22	8	1051
P/TOT	1949	174	22	31	30	31	14	2251	2646	386	51	34	30	51	19	3217

TO ARM C IS TOTAL OF MOVEMENTS 2, 7, 12, 13

FROM ARM C IS TOTAL OF MOVEMENTS 9, 10, 11, 12

MANUAL CLASSIFIED COUNTS



JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 1

LOCATION: CONNAUGHT BRIDGE / SITE ACCESS / A112

DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM D A112								FROM ARM D A112							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	111	3	1	1	3	1	0	120	95	10	0	0	5	0	2	112
07:15	141	3	2	0	3	0	1	150	130	7	3	0	2	0	2	144
07:30	138	5	3	0	4	0	1	151	157	9	3	0	3	2	4	178
07:45	124	7	3	0	5	0	1	140	142	9	0	1	3	2	0	157
H/TOT	514	18	9	1	15	1	3	561	524	35	6	1	13	4	8	591
08:00	125	10	1	0	2	1	0	139	142	12	1	1	5	1	2	164
08:15	111	7	0	1	3	2	1	125	130	4	0	0	3	6	0	143
08:30	95	7	2	0	3	1	1	109	123	5	1	0	3	0	2	134
08:45	106	6	1	0	1	0	1	115	96	5	0	0	3	2	0	106
H/TOT	437	30	4	1	9	4	3	488	491	26	2	1	14	9	4	547
09:00	97	6	1	0	4	1	2	111	78	8	5	2	4	1	0	98
09:15	75	10	1	0	2	1	0	89	86	9	2	2	2	1	1	103
09:30	77	5	2	0	4	0	0	88	65	10	2	1	5	1	0	84
09:45	77	9	2	1	2	0	0	91	75	11	2	0	3	0	0	91
H/TOT	326	30	6	1	12	2	2	379	304	38	11	5	14	3	1	376
P/TOT	1277	78	19	3	36	7	8	1428	1319	99	19	7	41	16	13	1514

TIME	TO ARM D A112								FROM ARM D A112							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	110	8	4	0	2	2	0	126	123	5	4	0	5	2	0	139
16:15	98	7	2	2	2	3	1	115	128	10	2	0	1	3	0	144
16:30	130	8	2	1	5	0	0	146	142	6	1	0	4	1	1	155
16:45	122	6	1	2	1	1	1	134	125	6	2	1	4	1	1	140
H/TOT	460	29	9	5	10	6	2	521	518	27	9	1	14	7	2	578
17:00	121	7	1	0	2	3	0	134	110	9	2	0	2	0	2	125
17:15	148	6	2	2	4	0	0	162	135	4	0	0	3	3	3	148
17:30	121	8	0	1	2	2	1	135	136	6	0	1	1	2	1	147
17:45	155	4	0	1	4	0	3	167	112	7	0	1	5	1	1	127
H/TOT	545	25	3	4	12	5	4	598	493	26	2	2	11	6	7	547
18:00	139	8	1	0	1	1	2	152	157	4	0	0	3	1	1	166
18:15	149	8	1	0	4	1	2	165	128	6	0	0	3	3	1	141
18:30	133	2	2	0	4	1	1	143	149	3	0	0	2	0	0	154
18:45	124	5	0	0	4	2	1	136	110	2	0	1	1	3	2	119
H/TOT	545	23	4	0	13	5	6	596	544	15	0	1	9	7	4	580
P/TOT	1550	77	16	9	35	16	12	1715	1555	68	11	4	34	20	13	1705

TO ARM D IS TOTAL OF MOVEMENTS 1, 6, 11, 16

FROM ARM D IS TOTAL OF MOVEMENTS 13, 14, 15, 16

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 2

LOCATION: A112 CONNAUGHT ROAD / HARTMANN ROAD



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM A112 CONNAUGHT ROAD (N) TO HARTMANN ROAD								MOVEMENT 2 FROM A112 CONNAUGHT ROAD (N) TO A112 CONNAUGHT ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	105	3	0	1	3	1	0	113	7	1	0	0	0	0	0	8
07:15	129	0	1	0	3	0	1	134	8	1	0	0	0	0	0	9
07:30	121	5	0	0	4	0	0	130	16	0	1	0	0	0	1	18
07:45	107	3	0	0	3	0	1	114	10	1	2	0	1	0	0	14
H/TOT	462	11	1	1	13	1	2	491	41	3	3	0	1	0	1	49
08:00	108	3	0	0	3	0	0	114	22	3	1	0	0	1	2	29
08:15	91	2	0	1	3	1	0	98	16	5	1	0	0	1	2	25
08:30	68	1	0	0	3	0	0	72	26	5	1	0	0	1	2	35
08:45	77	1	0	0	1	0	1	80	31	5	1	0	0	0	2	39
H/TOT	344	7	0	1	10	1	1	364	95	18	4	0	0	3	8	128
09:00	81	2	0	1	3	1	0	88	20	1	0	0	1	0	3	25
09:15	57	4	1	0	2	0	0	64	17	5	0	0	1	0	1	24
09:30	63	4	1	0	4	0	0	72	13	1	1	0	0	0	1	16
09:45	57	3	0	0	2	0	0	62	18	4	5	1	0	0	0	28
H/TOT	258	13	2	1	11	1	0	286	68	11	6	1	2	0	5	93
P/TOT	1064	31	3	3	34	3	3	1141	204	32	13	1	3	3	14	270

