

**Project Title**  
Meadow High School  
Expansion At Harefield  
Academy

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Delta House  
175 -177 Borough High Street  
London  
SE1 1HR

T +44 (0)207 939 9916  
F +44 (0)207 939 9909  
E london@robertwest.co.uk  
W www.robertwest.co.uk

## Consulting Engineers

Registered office: 147A High Street, Waltham Cross, Hertfordshire, EN8 7AP Registered in Cardiff No: 2901674  
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## EXECUTIVE SUMMARY

- I. This Transport Assessment (TA) has been prepared by Robert West on behalf of the London Borough of Hillingdon (LBH) to support of a full planning application for the expansion of Meadow High School at Harefield Academy.
- II. Meadow High School provides education for Special Educational Needs and Disability (SEND) pupils aged 11 – 19 years and is currently located on Royal Lane, Uxbridge within the LBH.
- III. Harefield Academy is a secondary school with a sixth form located 9.2km to the north of Meadow High School on Northwood Way, Harefield LBH.
- IV. The development proposals are to provide a permanent expansion of the existing Meadow High School at a satellite site at the Harefield Academy on Northwood Way. The existing unused boarding block at the Harefield Academy will be repurposed and a two-storey extension will be constructed to provide new SEND school for Pathway 1 pupils. Meadow High School and Harefield Academy will be co-located but operate independently.
- V. Additionally, a new pedestrian and vehicular access for Meadow High School is proposed from Northwood Road. This will be supported by a 20mph zone will be implemented on Northwood Road.
- VI. Car and cycle parking will be provided within in accordance with minimum standards set in the London Plan. Electric Vehicle Charging Points (EVCP) will be implemented in accordance with standards set in the LBH Local Plan. Staff will be permitted to park within the Meadow High School car park and some staff will be permitted to park in the Harefield Academy car park
- VII. The site is considered accessible for pedestrians and there are frequent bus services during school peak periods for use by staff and pupils. However, there is limited cycling infrastructure within the site and access by rail. This expected to influence travel behaviour.
- VIII. An assessment of PIA data within the vicinity of the site indicates that four accidents occurred over the study period including three slight and one serious accident. It was concluded that all accidents were attributed to the behaviour of road users rather than the operation of the highway network. It was also noted that accidents occurred in the evening, at the weekend, during school holidays or at times pupils would not be travelling to/ from school.
- IX. An ATZ assessment was carried out within the vicinity of the site in line with TfL guidance and the Healthy Streets approach. This assessment aimed to identify potential issues along the most important routes around the development site. A number of minor issues have been identified along key routes in the wider area of the site. Issues observed as part of the ATZ neighbourhood

key routes assessment are considered not to have a direct impact on the proposed development and would not discourage users to travel by sustainable modes to/from the development.

- X. A total of 37 vehicle trips are expected to be generated by pupils and 38 by staff as a result of the Meadow High School development.
- XI. Minibus drop-off will occur within a secure drop-off and collection area with manual controlled vehicle gates at both sides of the drop-off area. Adjacent to the vehicular gates there will be automatic pedestrian gates controlled by intercom. Upon arrival and departure of minibuses Meadow High School staff will be on hand to assist and escort pupils to/from the school building.
- XII. Drop-off and collection by private car and taxi will be accommodated within the existing Harefield Academy car park. Underutilisation of the car park means there is residual capacity to accommodate these vehicles during school peak hours.
- XIII. The access and movements strategy has been designed to reduce impact of the development on the local highway network.
- XIV. Road safety, parking, Harefield Academy operations and loss of vegetation are the concluded impacts arising from the development proposals that require further mitigation measures. These mitigation measures include the introduction of a 20mph zone on Northwood Road,
- XV. The following transport impacts arising from the development proposals have been identified in this TA and the implementation of mitigation measures are:
  - i. ATC surveys undertaken on Northwood Road identified that 85th percentile vehicle speeds were in excess of the 30mph speed limit causing a road safety concern. To address this, a 20mph zone is proposed on Northwood Road within the vicinity of the site to reduce vehicle speeds and improve road safety to all users.
  - ii. Due to the constrained nature of the site only 22 staff car parking spaces can be provided. To avoid staff car parking overspill onto the local highway network causing possible congestion and parking stress, 14 car parking spaces are expected to be secured by a prior agreement with Harefield Academy.
  - iii. Due to the pupil requirements of the school, the need for pupils to be dropped-off and collected, by vehicles within a secure environment within the school site is recognised. Due to the limited space on site and pupil drop-off/ collection requirements, not all vehicles will be able to be accommodated on-site and could result in vehicle overspill, queuing onto the local highway network and parking stress on surrounding residential streets. To resolve this issue drop-off and collection by

private car and taxi will be accommodated within the existing Harefield Academy car park via a prior agreement with Harefield Academy.

- iv. Traffic volumes are proposed to increase at the Harefield Academy car park access as a result of the development proposals. Site observations and survey results highlighted that pedestrians use the vehicular access to the site. It is recommended that Harefield Academy manage their site accesses to ensure pedestrians do not use the vehicular access at peak times.
  
- v. Whilst it is possible to provide visibility in accordance with the 85th percentile speeds (2.4m x 60m), this would result in removal of key vegetation that provides screening along the site boundary. To minimize impact on vegetation a 20mph zone is proposed. With a design speed of in place, visibility of 2.4m x 25m can be achieved in accordance with Manual for Streets (MfS) standards and loss of vegetation is reduced.

## 1.0 INTRODUCTION

- 1.1 Robert West were appointed by the London Borough of Hillingdon (LBH) in February 2022 to provide transport planning advice in relation to the expansion of Meadow High School at Harefield Academy.
- 1.2 Meadow High School provides education for Special Educational Needs and Disability (SEND) pupils aged 11 – 19 years and is currently located on Royal Lane, Uxbridge within the LBH. The school currently has 257 pupils on the school roll. The school was recently subject of a Department for Education (DfE) project which is almost at completion.
- 1.3 Harefield Academy is a secondary school with a sixth form located 9.2km to the north of Meadow High School on Northwood Way, Harefield within the LBH. Harefield Academy is comprehensive secondary school with a sixth form for pupils aged 11 – 18 years. It has current school roll of 317 pupils and 52 staff.
- 1.4 The site location is illustrated in Figure 1.1.



**Figure 1.1: Meadow High School at the Harefield site location**

- 1.5 The site is bound by the existing Harefield Academy School to the north, Northwood Way to the west, Northwood Road to the south and east.

### **Planning history**

- 1.6 Harefield Academy (formerly John Penrose School) received planning permission in June 2006 (ref: 17709/APP/2006/825) for the:

*“redevelopment of school, involving erection of new buildings and demolition of existing buildings to provide a new academy school for 1000 students. Provision of associated sports facilities, hard and soft play areas, ancillary creche, new access, replacement parking and landscaping”*

1.7 The construction of the new Harefield Academy school building and associated facilities were completed in September 2008.

1.8 Harefield Academy received planning permission in September 2009 (ref: 17709/APP/2009/624)

*“Erection of a three-storey building to provide accommodation for 50 boarders and 4 staff with ancillary amenity space, landscaping, car parking and biomass boiler enclosure.”*

1.9 This development site was located within the Harefield Academy site to the southeast of the main school building.

1.10 It is understood that a temporary vehicular access to the site was opened on Northwood Road associated with construction of these proposals.

### **Development proposals**

1.11 The development proposals are to provide a permanent expansion of the existing Meadow High School at a satellite site at Harefield Academy on Northwood Way. The existing unused boarding block at the Harefield Academy will be repurposed and a two-storey extension will be constructed to provide new SEND school expansion for Pathway 1 pupils (pupils with the greatest cognitive needs). The proposed site plan is attached at Appendix A.

1.12 Demand for pupil places at existing Meadow High School has increased and further development to accommodate this demand cannot be facilitated at the existing Meadow High School on Royal Lane. Therefore, a new school expansion is proposed at the Harefield site for 90 pupils and 45 staff. Meadow High School and Harefield Academy will be co located but operate independently from the same site.

1.13 A new pedestrian and vehicular access for Meadow High School is proposed from Northwood Road. In addition to the site access, a 20mph zone will be implemented on Northwood Road. Further details of the proposed site access and introduction of a 20mph zone are subsequently discussed in this report.

### **Purpose of the report**

1.14 This Transport Assessment (TA) reviews the existing transport and highway conditions in the vicinity of the site and the surrounding area, identifies the transport and highway impacts, determines whether the proposal would have a material impact on the local highway network and outlines any mitigation measures necessary to address the impacts identified.

1.15 This TA has been prepared in accordance with the scope of work discussed and agreed with LBH Highways during a pre-application meeting held on 25<sup>th</sup> March 2022. The aspects discussed and agreed included the following:

- i. The TA should provide justification for the provision of a new access from Northwood Road and the number of vehicles that would use the access daily should be provided
- ii. Operational logistics of the school drop-off area should be included and explained within this TA.
- iii. Provision of electric vehicle charging points should be provided for staff.
- iv. An Active Travel Zone (ATZ) assessment should be undertaken for the area surrounding the site.
- v. A School Travel Plan (STP) will be required, with targets for mode shift.
- vi. A Delivery and Servicing Plan (DSP) is required as part of the planning application.
- vii. An Outline Construction Logistic Plan (CLP) is required as part of the planning application.

### **Report structure**

1.16 Following this introduction, the remainder of this report is structured as follows:

- i. Section 2.0 outlines the policy context for the development proposals.
- ii. Section 3.0 describes the existing site Harefield Academy operations and site context, including accessibility by all non-car modes of transport.
- iii. Section 4.0 provides a description of the local highway network, review of accident history within the vicinity of the site, site observations and traffic surveys results and an
- iv. Section 5.0 summaries the Active Travel Zone (ATZ) assessment.
- v. Section 6.0 provides a description of the Meadow High School expansion proposals at the Harefield site.
- vi. Section 7.0 presents the outcome of a trip generation exercise undertaken for Meadow High School at the Harefield Academy site; utilising information collected from the existing Meadow High School and Harefield Academy.

- vii. Section 8.0 discusses the transport impacts arising from the proposed development. Transport impacts within the site boundary and on the local highway network have been considered.
- viii. Section 9.0 summarises the mitigation measures that will be implemented to address the transport impacts arising from the development proposals.
- ix. Section 10.0 outlines the conclusions of this report.

## 2.0 POLICY CONTEXT

2.1 This section considers relevant transport and planning policy for the application.

- i. National Planning Policy Framework (NPPF) (2021).
- ii. London Plan (2021).
- iii. Mayor's Transport Strategy (2018).
- iv. London Borough of Hillingdon Local Plan part 1 (2012).
- v. London Borough of Hillingdon Local Plan part 2 (2020).

### **NPPF (2021)**

2.2 The NPPF was first published by the Ministry of Housing, Communities and Local Government in February 2012 and has most recently been revised in July 2021. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

2.3 The following sections of the NPPF have been considered in the production of this document:

- i. Paragraph 104: addressing the potential impacts of developments on transport networks should be considered from the earliest stage of plan-making. This includes identifying and pursuing opportunities to promote walking, cycling, and public transport use.
- ii. Paragraph 111: states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- iii. Paragraph 112: identifies that opportunities should be taken to promote measures to maximise the uptake of sustainable transport modes at developments. Specific reference is made to prioritising pedestrian and cycle movements and encouraging public transport use.
- iv. Paragraph 113: identifies the need to produce Transport Statements or Transport Assessments and Travel Plans where significant movements will be generated by a development.