TIME	MOVEMENT 1 FROM A112 CONNAUGHT ROAD (N) TO HARTMANN ROAD								MOVEMENT 2 FROM A112 CONNAUGHT ROAD (N) TO A112 CONNAUGHT ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	77	1	2	0	3	2	0	85	29	6	1	1	0	0	3	40
16:15	70	3	1	0	2	0	0	76	25	5	1	2	0	3	3	39
16:30	87	3	0	0	5	0	0	95	44	5	2	1	0	0	0	52
16:45	72	1	0	0	1	0	0	74	47	3	0	1	0	1	1	53
H/TOT	306	8	3	0	11	2	0	330	145	19	4	5	0	4	7	184
17:00	86	3	0	0	2	1	0	92	29	4	0	1	0	1	3	38
17:15	103	0	0	0	4	0	0	107	42	3	2	2	0	0	0	49
17:30	89	1	0	0	2	0	0	92	34	7	0	1	0	2	3	47
17:45	95	1	0	1	3	0	0	100	27	3	0	0	0	0	3	33
H/TOT	373	5	0	1	11	1	0	391	132	17	2	4	0	3	9	167
18:00	76	2	0	0	1	0	0	79	26	1	2	0	0	1	2	32
18:15	89	1	0	0	3	0	0	93	47	3	2	0	1	1	4	58
18:30	102	0	0	0	4	0	2	108	36	2	1	0	0	0	2	41
18:45	79	0	0	0	4	1	1	85	46	3	0	0	0	1	1	51
H/TOT	346	3	0	0	12	1	3	365	155	9	5	0	1	3	9	182
P/TOT	1025	16	3	1	34	4	3	1086	432	45	11	9	1	10	25	533

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 2

LOCATION: A112 CONNAUGHT ROAD / HARTMANN ROAD



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 3								MOVEMENT 4							
	FROM A112 CONNAUGHT ROAD (SE) TO A112 CONNAUGHT ROAD (N)								FROM A112 CONNAUGHT ROAD (SE) TO HARTMANN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	5	1	0	0	0	2	24	2	0	0	0	4	0	0	6
07:15	27	8	2	0	0	0	2	39	3	0	0	0	2	1	0	6
07:30	23	5	0	0	0	1	7	36	5	0	1	0	2	0	0	8
07:45	31	5	0	0	0	2	2	40	4	0	0	0	3	0	0	7
H/TOT	97	23	3	0	0	3	13	139	14	0	1	0	11	1	0	27
08:00	36	9	0	1	1	2	3	52	3	0	0	0	4	0	0	7
08:15	28	3	0	0	1	4	0	36	3	0	0	0	2	0	0	5
08:30	42	4	1	0	0	0	3	50	1	1	1	0	2	0	0	5
08:45	34	4	0	1	0	1	2	42	1	0	0	0	3	0	0	4
H/TOT	140	20	1	2	2	7	8	180	8	1	1	0	11	0	0	21
09:00	19	3	7	1	0	2	2	34	2	1	0	0	3	0	0	6
09:15	17	5	4	1	0	0	1	28	4	1	0	0	5	0	0	10
09:30	22	7	2	0	0	1	1	33	2	1	0	0	2	0	0	5
09:45	17	7	2	1	0	0	2	29	2	0	1	0	3	0	0	6
H/TOT	75	22	15	3	0	3	6	124	10	3	1	0	13	0	0	27
P/TOT	312	65	19	5	2	13	27	443	32	4	3	0	35	1	0	75

TIME	MOVEMENT 3								MOVEMENT 4							
	FROM A112 CONNAUGHT ROAD (SE) TO A112 CONNAUGHT ROAD (N)								FROM A112 CONNAUGHT ROAD (SE) TO HARTMANN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	36	6	2	0	1	2	1	48	0	0	0	0	2	0	0	2
16:15	31	5	1	0	1	1	0	39	4	0	0	0	1	0	0	5
16:30	31	3	1	0	0	1	3	39	6	0	0	0	4	0	0	10
16:45	36	2	0	1	0	0	0	39	2	0	0	0	2	0	0	4
H/TOT	134	16	4	1	2	4	4	165	12	0	0	0	9	0	0	21
17:00	22	8	0	0	0	0	3	33	0	0	0	0	2	0	0	2
17:15	32	2	0	0	0	1	4	39	4	0	0	0	3	0	0	7
17:30	35	4	0	1	0	2	2	44	3	1	0	0	2	0	0	6
17:45	23	5	0	1	1	1	3	34	3	0	0	0	3	0	0	6
H/TOT	112	19	0	2	1	4	12	150	10	1	0	0	10	0	0	21
18:00	25	1	0	0	0	0	1	27	3	0	0	0	3	0	0	6
18:15	31	5	0	0	0	2	1	39	3	0	0	0	2	0	0	5
18:30	36	1	0	0	0	0	1	38	4	0	0	0	1	0	0	5
18:45	22	0	0	0	0	1	2	25	2	0	0	0	2	0	0	4
H/TOT	114	7	0	0	0	3	5	129	12	0	0	0	8	0	0	20
P/TOT	360	42	4	3	3	11	21	444	34	1	0	0	27	0	0	62

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 2

LOCATION: A112 CONNAUGHT ROAD / HARTMANN ROAD



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM HARTMANN ROAD TO A112 CONNAUGHT ROAD (SE)								FROM HARTMANN ROAD TO A112 CONNAUGHT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	2	0	0	2	84	4	0	0	3	0	1	92
07:15	3	0	1	0	3	0	0	7	106	0	1	0	2	0	0	109
07:30	3	0	0	0	3	0	0	6	133	0	0	0	3	1	0	137
07:45	2	2	0	0	3	0	0	7	110	1	0	1	4	0	0	116
H/TOT	8	2	1	0	11	0	0	22	433	5	1	1	12	1	1	454
08:00	2	0	1	0	2	0	0	5	102	1	1	0	3	0	0	107
08:15	3	0	0	0	4	0	0	7	102	0	0	0	2	0	0	104
08:30	1	0	0	0	2	0	0	3	78	0	0	0	3	1	1	83
08:45	2	0	1	0	1	0	0	4	64	1	0	0	3	0	0	68
H/TOT	8	0	2	0	9	0	0	19	346	2	1	0	11	1	1	362
09:00	0	0	0	0	2	0	0	2	61	3	0	0	4	0	0	68
09:15	0	0	1	0	4	0	0	5	65	1	0	1	3	0	0	70
09:30	1	1	0	0	4	0	0	6	39	3	0	0	4	0	0	46
09:45	1	1	0	0	1	0	1	4	59	5	1	0	3	0	0	68
H/TOT	2	2	1	0	11	0	1	17	224	12	1	1	14	0	0	252
P/TOT	18	4	4	0	31	0	1	58	1003	19	3	2	37	2	2	1068