## The London Plan (2021)

- 2.4 The London Plan is the overall strategic plan for London that sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years. It forms part of the development plan for Greater London. London boroughs' local plans are required to be in general conformity with the London Plan, and its policies guide decisions on planning applications by councils and the Mayor.
- 2.5 Chapter 10 of the London Plan provides the policy and guidance relative to London Transport strategy.
- 2.6 Policy T1 – Strategic approach to transport – states:

*“Development Plans should support and development proposals should facilitate the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041”*

and

*“All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”*

- 2.7 Policy T4 – Assessing and mitigating transport impacts - states:

*“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

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

*Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*

*Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*

*The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*

*Development proposals should not increase road danger”.*

2.8 The London Plan sets out car and cycle parking standards for London in Policy T5, which states:

*“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

- a. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- b. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2.”*

2.9 The summary of long and short stay cycle parking requirements for the proposed development are set out in Table 2.1.

Land uses	London Plan cycle parking provision	
	Long stay	Short stay
D1 (F.1) – Primary schools/ Secondary schools/ sixth form colleges	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students

**Table 2.1: The London Plan cycle parking standards for proposed development**

2.10 Policy T6.5 – Non-residential disabled persons parking states that

*“All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.”*

2.11 For education uses there should be a minimum provision of 5% of total parking to designated disabled bays and 5% for enlarged disabled bays.

**Mayor’s Transport Strategy (2018)**

2.12 The new Mayor’s Transport Strategy has recently been published in March 2018. The Mayor’s Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders and set out the Mayor’s transport policies for the next 20 years.

2.13 The main goals of the strategy include supporting economic and population growth and enhancing the quality of life and transport opportunities for Londoners. A modal shift away from private motorised transport to more sustainable modes, including public transport, walking and cycling, is sought.

2.14 The importance of ‘local travel’ is highlighted in Vision of the Strategy. Most trips in inner London are relatively short and all of inner London is within a reasonable cycling distance of the city

centre. Bus use is particularly important in inner London as it offers low-cost, accessible transport for everyone. It is also highlighted that the majority of trips for 'International' or 'Sub-regional' travel also begin as trips on the local level.

- 2.15 The Mayor's Transport Strategy includes proposals that will be brought about by the Mayor through working with TfL, the London Boroughs, developers and stakeholders. Focus is brought to the walking/cycling opportunities available as part of a "healthy streets approach" and includes, amongst others, the following:

*"Ensuring pavements are smooth and level, and wide enough for people using wheelchairs or buggies, or walking with children or in groups"*

*"Working with schools and local communities to identify local walking routes, play streets and other local improvements..."*

*"Ensuring that the space provided for cycling is sufficient for groups, children and people using inclusive cycles"*

*"Making streets easier to cross, installing pedestrian crossings where people want to cross"*

- 2.16 The Transport Strategy places emphasis on the increased use of Travel Plans as a means of achieving modal shift at workplaces and Schools; a Travel Plan has been prepared in support of this application

### **London Borough of Hillingdon Local Plan (2012, 2020)**

- 2.17 The London Borough of Hillingdon's Local Plan is made up of two parts. Part one was adopted in November 2012 and comprises a spatial vision, strategic objectives, a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. Part two of the local plan was adopted in January 2020 and outlines detailed policies and allocations supported by the local plan part one.
- 2.18 The Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole of length journeys, reduces car dependency, supports the economy, encourages active travel and improves the quality of life. The framework also aims to reduce congestion and smooth traffic flow by directing growth to locations that are near public transport interchanges, encouraging walking and cycling, improving existing public transport and ensuring ease of access for all.
- 2.19 Table 2.2 outlines maximum cycle and car parking standards set within the LBH Local Plan part two.

Land use	Car parking standards	Cycle parking standards
Higher and further education establishment (vocational & academic) adult training centres and schools	On an individual basis using a transport assessment and where applicable school travel plan/travel plan. Where relevant, provision should be made for coach/bus access and parking.	1 space per 10 students or staff

**Table 2.2: Hillingdon Local Plan maximum cycle and car parking standards**

2.20 Minimum electric vehicle charging point (EVCP) provision is also outlined in the LBH Local Plan part two. Parking standards apply to new buildings, extensions and changes of use for service vehicles, car and cycle parking. Active EVCP provision should be provided for 5% of car parking spaces with a further 5% of spaces provided with passive EVCP provision capable of conversion if demand if required.

## 3.0 SITE CONTEXT AND ACCESSIBILITY

- 3.1 This section describes the existing development site adjacent to Harefield Academy, the current Harefield Academy operations and site context, including accessibility by all non-car modes of transport.

### **The site and surrounding area**

- 3.2 The site is located at Northwood Way, Harefield, UB9 6ET to the east of Harefield hospital. The site is located within the existing Harefield Academy School grounds and currently comprises an existing unused building, previously intended for school boarding, a drop-off area, multi-use games area (MUGA), hardstanding and storage area.
- 3.3 The site is located in a residential area and is remotely located. The site is bound by the existing Harefield Academy School to the north, Northwood Way to the west, Northwood Road to the south and east.

### *Existing access arrangements*

- 3.4 Access to the site is currently undertaken from the Harefield Academy internal servicing road to the east of the Harefield Academy car park. The Harefield Academy car park is accessed Northwood Way to the west of the site. Segregated pedestrian and vehicular access are provided. The internal access road also provides access to the servicing yard to the rear of Harefield Academy.

### **Harefield Academy existing operation**

- 3.5 Harefield Academy is secondary school with sixth form accommodating pupils between the ages of 11 and 18 years old. Harefield Academy currently has 317 pupils on the school roll and 52 members of staff. Harefield Academy has a Published Admission Number (PAN) of 90, however the physical capacity for the school is for 1050 pupils (five form-entry). It is understood proposals for the reduction in PAN at Harefield Academy are going to be brought forward in the autumn term 2022 to take effect in September 2024.

### *Access to Harefield Academy*

- 3.6 Access to the Harefield Academy is currently undertaken from Northwood Way to the west of the site. Segregated vehicular access and pedestrian accesses are provided. An additional vehicular access is located to the southwest on Northwood Way providing access to disabled parking spaces.