TIME	MOVEMENT 5								MOVEMENT 6							
	FROM HARTMANN ROAD TO A112 CONNAUGHT ROAD (SE)								FROM HARTMANN ROAD TO A112 CONNAUGHT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	4	0	0	6	94	1	1	0	3	0	0	99
16:15	4	0	0	0	2	0	0	6	90	2	1	0	0	2	0	95
16:30	2	0	0	0	3	0	0	5	116	1	0	0	4	0	0	121
16:45	3	0	0	0	3	0	0	6	82	1	1	0	4	1	0	89
H/TOT	11	0	0	0	12	0	0	23	382	5	3	0	11	3	0	404
17:00	7	0	0	0	1	0	0	8	81	1	0	0	2	0	0	84
17:15	2	1	0	0	5	0	0	8	104	2	0	0	3	2	1	112
17:30	4	0	0	0	2	0	0	6	100	1	0	0	1	0	0	102
17:45	3	0	0	0	2	0	0	5	69	1	0	0	4	0	0	74
H/TOT	16	1	0	0	10	0	0	27	354	5	0	0	10	2	1	372
18:00	0	0	0	0	2	0	0	2	94	4	0	0	2	1	0	101
18:15	6	0	0	0	2	0	0	8	95	0	0	0	3	1	1	100
18:30	3	0	0	0	3	0	0	6	111	3	0	0	2	1	0	117
18:45	3	0	0	0	5	0	0	8	81	1	0	1	1	1	1	86
H/TOT	12	0	0	0	12	0	0	24	381	8	0	1	8	4	2	404
P/TOT	39	1	0	0	34	0	0	74	1117	18	3	1	29	9	3	1180

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 2

LOCATION: A112 CONNAUGHT ROAD / HARTMANN ROAD



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM A A112 CONNAUGHT ROAD (N)								FROM ARM A A112 CONNAUGHT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	100	9	1	0	3	0	3	116	112	4	0	1	3	1	0	121
07:15	133	8	3	0	2	0	2	148	137	1	1	0	3	0	1	143
07:30	156	5	0	0	3	2	7	173	137	5	1	0	4	0	1	148
07:45	141	6	0	1	4	2	2	156	117	4	2	0	4	0	1	128
H/TOT	530	28	4	1	12	4	14	593	503	14	4	1	14	1	3	540
08:00	138	10	1	1	4	2	3	159	130	6	1	0	3	1	2	143
08:15	130	3	0	0	3	4	0	140	107	7	1	1	3	2	2	123
08:30	120	4	1	0	3	1	4	133	94	6	1	0	3	1	2	107
08:45	98	5	0	1	3	1	2	110	108	6	1	0	1	0	3	119
H/TOT	486	22	2	2	13	8	9	542	439	25	4	1	10	4	9	492
09:00	80	6	7	1	4	2	2	102	101	3	0	1	4	1	3	113
09:15	82	6	4	2	3	0	1	98	74	9	1	0	3	0	1	88
09:30	61	10	2	0	4	1	1	79	76	5	2	0	4	0	1	88
09:45	76	12	3	1	3	0	2	97	75	7	5	1	2	0	0	90
H/TOT	299	34	16	4	14	3	6	376	326	24	8	2	13	1	5	379
P/TOT	1315	84	22	7	39	15	29	1511	1268	63	16	4	37	6	17	1411

TIME	TO ARM A A112 CONNAUGHT ROAD (N)								FROM ARM A A112 CONNAUGHT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	130	7	3	0	4	2	1	147	106	7	3	1	3	2	3	125
16:15	121	7	2	0	1	3	0	134	95	8	2	2	2	3	3	115
16:30	147	4	1	0	4	1	3	160	131	8	2	1	5	0	0	147
16:45	118	3	1	1	4	1	0	128	119	4	0	1	1	1	1	127
H/TOT	516	21	7	1	13	7	4	569	451	27	7	5	11	6	7	514
17:00	103	9	0	0	2	0	3	117	115	7	0	1	2	2	3	130
17:15	136	4	0	0	3	3	5	151	145	3	2	2	4	0	0	156
17:30	135	5	0	1	1	2	2	146	123	8	0	1	2	2	3	139
17:45	92	6	0	1	5	1	3	108	122	4	0	1	3	0	3	133
H/TOT	466	24	0	2	11	6	13	522	505	22	2	5	11	4	9	558
18:00	119	5	0	0	2	1	1	128	102	3	2	0	1	1	2	111
18:15	126	5	0	0	3	3	2	139	136	4	2	0	4	1	4	151
18:30	147	4	0	0	2	1	1	155	138	2	1	0	4	0	4	149
18:45	103	1	0	1	1	2	3	111	125	3	0	0	4	2	2	136
H/TOT	495	15	0	1	8	7	7	533	501	12	5	0	13	4	12	547
P/TOT	1477	60	7	4	32	20	24	1624	1457	61	14	10	35	14	28	1619