## *School car park*

- 3.7 The Harefield Academy car park is located to the south of the school and has capacity of 107 parking spaces. Additional drop-off areas are located to the north and northeast of the car park. A further six disabled bays are located to the west of the school in a small separate car park accessed from Northwood Way.
- 3.8 It is understood that staff, visitors, parents and sixth form pupils are permitted to use the school car park. It is understood from site visit observations carried out on 22<sup>nd</sup> March 2022 and information received from Harefield Academy that the school car park is currently underutilised. This is confirmed by video surveys undertaken at the site access discussed in Section 4.0.

## *Delivery and servicing*

- 3.9 Delivery and servicing is currently undertaken from the servicing area to the rear of the school. The servicing area is accessed via the school car and the internal access road to the south of the school. There is a pumping station located within the servicing area that requires infrequent access by a pumping station vehicle.
- 3.10 Harefield Academy refuse is currently collected once a week during the morning. Recycling is currently collected once a fortnight at any time in the day. Waste collection is undertaken by Grundon, a private waste collector.
- 3.11 Information received by Harefield Academy indicates approximately 10 delivery, servicing and waste collection vehicles access the site per day. The largest vehicles that require access to the site are waste collection vehicles and large rigid delivery vehicles. It is understood that large rigid delivery vehicles are infrequent with the majority of the deliveries carried out by transit vans or similar.

## **Accessibility by non-car modes**

### *Pedestrians*

- 3.12 The pedestrian network within the vicinity of the site is comprehensive and includes footways with street lighting at regular intervals.
- 3.13 There are a number of pedestrian crossing facilities within the vicinity of the site. These include a zebra crossing on Northwood Road to the east of the junction with Northwood Way. Additionally, there are a number of dropped kerb crossing points with tactile paving on Northwood Way near the Harefield Academy access points.
- 3.14 There are two Public Right of Ways (PRoW) footpaths within the vicinity of the site. Footpath U11 to the east of the site which provides a connection between Northwood Road and Jackets Lane

to the northeast of the site. Footpath U12 provides a connection between Northwood Road and Newdigate Drive to the southeast of the site.

- 3.15 It is noted footpath U11 is approximately 1.5km long and provides a connection to Jackets Lane to the west of Northwood away from residential properties. Footpath U11 also appears to be overgrown and is therefore considered unsuitable for use commuting to the school.

### *Cyclists*

- 3.16 There are few dedicated cycle routes within the vicinity of the site. The site is situated on the outskirts of London and is remotely located within a village, therefore limited cycle routes is considered a typical characteristic. Although there are no dedicated cycle routes, quiet residential streets within the village providing connections to the site are considered suitable for cycling.

### **Public Transport**

#### *Public Transport Accessibility Level (PTAL)*

- 3.17 A PTAL assessment of the site was undertaken using the Transport for London (TfL) online database ([www.tfl.gov.uk/webcat](http://www.tfl.gov.uk/webcat)). The PTAL value is classified in bands ranging from 1a to 6b where 1a is the lowest level of accessibility (very poor) and 6b is the highest level of accessibility (excellent). A full PTAL report is included in Appendix B.

- 3.18 The output demonstrates that the site is located in an area with a PTAL of 1a (“very poor” accessibility by public transport).

### *Buses*

- 3.19 The nearest east and westbound bus stops to the site are located on Northwood Road 175m and 250m (2–3-minute walk) to the southeast of the site. Both bus stops are provided with a flag, timetable information and a yellow bus cage.

- 3.20 Table 3.1 shows the frequency and destinations of the bus routes available within a 640m walking radius of the site. The frequency of the buses is based the morning and afternoon school peak hours.

Bus Route	Destination	No. buses	
		AM peak	PM peak
331	Uxbridge Station	4	3
	Ruislip Station	3	4
R1	Mount Vernon Hospital	0	

	Maple Cross	13:40 and 16:30
R2	Mount Vernon Hospital/ Watford	09:40 and 11:30
	Maple Cross/ Chorleywood	13:03

**Table 3.1: Summary of bus services**

*London Underground*

- 3.21 There are no London Underground (LU) stations within the vicinity of the site.
- 3.22 The closest LU station to the site is Northwood station 3.5km to the east of the site. Metropolitan services are provided to Watford, Amersham, Chesham, Baker Street and Aldgate.

*National Rail*

- 3.23 The nearest National Rail station to the site is Denham station located 3.5km to the southwest site. Chiltern Rail services are provided to Gerrards Cross and Marylebone.

**Summary**

- 3.24 The site is accessible for pedestrians and there are frequent bus services during school peak periods for use by staff and pupils. However, there is limited cycling infrastructure within the site and access by rail. This expected to influence travel behaviour.

#### **4.0 LOCAL HIGHWAY NETWORK**

- 4.1 This section provides a description of the local highway network, review of accident history within the vicinity of the site, site observations and traffic surveys results.

##### **Local highway network**

- 4.2 A description of the key highway links in the vicinity of the site is presented in the following paragraphs.

##### *Northwood Road*

- 4.3 Northwood Road is a two-way single carriageway road that connects from Breakspear Road North southwest to northern border of the LBH where the road transitions into White Hill to the northeast of the site.

- 4.4 The road is subject to a 30mph speed limit and is largely unrestricted within the vicinity of the site. No restrictions are present on Northwood Road to the south of the site boundary. Double yellow line restrictions present on Northwood Road to the east of the site where the road begins to bend.

##### *Northwood Way*

- 4.5 Northwood Way is a two-way single carriageway loop road which connects to Northwood Road to the southeast of the site. Northwood Way currently provides pedestrian and vehicular access to the site and the adjacent Harefield Academy.

- 4.6 The road is subject to a 30mph speed limit and double yellow line and school keep clear restrictions are present on the eastern side of the carriageway at the frontage of The Harefield Academy. There are no restrictions in place to the western side of the carriageway.

##### **Personal Injury Accident data**

- 4.7 Personal Injury Accident (PIA) data was obtained from TfL for the most recent three-year period available (ending 31 October 2021) for the highway network surrounding the site. The full accident reports are attached at Appendix C. The summary of accidents by year and severity is summarised in Table 4.1

Severity	Total				
	2018	2019	2020	2021	Total
Fatal	0	0	0	0	0
Serious	1	0	0	0	1
Slight	0	1	1	0	3
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4</b>

**Table 4.1: number of accidents by severity and year**

- 4.8 The PIA data summary indicates four accidents occurred over the study period including three slight and one serious accident.
- 4.9 Three accidents occurred on Northwood Road and one accident occurred on Northwood Way. As both of these roads provide access to the site, these four accidents have been examined further to establish whether there are any specific patterns:
- i. A slight accident occurred on Northwood Road at the junction with Vernon Drive, Tuesday 6<sup>th</sup> November 2018 at 11:15. It was reported that the accident occurred when the road was dry, and the weather was fine. The accident involved a car turning right and the other going ahead. It was noted vehicle one failed to look properly but is unknown how the collision occurred. A driver and a passenger sustained slight injuries.
  - ii. A serious accident occurred on Northwood Road at the junction with Ash Grove, Saturday 17<sup>th</sup> November 2018 at 21:25. It was reported the accident occurred when the road was wet during fog and mist conditions. The accident occurred when a van/goods vehicle turning right from Ash Grove collided with another van/goods vehicle travelling southbound on Northwood Road towards Harefield. It was noted the vehicle turning from Ash Grove performed a poor turn or manoeuvre and the vehicle travelling ahead failed to judge the other vehicles speed or path. A driver sustained serious injuries.
  - iii. A slight accident occurred on Newdigate Road East at the junction with Northwood Way, Tuesday 30<sup>th</sup> July 2019 at 14:30. The accident occurred when the road was wet in rainy conditions between a car and a van/goods vehicle. The accident was self-reported and it is unknown how the accident occurred. A car driver sustained slight injuries.
  - iv. A slight accident occurred Northwood Road near the junction with Wickham Close,

Thursday 8<sup>th</sup> October 2020 at 13:40. The accident occurred when the road was wet, but the weather conditions were fine. The accident involved a car turning right and a car slowing/stopping. It was noted that the vehicle turning right failed to look properly and vehicle slowing/stopping was following too close. It is unknown how the collision occurred. Both car drivers sustained slight injuries.

- 4.10 After the further analysis of the accidents, it was concluded that no school pupils were involved in accidents within the study area.
- 4.11 Whilst it is acknowledged that any accident is unfortunate, the review of accidents showed that all accidents were related to the behaviour of road users rather than the operation of the highway network. Also, it was noted that accidents occurred in the evening, at the weekend, during school holidays or at times pupils would not be travelling to/ from school.

### **Site observations**

- 4.12 A site visit was undertaken on Tuesday 22<sup>nd</sup> March 2022. Observations were undertaken during the morning drop-off and afternoon collection periods. A summary of the site observations are outlined below:

#### *Morning drop-off period*

- 4.13 From 08:00 to 08:30 few pupils and vehicles were observed to access the Harefield Academy site. Low numbers of drop-offs were also observed. No parking stress was observed within surrounding residential streets.
- 4.14 From 08:30 to 08:45 larger numbers of pupils began to arrive. The majority of pupils were arriving on foot from travelling eastbound on Northwood Road (from Harefield village). Some pedestrian movements were also observed to access the Harefield Academy site from Newdigate Road East to the west of the site access. During this period approximately 20 pupils were observed to arrive by public bus (331) on Northwood Road from Harefield village.
- 4.15 From 08:45 to 09:30 the drop-off demand was quiet. A small number of pupils were observed to access the site on foot. Additionally, a small number of vehicles were observed to access the Harefield car park. Some vehicles were observed to drop-off pupils.
- 4.16 Approximately 30-40 vehicles were observed to be parked within the site from 08:30 to 09:30. This was assumed to be largely staff car parking and some sixth form and visitor parking.

#### *Afternoon collection period*

- 4.17 From 14:30 to 14:45 vehicles started to arrive at the site using the Harefield Academy car park. Minimal and pedestrian movements were observed at the site access. A small royal mail van

was observed to access the site during this time period. Towards the end of this time period, a large coach was observed to access the site dropping off pupils. There was enough residual space in the car park for a large coach to turn around forward gear using one sweeping manoeuvre.

- 4.18 From 14:45 to 15:00 vehicles were observed to access the Harefield Academy car park waiting for pupil pick up. Cars were also observed to park on Northwood Way. No parking was observed in surrounding residential streets. During this time period, some vehicles were observed to egress the Harefield Academy car park. A small number of pupils also began to egress the school site on foot from both the pedestrian access and the vehicular access. Towards the end of this period is when the majority of vehicles were observed to access and egress the Harefield Academy car park.
- 4.19 From 15:00 to 15:15 the majority of school pupils started to leave on-foot. Pupils were observed walking westbound on Northwood Road towards Harefield village. Some pupils were observed to egress onto Newdigate Road East similarly to the morning drop-off period. Few vehicles and pedestrians enter the site during this period. Mostly vehicles egressing the school car park and pick up from Northwood Road was observed. Small numbers of vehicles were still observed to access the site during this time period.
- 4.20 From 15:15 to 15:30 vehicles were observed to be leaving from the Harefield Academy car park. A few vehicles were observed to access the Harefield Academy car park. A small number of pupils were observed to leave on foot during this time period.
- 4.21 From 15:30 to 16:00 area surrounding the site was quiet. A small amount of pupil pickup was observed from Northwood Way. Few pupils were also observed to egress on foot. Towards the end of this period, some vehicles who were observed to park within the car park throughout the day began to leave. This is assumed to be staff leaving the car park.