TO ARM A IS TOTAL OF MOVEMENTS 3, 6
FROM ARM A IS TOTAL OF MOVEMENTS 1, 2

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 2

LOCATION: A112 CONNAUGHT ROAD / HARTMANN ROAD



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM B								FROM ARM B							
	A112 CONNAUGHT ROAD (SE)								A112 CONNAUGHT ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	0	0	2	0	0	10	18	5	1	0	4	0	2	30
07:15	11	1	1	0	3	0	0	16	30	8	2	0	2	1	2	45
07:30	19	0	1	0	3	0	1	24	28	5	1	0	2	1	7	44
07:45	12	3	2	0	4	0	0	21	35	5	0	0	3	2	2	47
H/TOT	49	5	4	0	12	0	1	71	111	23	4	0	11	4	13	166
08:00	24	3	2	0	2	1	2	34	39	9	0	1	5	2	3	59
08:15	19	5	1	0	4	1	2	32	31	3	0	0	3	4	0	41
08:30	27	5	1	0	2	1	2	38	43	5	2	0	2	0	3	55
08:45	33	5	2	0	1	0	2	43	35	4	0	1	3	1	2	46
H/TOT	103	18	6	0	9	3	8	147	148	21	2	2	13	7	8	201
09:00	20	1	0	0	3	0	3	27	21	4	7	1	3	2	2	40
09:15	17	5	1	0	5	0	1	29	21	6	4	1	5	0	1	38
09:30	14	2	1	0	4	0	1	22	24	8	2	0	2	1	1	38
09:45	19	5	5	1	1	0	1	32	19	7	3	1	3	0	2	35
H/TOT	70	13	7	1	13	0	6	110	85	25	16	3	13	3	6	151
P/TOT	222	36	17	1	34	3	15	328	344	69	22	5	37	14	27	518

TIME	TO ARM B								FROM ARM B							
	A112 CONNAUGHT ROAD (SE)								A112 CONNAUGHT ROAD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	6	1	1	4	0	3	46	36	6	2	0	3	2	1	50
16:15	29	5	1	2	2	3	3	45	35	5	1	0	2	1	0	44
16:30	46	5	2	1	3	0	0	57	37	3	1	0	4	1	3	49
16:45	50	3	0	1	3	1	1	59	38	2	0	1	2	0	0	43
H/TOT	156	19	4	5	12	4	7	207	146	16	4	1	11	4	4	186
17:00	36	4	0	1	1	1	3	46	22	8	0	0	2	0	3	35
17:15	44	4	2	2	5	0	0	57	36	2	0	0	3	1	4	46
17:30	38	7	0	1	2	2	3	53	38	5	0	1	2	2	2	50
17:45	30	3	0	0	2	0	3	38	26	5	0	1	4	1	3	40
H/TOT	148	18	2	4	10	3	9	194	122	20	0	2	11	4	12	171
18:00	26	1	2	0	2	1	2	34	28	1	0	0	3	0	1	33
18:15	53	3	2	0	3	1	4	66	34	5	0	0	2	2	1	44
18:30	39	2	1	0	3	0	2	47	40	1	0	0	1	0	1	43
18:45	49	3	0	0	5	1	1	59	24	0	0	0	2	1	2	29
H/TOT	167	9	5	0	13	3	9	206	126	7	0	0	8	3	5	149
P/TOT	471	46	11	9	35	10	25	607	394	43	4	3	30	11	21	506

TO ARM B IS TOTAL OF MOVEMENTS 2, 5
FROM ARM B IS TOTAL OF MOVEMENTS 3, 4

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 2

LOCATION: A112 CONNAUGHT ROAD / HARTMANN ROAD



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM C HARTMANN ROAD								FROM ARM C HARTMANN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	107	3	0	1	7	1	0	119	84	4	0	0	5	0	1	94
07:15	132	0	1	0	5	1	1	140	109	0	2	0	5	0	0	116
07:30	126	5	1	0	6	0	0	138	136	0	0	0	6	1	0	143
07:45	111	3	0	0	6	0	1	121	112	3	0	1	7	0	0	123
H/TOT	476	11	2	1	24	2	2	518	441	7	2	1	23	1	1	476
08:00	111	3	0	0	7	0	0	121	104	1	2	0	5	0	0	112
08:15	94	2	0	1	5	1	0	103	105	0	0	0	6	0	0	111
08:30	69	2	1	0	5	0	0	77	79	0	0	0	5	1	1	86
08:45	78	1	0	0	4	0	1	84	66	1	1	0	4	0	0	72
H/TOT	352	8	1	1	21	1	1	385	354	2	3	0	20	1	1	381
09:00	83	3	0	1	6	1	0	94	61	3	0	0	6	0	0	70
09:15	61	5	1	0	7	0	0	74	65	1	1	1	7	0	0	75
09:30	65	5	1	0	6	0	0	77	40	4	0	0	8	0	0	52
09:45	59	3	1	0	5	0	0	68	60	6	1	0	4	0	1	72
H/TOT	268	16	3	1	24	1	0	313	226	14	2	1	25	0	1	269
P/TOT	1096	35	6	3	69	4	3	1216	1021	23	7	2	68	2	3	1126

TIME	TO ARM C HARTMANN ROAD								FROM ARM C HARTMANN ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	77	1	2	0	5	2	0	87	96	1	1	0	7	0	0	105
16:15	74	3	1	0	3	0	0	81	94	2	1	0	2	2	0	101
16:30	93	3	0	0	9	0	0	105	118	1	0	0	7	0	0	126
16:45	74	1	0	0	3	0	0	78	85	1	1	0	7	1	0	95
H/TOT	318	8	3	0	20	2	0	351	393	5	3	0	23	3	0	427
17:00	86	3	0	0	4	1	0	94	88	1	0	0	3	0	0	92
17:15	107	0	0	0	7	0	0	114	106	3	0	0	8	2	1	120
17:30	92	2	0	0	4	0	0	98	104	1	0	0	3	0	0	108
17:45	98	1	0	1	6	0	0	106	72	1	0	0	6	0	0	79
H/TOT	383	6	0	1	21	1	0	412	370	6	0	0	20	2	1	399
18:00	79	2	0	0	4	0	0	85	94	4	0	0	4	1	0	103
18:15	92	1	0	0	5	0	0	98	101	0	0	0	5	1	1	108
18:30	106	0	0	0	5	0	2	113	114	3	0	0	5	1	0	123
18:45	81	0	0	0	6	1	1	89	84	1	0	1	6	1	1	94
H/TOT	358	3	0	0	20	1	3	385	393	8	0	1	20	4	2	428
P/TOT	1059	17	3	1	61	4	3	1148	1156	19	3	1	63	9	3	1254

TO ARM C IS TOTAL OF MOVEMENTS 1, 4
FROM ARM C IS TOTAL OF MOVEMENTS 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 1 FROM A117 ALBERT ROAD (N) TO FISHGUARD WAY (E)								MOVEMENT 2 FROM A117 ALBERT ROAD (N) TO A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	37	19	3	1	1	1	4	66
07:15	4	1	0	0	0	0	0	5	30	17	3	1	1	2	4	58
07:30	1	2	0	0	0	0	0	3	36	16	4	0	1	3	3	63
07:45	3	0	0	0	0	1	0	4	27	3	3	2	2	2	3	42
H/TOT	9	3	0	0	0	1	0	13	130	55	13	4	5	8	14	229
08:00	5	1	0	0	0	0	0	6	43	12	2	2	3	3	0	65
08:15	6	1	1	0	0	0	0	8	31	15	1	3	1	1	3	55
08:30	10	1	0	1	0	0	0	12	32	15	1	0	2	0	2	52
08:45	10	2	0	0	0	0	0	12	58	10	1	4	1	1	2	77
H/TOT	31	5	1	1	0	0	0	38	164	52	5	9	7	5	7	249
09:00	12	2	0	0	0	0	1	15	38	15	4	5	1	1	1	65
09:15	10	2	0	0	0	0	0	12	50	13	3	1	2	0	1	70
09:30	7	1	0	0	0	0	0	8	39	15	6	4	1	0	2	67
09:45	3	3	0	0	0	0	0	6	50	16	5	2	2	0	0	75
H/TOT	32	8	0	0	0	0	1	41	177	59	18	12	6	1	4	277
P/TOT	72	16	1	1	0	1	1	92	471	166	36	25	18	14	25	755

TIME	MOVEMENT 1 FROM A117 ALBERT ROAD (N) TO FISHGUARD WAY (E)								MOVEMENT 2 FROM A117 ALBERT ROAD (N) TO A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	1	0	0	0	0	0	7	50	12	2	1	0	3	5	73
16:15	11	2	0	0	0	0	1	14	56	10	0	0	4	1	5	76
16:30	9	0	0	0	0	0	0	9	69	5	2	0	2	2	5	85
16:45	13	0	0	0	0	0	0	13	69	16	1	0	1	0	4	91
H/TOT	39	3	0	0	0	0	1	43	244	43	5	1	7	6	19	325
17:00	17	1	0	0	0	0	1	19	56	13	2	0	1	5	5	82
17:15	7	0	0	0	0	0	0	7	46	10	2	1	2	3	6	70
17:30	10	0	0	0	0	0	2	12	55	12	1	0	2	1	2	73
17:45	10	1	0	0	0	0	1	12	55	6	0	1	1	0	5	68
H/TOT	44	2	0	0	0	0	4	50	212	41	5	2	6	9	18	293
18:00	12	1	0	0	0	0	0	13	61	11	1	1	1	1	6	82
18:15	12	0	0	0	0	1	1	14	56	6	0	1	1	2	2	68
18:30	14	3	0	0	0	0	0	17	46	7	0	2	0	1	4	60
18:45	14	1	0	0	0	0	1	16	31	6	0	0	3	4	3	47
H/TOT	52	5	0	0	0	1	2	60	194	30	1	4	5	8	15	257
P/TOT	135	10	0	0	0	1	7	153	650	114	11	7	18	23	52	875

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 3 FROM A117 ALBERT ROAD (N) TO FISHGUARD WAY (W)								MOVEMENT 4 FROM FISHGUARD WAY (W) TO A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
08:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	1	0	0	0	2	0	0	1	2	0	0	0	3

TIME	MOVEMENT 3 FROM A117 ALBERT ROAD (N) TO FISHGUARD WAY (W)								MOVEMENT 4 FROM FISHGUARD WAY (W) TO A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
H/TOT	2	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1	1	0	0	1	0	0	0	2
P/TOT	3	0	0	1	0	0	0	4	2	0	0	1	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 5 FROM FISHGUARD WAY (W) TO FISHGUARD WAY (E)								MOVEMENT 6 FROM FISHGUARD WAY (W) TO A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

TIME	MOVEMENT 5 FROM FISHGUARD WAY (W) TO FISHGUARD WAY (E)								MOVEMENT 6 FROM FISHGUARD WAY (W) TO A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 7 FROM A117 ALBERT ROAD (S) TO FISHGUARD WAY (W)								MOVEMENT 8 FROM A117 ALBERT ROAD (S) TO A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	32	3	6	1	2	1	2	47
07:15	0	0	0	0	0	0	0	0	24	10	1	1	2	1	6	45
07:30	0	0	0	0	0	0	0	0	38	5	2	0	0	2	8	55
07:45	0	0	0	0	0	0	0	0	34	7	2	4	2	2	8	59
H/TOT	0	0	0	0	0	0	0	0	128	25	11	6	6	6	24	206
08:00	0	0	0	0	0	0	0	0	33	7	6	2	2	5	5	60
08:15	0	0	0	0	0	0	0	0	38	10	3	2	1	1	3	58
08:30	0	0	0	0	0	0	0	0	59	7	2	2	1	1	2	74
08:45	0	0	0	0	0	0	0	0	52	11	2	4	1	2	2	74
H/TOT	0	0	0	0	0	0	0	0	182	35	13	10	5	9	12	266
09:00	0	0	0	0	0	0	0	0	26	10	6	3	0	0	1	46
09:15	0	0	0	0	0	0	0	0	41	6	1	0	1	1	2	52
09:30	0	0	0	0	0	0	0	0	29	9	5	0	4	0	2	49
09:45	0	0	0	0	0	0	0	0	37	9	4	1	1	1	0	53
H/TOT	0	0	0	0	0	0	0	0	133	34	16	4	6	2	5	200
P/TOT	0	0	0	0	0	0	0	0	443	94	40	20	17	17	41	672