### *General site observations*

- i. Pupils accessing the Harefield Academy on foot were observed to use both the pedestrian and vehicular access.
- ii. The majority of pupil drop-off and collection occurred within the Harefield Academy car park.
- iii. Some drop-off/ collection of pupils was observed on Northwood Way. Surrounding residential streets were not heavily parked, no drop-off was observed within surrounding streets other than Northwood Way.

- iv. No congestion was observed on Northwood Way or Northwood Road during both school drop-off and collection periods.
- v. No Heavy Goods Vehicles (HGVs) accessed the site during the visit.

## Survey results

### Automatic Traffic counts

- 4.22 An Automatic Traffic Count (ATC) survey was collected for a seven-day period from Monday 21<sup>st</sup> February 2022 in order to understand traffic volume and 85<sup>th</sup> percentile vehicle speeds on Northwood Road. The full survey results are attached at Appendix D.
- 4.23 Table 4.2 summaries 85<sup>th</sup> percentile vehicle speeds recorded throughout the day (07:00-19:00) and school peak hours (08:00-09:00 and 15:00-16:00).

Direction	Time	Mon	Tue	Wed	Thu	Fri	5-day week average
		21	22	23	24	25	
Eastbound	0700-1900	34.4	34.9	35.3	35	35.7	35.1
	0800-0900	33	33.6	34.8	33.6	35.6	34.1
	1500-1600	35	35.5	36.0	36.6	36.4	35.9
Westbound	0700-1900	34	33.9	34.1	34.1	34.6	34.1
	0800-0900	34	33.0	33.7	33.2	33.6	33.5
	1500-1600	34.1	33.9	33.3	34.8	34.8	34.2

**Table 4.2: Northwood Road 85<sup>th</sup> percentile speeds**

- 4.24 The existing speed limit on Northwood Road is 30mph. Survey results show daily five-day average 85<sup>th</sup> percentile vehicle speeds travelling eastbound recorded were 35.1mph and 34.1mph westbound in excess of the 30mph speed limit. Average 85<sup>th</sup> percentile vehicle speeds recorded travelling eastbound were higher than those recorded travelling westbound. This is expected as vehicles travelling eastbound are heading away from Harefield village.
- 4.25 The highest five-day average 85<sup>th</sup> percentile vehicle speeds recorded on Northwood Road during this study period were 35.9mph. This occurred during the afternoon school collection period (15:00 to 16:00) in an eastbound direction. The highest recorded 85<sup>th</sup> percentile vehicle speeds during this period were 36.6mph on Thursday 24<sup>th</sup> February.

4.26 Table 4.3 summaries traffic flows recorded throughout the day and during school peak hours.

Direction	Time	Mon 21	Tue 22	Wed 23	Thu 24	Fri 25	5-day week average
Eastbound	0700-1900	2808	2643	2604	2534	2514	2621
	0800-0900	383	364	352	320	302	344
	1500-1600	204	232	237	212	237	224
Westbound	0700-1900	2708	2830	2759	2693	3024	2803
	0800-0900	295	332	268	240	223	272
	1500-1600	243	210	241	248	273	243

**Table 4.3: Northwood Road traffic flows**

4.27 ATC survey results show that five-day average daily traffic flows are 2621 vehicles travelling eastbound and 2803 travelling westbound on Northwood Road. Five-day average daily traffic flows were identified to be higher travelling westbound on Northwood Road compared to travelling eastbound.

4.28 During school peak hours the highest five-day average traffic flows recorded were 344 vehicles travelling eastbound between 08:00 and 09:00. Out of the five days, the highest daily traffic flows recorded were on Monday 21<sup>st</sup> February 2022 when 383 vehicles travelled eastbound on Northwood Road.

#### *Video surveys*

4.29 Video surveys were undertaken on the Wednesday 23<sup>rd</sup> March 2022 to understand existing volumes of pedestrian and vehicles accessing and egressing Harefield Academy. Video surveys daily movements at the site access from 07:00 to 19:00. Video surveys are also used to verify the observations from during the site visit. The survey results during the peak school hours are summarised below and the full survey results are attached at Appendix E.

4.30 The video surveys at the site access confirmed that pedestrians use both the pedestrian and vehicular access to the existing Harefield Academy. Table 4.4 outlines the school peak hour daily pedestrian movements below.

Time	Pedestrian access		Vehicular access		Total	
	Entry	Exit	Entry	Exit	Entry	Exit
08:00 - 08:15	2	0	5	0	7	0
08:15 - 08:30	26	3	7	0	33	3
08:30 - 08:45	61	2	48	0	109	2
08:45 - 09:00	26	0	8	0	34	0
<b>Period total</b>	<b>115</b>	<b>5</b>	<b>68</b>	<b>0</b>	<b>183</b>	<b>5</b>
15:00 - 15:15	3	104	3	55	6	159
15:15 - 15:30	0	7	0	4	0	11
15:30 - 15:45	0	25	1	25	1	50
15:45 - 16:00	0	2	1	0	1	2
<b>Period total</b>	<b>3</b>	<b>138</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>222</b>
<b>07:00 - 19:00</b>	<b>152</b>	<b>165</b>	<b>116</b>	<b>116</b>	<b>268</b>	<b>281</b>

**Table 4.4 School peak hour pedestrian movements at Harefield Academy**

- 4.31 Survey results highlight that a daily total of 268 pedestrians entered the site and 281 exited the site. Of these pedestrians, 152 accessed the site using the pedestrian access and 116 used the vehicular access of the site. Similarly, 165 pupils exited the site using the pedestrian access and 116 used the vehicular access of the site.
- 4.32 During the morning school peak hour, a total of 183 pedestrians entered the site and five exited the site. Of the 183 pedestrians entering the site during the morning school peak, 68 pedestrians used the vehicular access to the site. 109 of pedestrians entered the site between 08:30 – 08:45 in line with pedestrian movements observed during the site visit.
- 4.33 During the afternoon peak hour, 222 pedestrians exited the site and eight entered the site. Of the 222 pedestrians exiting the site during the afternoon school peak hour 84 pedestrians exited using the vehicular access. 159 pedestrians exited the site between 15:00 – 15:15 also in line with pedestrian movements observed during the site visit.
- 4.34 Video surveys at the site access also captured vehicle and cycle movements at the vehicular access to the Harefield Academy car park.
- 4.35 Table 4.5 outlines the peak daily vehicle movements to and from Harefield Academy. No cycle movements were recorded during the survey period.

Time	Entry			Exit		
	Car	LGV	Total	Car	LGV	Total
08:00 - 08:15	8	0	8	2	0	2
08:15 - 08:30	13	1	14	7	1	8
08:30 - 08:45	21	1	22	15	1	16
08:45 - 09:00	15	0	15	18	0	18
<b>Period total</b>	<b>57</b>	<b>2</b>	<b>59</b>	<b>42</b>	<b>2</b>	<b>44</b>
15:00 - 15:15	10	0	10	18	1	19
15:15 - 15:30	2	0	2	4	0	4
15:30 - 15:45	3	0	3	9	0	9
15:45 - 16:00	1	0	1	4	0	4
<b>Period total</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>35</b>	<b>1</b>	<b>36</b>
<b>07:00 - 19:00</b>	<b>270</b>	<b>11</b>	<b>281</b>	<b>184</b>	<b>8</b>	<b>192</b>

**Table 4.5 peak hour vehicle movements**

- 4.36 The survey results show that a total of 270 cars and 11 Light Goods Vehicles (LGVs) accessed the site throughout the day. No cycles or other vehicle types entered or exited the site throughout the survey period. No HGVs accessed the site during the survey period. Additionally, no HGVs were observed to access the site during the site visit. It is therefore considered that a low number of deliveries to Harefield Academy are carried out by HGVs.
- 4.37 During the morning school peak hour, a total of 59 vehicles entered the site and 44 exited the site. These vehicle movements are expected to be associated with pupil drop-off as observed during the site visit. 22 vehicles entered the site between 08:30 – 08:45 in line with peak morning vehicular movements observed during the site visit.
- 4.38 During the afternoon peak hour, a total 35 vehicles exited the site and 16 entered the site. These vehicle movements are expected to be associated with pupil collection as observed during the site visit. 19 vehicles exited and 10 vehicles entered the site between 15:00 – 15:15 also in line with peak vehicular movements observed during the site visit.
- 4.39 It is noted that a total of 134 vehicles entered and 55 exited the site between 17:00 – 19:00. This accounts approximately 50% of total daily vehicle entry movements. The large number of vehicles movements entering and exiting the site is likely attributed to afterschool activities.

## *Car park accumulation*

- 4.40 A car park accumulation exercise has been undertaken using the video survey results at the site access to understand the existing levels of parking within the Harefield Academy car park. Video surveys began at 07:00. For the purpose of this assessment, it has been assumed five vehicles are parked within the Harefield Academy car park prior to the start of the survey. There are 107 parking spaces available within the Harefield Academy car park excluding the drop-off areas to the north and northwest of the car park. The full results of the car park accumulation assessment are attached at Appendix F and a summary of the results is provided below.
- 4.41 The Harefield Academy car park was at its highest capacity throughout the school day between 10:30 and 10:45. 46 vehicles were parked within the car park equivalent to 43% parking occupancy. This leaves a minimum of 61 parking residual car parking spaces throughout the school day.
- 4.42 During the morning drop-off period (08:00 to 09:00) the maximum number of vehicles parked within the Harefield Academy car park was 37 between 08:30 and 08:45. This is equivalent to 35% car park occupancy and is in line within the busiest drop-off period observed during the site visit.
- 4.43 During the afternoon collection period (15:00 to 16:00) the maximum number of vehicles parked within the Harefield Academy car park was 32 between 15:00 and 15:15. This is equivalent to 30% car park occupancy and is in line within the busiest collection period observed during the site visit.
- 4.44 It is noted outside of school hours the school car park is considerably more utilised. 94 cars were parked within the Harefield Academy car park between 18:45 and 19:00. This is equivalent to 88% car park occupancy.

## **Summary**

- 4.45 This section provides an understanding of the operation of the highway network immediately surrounding the application site. The existing Harefield Academy generates travel demand in the morning and afternoons. High vehicle speeds were identified on Northwood Way. The PIA record identifies few accidents have occurred and none of these are during school peak times. The Harefield Academy car park is currently underutilised, and residual car parking capacity is available.

## 5.0 ACTIVE TRAVEL ZONE ASSESSMENT

- 5.1 An ATZ assessment was requested by the LBH highways officer during the pre-application meeting dated 25<sup>th</sup> March 2022. This ATZ assessment has been undertaken in accordance with TfL guidance in line with the Healthy Streets approach providing a detailed review of the ATZ surrounding the site. A site visit was undertaken on 8<sup>th</sup> April 2022 to carry out a review of neighbourhood key routes within the ATZ.
- 5.2 The ATZ assessment sets out how people of all abilities will make key journeys in the ATZ to support a car-free lifestyle. and includes the following key elements:
- i. Map 1 – displays potential key destinations in the ATZ surrounding the site including schools, hospitals, public transport stations, cycle network and town centres.
  - ii. Map 2 – is presented at a smaller scale and includes the most important key destinations. It includes key walking and cycle routes between the site and key destinations and includes the location of accidents recorded in the area.
  - iii. Map 3 – details the characteristics of healthy neighbourhoods present in the study area including green spaces, street density, public transport density and active travel opportunities.

### *Map 1 – ATZ & all potential key active travel destinations*

- 5.3 ATZ Map 1 describes the extent of the ATZ, noting all potential key active travel destinations within the zone related to the site. The extent of Map 1 is attached at Appendix G.
- 5.4 Map 1 has been produced in line with TfL guidance. A 20-minute cycle buffer from the development site has been produced using TfL WebCAT planning tool. Map 1 includes the following key destinations:
- i. Local bus stops.
  - ii. Local DLR, underground and National Rail stations.
  - iii. Local and future strategic cycle routes.
  - iv. Town centres.
  - v. Parks.
  - vi. Secondary schools and colleges.

vii. Hospitals/ GP surgeries

viii. Places of worship.