TIME	MOVEMENT 7 FROM A117 ALBERT ROAD (S) TO FISHGUARD WAY (W)								MOVEMENT 8 FROM A117 ALBERT ROAD (S) TO A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	50	6	4	3	0	1	1	65
16:15	0	0	0	0	0	0	0	0	44	11	5	2	2	2	4	70
16:30	0	0	0	0	0	0	0	0	56	12	4	3	1	3	6	85
16:45	0	0	0	0	0	0	0	0	47	8	2	5	1	0	3	66
H/TOT	0	0	0	0	0	0	0	0	197	37	15	13	4	6	14	286
17:00	0	0	0	0	0	0	0	0	68	13	1	2	1	0	2	87
17:15	0	0	0	0	0	0	0	0	53	14	5	2	2	0	2	78
17:30	0	0	0	0	0	0	0	0	65	9	0	4	2	2	4	86
17:45	0	0	0	0	0	0	0	0	52	9	0	3	1	4	5	74
H/TOT	0	0	0	0	0	0	0	0	238	45	6	11	6	6	13	325
18:00	0	0	0	0	0	0	0	0	69	12	1	1	1	0	3	87
18:15	1	0	0	0	0	0	0	1	72	9	2	1	1	2	5	92
18:30	0	0	0	0	0	0	0	0	55	8	2	4	1	1	2	73
18:45	0	0	0	0	0	0	0	0	42	2	0	0	2	1	4	51
H/TOT	1	0	0	0	0	0	0	1	238	31	5	6	5	4	14	303
P/TOT	1	0	0	0	0	0	0	1	673	113	26	30	15	16	41	914

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 9 FROM A117 ALBERT ROAD (S) TO FISHGUARD WAY (E)								MOVEMENT 10 FROM FISHGUARD WAY (E) TO A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8
07:15	2	0	0	0	0	0	1	3	8	0	0	1	0	0	0	9
07:30	1	0	0	0	0	0	0	1	7	0	0	0	0	0	1	8
07:45	1	0	0	0	0	0	0	1	4	0	0	0	0	1	0	5
H/TOT	6	0	0	0	0	0	1	7	26	1	0	1	0	1	1	30
08:00	2	0	1	0	0	0	0	3	11	1	0	0	0	1	0	13
08:15	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
08:30	2	0	0	0	0	0	0	2	11	1	0	0	0	0	1	13
08:45	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
H/TOT	15	0	1	0	0	0	0	16	35	2	0	0	0	1	1	39
09:00	5	1	0	0	0	0	0	6	8	0	0	0	0	0	0	8
09:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
09:30	3	0	0	0	0	0	0	3	1	2	0	0	0	0	0	3
09:45	5	0	1	0	0	0	0	6	3	0	0	0	0	0	0	3
H/TOT	13	1	1	0	0	0	0	15	13	3	0	0	0	0	0	16
P/TOT	34	1	2	0	0	0	1	38	74	6	0	1	0	2	2	85

TIME	MOVEMENT 9 FROM A117 ALBERT ROAD (S) TO FISHGUARD WAY (E)								MOVEMENT 10 FROM FISHGUARD WAY (E) TO A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	4
16:15	2	1	0	0	0	0	0	3	4	1	0	0	0	0	2	7
16:30	7	0	1	0	0	0	0	8	5	2	0	0	0	0	0	7
16:45	9	0	0	0	0	0	1	10	7	0	0	0	0	0	0	7
H/TOT	21	2	1	0	0	0	1	25	20	3	0	0	0	0	2	25
17:00	5	0	0	0	0	0	0	5	4	0	0	0	0	0	0	4
17:15	3	1	0	0	0	0	0	4	4	1	0	0	0	0	0	5
17:30	11	1	0	0	0	1	0	13	3	0	0	0	0	0	1	4
17:45	4	0	0	0	0	0	1	5	5	0	0	0	0	0	0	5
H/TOT	23	2	0	0	0	1	1	27	16	1	0	0	0	0	1	18
18:00	10	0	0	0	0	0	0	10	1	0	0	0	0	0	0	1
18:15	9	1	0	0	0	0	0	10	3	1	0	0	0	0	0	4
18:30	9	1	0	0	0	1	0	11	8	0	0	0	0	0	0	8
18:45	9	0	0	0	0	0	0	9	6	0	0	0	0	0	0	6
H/TOT	37	2	0	0	0	1	0	40	18	1	0	0	0	0	0	19
P/TOT	81	6	1	0	0	2	2	92	54	5	0	0	0	0	3	62

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	MOVEMENT 11 FROM FISHGUARD WAY (E) TO FISHGUARD WAY (W)								MOVEMENT 12 FROM FISHGUARD WAY (E) TO A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	8	2	0	0	0	1	0	11
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30	0	0	0	0	0	0	0	0	8	4	0	0	0	1	0	13
07:45	0	0	0	0	0	0	0	0	14	0	0	0	0	1	1	16
H/TOT	0	0	0	0	0	0	0	0	30	6	0	0	0	4	1	41
08:00	0	0	0	0	0	0	0	0	17	0	0	0	0	1	0	18
08:15	0	0	0	0	0	0	0	0	16	2	0	0	0	1	1	20
08:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
08:45	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	65	3	0	0	0	2	1	71
09:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
09:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
09:30	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
09:45	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8
H/TOT	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	31
P/TOT	0	0	0	0	0	0	0	0	123	12	0	0	0	6	2	143

TIME	MOVEMENT 11 FROM FISHGUARD WAY (E) TO FISHGUARD WAY (W)								MOVEMENT 12 FROM FISHGUARD WAY (E) TO A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	9
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	6
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
H/TOT	0	0	0	0	0	0	0	0	31	3	0	0	0	1	0	35
17:00	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:15	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10
17:30	0	0	0	0	0	0	0	0	8	1	1	0	0	0	0	10
17:45	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
H/TOT	0	0	0	0	0	0	0	0	34	1	1	0	0	0	0	36
18:00	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11
18:15	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17
18:30	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
18:45	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	13
H/TOT	0	0	0	0	0	0	0	0	50	4	0	0	0	0	0	54
P/TOT	0	0	0	0	0	0	0	0	115	8	1	0	0	1	0	125

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM A A117 ALBERT ROAD (N)								FROM ARM A A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	5	6	1	2	2	2	58	38	19	3	1	1	1	4	67
07:15	24	10	1	1	2	2	6	46	34	18	3	1	1	2	4	63
07:30	46	9	2	0	0	3	8	68	37	18	4	0	1	3	3	66
07:45	48	7	3	5	2	3	9	77	30	3	3	2	2	3	3	46
H/TOT	158	31	12	7	6	10	25	249	139	58	13	4	5	9	14	242
08:00	50	7	6	2	2	6	5	78	49	13	2	2	3	3	0	72
08:15	54	12	3	2	1	2	4	78	37	16	2	4	1	1	3	64
08:30	78	8	2	2	1	1	2	94	42	16	1	1	2	0	2	64
08:45	65	11	2	5	1	2	2	88	68	12	1	4	1	1	2	89
H/TOT	247	38	13	11	5	11	13	338	196	57	6	11	7	5	7	289
09:00	36	11	6	3	0	0	1	57	50	17	4	5	1	1	2	80
09:15	46	7	1	0	1	1	2	58	60	15	3	1	2	0	1	82
09:30	35	9	5	0	4	0	2	55	46	16	6	4	1	0	2	75
09:45	44	10	4	1	1	1	0	61	53	19	5	2	2	0	0	81
H/TOT	161	37	16	4	6	2	5	231	209	67	18	12	6	1	5	318
P/TOT	566	106	41	22	17	23	43	818	544	182	37	27	18	15	26	849

TIME	TO ARM A A117 ALBERT ROAD (N)								FROM ARM A A117 ALBERT ROAD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	57	8	4	3	0	1	1	74	56	13	2	1	0	3	5	80
16:15	49	11	5	2	2	3	4	76	67	12	0	0	4	1	6	90
16:30	61	12	4	3	1	3	6	90	78	5	2	1	2	2	5	95
16:45	61	9	2	5	1	0	3	81	84	16	1	0	1	0	4	106
H/TOT	228	40	15	13	4	7	14	321	285	46	5	2	7	6	20	371
17:00	78	13	1	2	1	0	2	97	73	14	2	0	1	5	6	101
17:15	63	14	5	2	2	0	2	88	53	10	2	1	2	3	6	77
17:30	73	10	1	4	2	2	4	96	65	12	1	0	2	1	4	85
17:45	59	9	0	3	1	4	5	81	65	7	0	1	1	0	6	80
H/TOT	273	46	7	11	6	6	13	362	256	43	5	2	6	9	22	343
18:00	79	13	1	2	1	0	3	99	73	12	1	1	1	1	6	95
18:15	89	9	2	1	1	2	5	109	68	6	0	1	1	3	3	82
18:30	68	9	2	4	1	1	2	87	60	10	0	2	0	1	4	77
18:45	53	4	0	0	2	1	4	64	46	7	0	0	3	4	4	64
H/TOT	289	35	5	7	5	4	14	359	247	35	1	4	5	9	17	318
P/TOT	790	121	27	31	15	17	41	1042	788	124	11	8	18	24	59	1032

TO ARM A IS TOTAL OF MOVEMENTS 4, 8, 12

FROM ARM A IS TOTAL OF MOVEMENTS 1, 2, 3

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM B FISHGUARD WAY (W)								FROM ARM B FISHGUARD WAY (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
08:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
H/TOT	1	0	0	1	0	0	0	2	1	0	0	1	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P/TOT	1	0	0	1	0	0	0	2	1	0	1	2	0	0	0	4

TIME	TO ARM B FISHGUARD WAY (W)								FROM ARM B FISHGUARD WAY (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	2	0	0	1	0	0	0	3	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	1	0	0	1	0	0	0	2
P/TOT	4	0	0	1	0	0	0	5	3	0	0	1	0	0	0	4

TO ARM B IS TOTAL OF MOVEMENTS 3, 7, 11
FROM ARM B IS TOTAL OF MOVEMENTS 4, 5, 6

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM C A117 ALBERT ROAD (S)								FROM ARM C A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	44	20	3	1	1	1	4	74	34	3	6	1	2	1	2	49
07:15	38	17	3	2	1	2	4	67	26	10	1	1	2	1	7	48
07:30	43	16	4	0	1	3	4	71	39	5	2	0	0	2	8	56
07:45	31	3	3	2	2	3	3	47	35	7	2	4	2	2	8	60
H/TOT	156	56	13	5	5	9	15	259	134	25	11	6	6	6	25	213
08:00	55	13	2	2	3	4	0	79	35	7	7	2	2	5	5	63
08:15	40	15	1	3	1	1	3	64	41	10	3	2	1	1	3	61
08:30	43	16	1	0	2	0	3	65	61	7	2	2	1	1	2	76
08:45	62	10	1	4	1	1	2	81	60	11	2	4	1	2	2	82
H/TOT	200	54	5	9	7	6	8	289	197	35	14	10	5	9	12	282
09:00	46	15	4	5	1	1	1	73	31	11	6	3	0	0	1	52
09:15	51	14	3	1	2	0	1	72	41	6	1	0	1	1	2	52
09:30	40	17	6	4	1	0	2	70	32	9	5	0	4	0	2	52
09:45	53	16	5	2	2	0	0	78	42	9	5	1	1	1	0	59
H/TOT	190	62	18	12	6	1	4	293	146	35	17	4	6	2	5	215
P/TOT	546	172	36	26	18	16	27	841	477	95	42	20	17	17	42	710

TIME	TO ARM C A117 ALBERT ROAD (S)								FROM ARM C A117 ALBERT ROAD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	12	2	1	0	3	5	77	53	7	4	3	0	1	1	69
16:15	60	11	0	0	4	1	7	83	46	12	5	2	2	2	4	73
16:30	74	7	2	0	2	2	5	92	63	12	5	3	1	3	6	93
16:45	77	16	1	0	1	0	4	99	56	8	2	5	1	0	4	76
H/TOT	265	46	5	1	7	6	21	351	218	39	16	13	4	6	15	311
17:00	60	13	2	0	1	5	5	86	73	13	1	2	1	0	2	92
17:15	50	11	2	1	2	3	6	75	56	15	5	2	2	0	2	82
17:30	58	12	1	0	2	1	3	77	76	10	0	4	2	3	4	99
17:45	60	6	0	1	1	0	5	73	56	9	0	3	1	4	6	79
H/TOT	228	42	5	2	6	9	19	311	261	47	6	11	6	7	14	352
18:00	62	11	1	1	1	1	6	83	79	12	1	1	1	0	3	97
18:15	59	7	0	1	1	2	2	72	82	10	2	1	1	2	5	103
18:30	54	7	0	2	0	1	4	68	64	9	2	4	1	2	2	84
18:45	37	6	0	0	3	4	3	53	51	2	0	0	2	1	4	60
H/TOT	212	31	1	4	5	8	15	276	276	33	5	6	5	5	14	344
P/TOT	705	119	11	7	18	23	55	938	755	119	27	30	15	18	43	1007

TO ARM C IS TOTAL OF MOVEMENTS 2, 6, 10
FROM ARM C IS TOTAL OF MOVEMENTS 7, 8, 9

MANUAL CLASSIFIED COUNTS

JOB REF: 18843

JOB NAME: LONDON CITY AIRPORT

SITE: 3

LOCATION: A117 ALBERT ROAD / FISHGUARD WAY



DATE: 13/05/2015

DAY: WEDNESDAY

TIME	TO ARM D FISHGUARD WAY (E)								FROM ARM D FISHGUARD WAY (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3	15	3	0	0	0	1	0	19
07:15	6	1	0	0	0	0	1	8	8	0	0	1	0	1	0	10
07:30	2	2	0	0	0	0	0	4	15	4	0	0	0	1	1	21
07:45	4	0	0	0	0	1	0	5	18	0	0	0	0	2	1	21
H/TOT	15	3	0	0	0	1	1	20	56	7	0	1	0	5	2	71
08:00	7	1	1	0	0	0	0	9	28	1	0	0	0	2	0	31
08:15	9	1	1	0	0	0	0	11	25	2	0	0	0	1	1	29
08:30	12	1	0	1	0	0	0	14	30	2	0	0	0	0	1	33
08:45	18	2	0	0	0	0	0	20	17	0	0	0	0	0	0	17
H/TOT	46	5	2	1	0	0	0	54	100	5	0	0	0	3	2	110
09:00	17	3	0	0	0	0	1	21	18	1	0	0	0	0	0	19
09:15	10	2	0	0	0	0	0	12	6	2	0	0	0	0	0	8
09:30	10	1	0	0	0	0	0	11	7	2	0	0	0	0	0	9
09:45	8	3	1	0	0	0	0	12	10	1	0	0	0	0	0	11
H/TOT	45	9	1	0	0	0	1	56	41	6	0	0	0	0	0	47
P/TOT	106	17	3	1	0	1	2	130	197	18	0	1	0	8	4	228

TIME	TO ARM D FISHGUARD WAY (E)								FROM ARM D FISHGUARD WAY (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	2	0	0	0	0	0	11	11	2	0	0	0	0	0	13
16:15	13	3	0	0	0	0	1	17	9	1	0	0	0	1	2	13
16:30	16	0	1	0	0	0	0	17	10	2	0	0	0	0	0	12
16:45	22	0	0	0	0	0	1	23	21	1	0	0	0	0	0	22
H/TOT	60	5	1	0	0	0	2	68	51	6	0	0	0	1	2	60
17:00	22	1	0	0	0	0	1	24	13	0	0	0	0	0	0	13
17:15	10	1	0	0	0	0	0	11	14	1	0	0	0	0	0	15
17:30	21	1	0	0	0	1	2	25	11	1	1	0	0	0	1	14
17:45	14	1	0	0	0	0	2	17	12	0	0	0	0	0	0	12
H/TOT	67	4	0	0	0	1	5	77	50	2	1	0	0	0	1	54
18:00	22	1	0	0	0	0	0	23	11	1	0	0	0	0	0	12
18:15	21	1	0	0	0	1	1	24	20	1	0	0	0	0	0	21
18:30	23	4	0	0	0	1	0	28	20	1	0	0	0	0	0	21
18:45	23	1	0	0	0	0	1	25	17	2	0	0	0	0	0	19
H/TOT	89	7	0	0	0	2	2	100	68	5	0	0	0	0	0	73
P/TOT	216	16	1	0	0	3	9	245	169	13	1	0	0	1	3	187

TO ARM D IS TOTAL OF MOVEMENTS 1, 5, 9

FROM ARM D IS TOTAL OF MOVEMENTS 10, 11, 12