5.5 Map 1 identifies key local destinations such as Harefield Village Green, Harefield High Street, and Harefield Hospital as being key healthy streets destinations within the village.

*Map 2- ATZ neighbourhood safety & most important journeys*

5.6 The extent of Map 2 (ATZ Neighbourhood safety and most important journeys) covers the routes to priority active travel destinations from the site. A review of the area has identified the following routes as being of key importance and therefore have been assessed: Additionally, Map 2 identifies any fatally or seriously injured (KSI) accident data (including clusters of two or more serious accidents) that occurred within the vicinity of the site over the most recent three-year period available.

i. The site to the Post Office and shops at the junction of Northwood Road and Breakspear Road North.

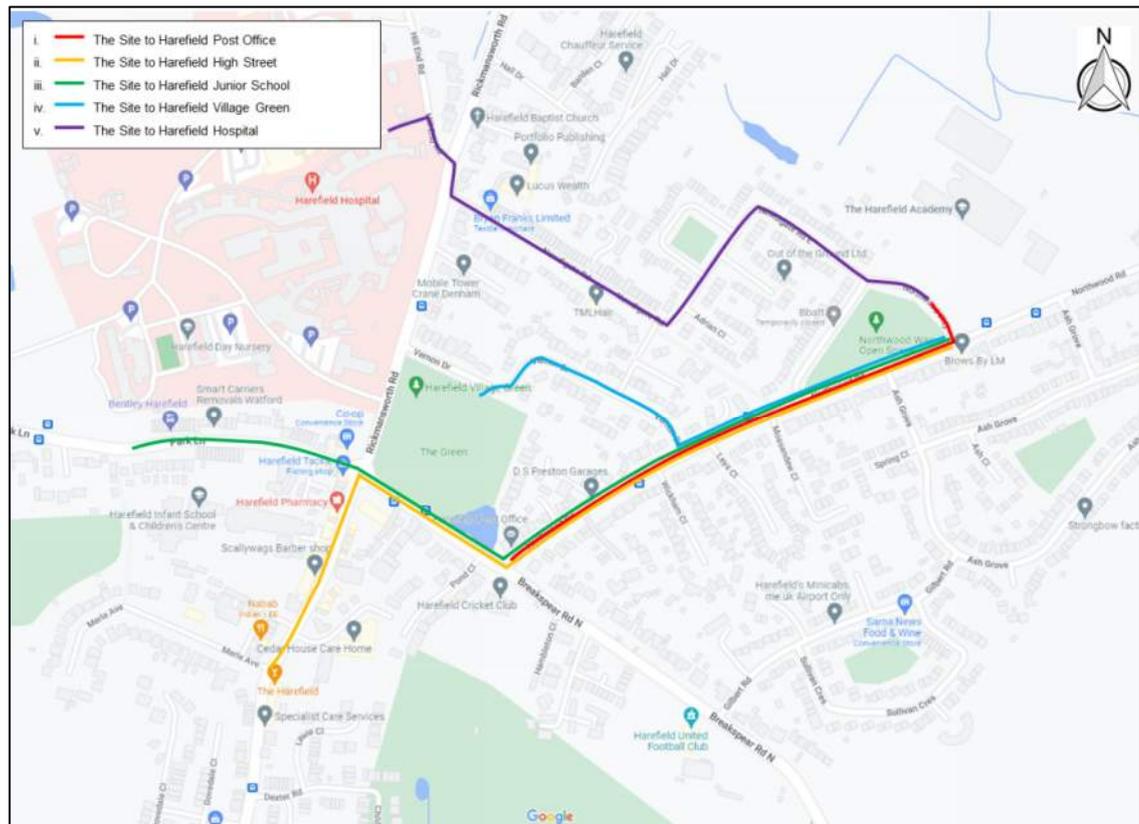
ii. The site to Harefield High Street.

iii. The site to Harefield Library, Harefield Infant School, and Harefield Junior School.

iv. The site to Harefield Village Green.

v. The site to Harefield Hospital.

5.7 The area covered by Map 2, and the routes followed as part of the ATZ assessment, are shown in Figure 5.1.



**Figure 5.1: Extent of Maps 2 and 3**

5.8 Map 2 is contained in Appendix G to this report. It includes details of serious accident clusters along the identified routes. As addressed earlier in this section, there were noted to be relatively few accidents in the study area, with a total of four accidents across the study period.

*Map 3 – ATZ neighbourhood characteristics check*

5.9 ATZ Map 3 illustrates the street density and highlights public transport options and green spaces in the vicinity of the site as well as identifying other local development projects. The extent of Map 3 (ATZ Neighbourhood healthy characteristics check) is the same as Map 2, shown in Figure 5.1. Map 3 is included in Appendix G to this report.

*Neighbourhood key routes assessment*

5.10 An assessment of the neighbourhood key routes was undertaken on 08 April 2022 between 10:30 and 14:30. The assessment focusses on the quality of the routes with respect to encouraging use of active travel modes.

5.11 The assessment focussed on the following key routes to important local destinations:

- i. The site to the Post Office and shops at the junction of Northwood Road and Breakspear Road North.

- ii. The site to Harefield High Street.
- iii. The site to Harefield Library, Harefield Infant School, and Harefield Junior School.
- iv. The site to Harefield Village Green.
- v. The site to Harefield Hospital.

5.12 In addition to the five routes to key attractions listed above, further information was gathered on facilities in the immediate vicinity of the school site, and on alleys providing alternative routes to key attractions away from roads.

5.13 Points of View (POV) photos have been taken during the site, spaced approximately every 150m along each route. A sample of these images are included below..

5.14 The assessment was carried out with reference to the following Healthy Streets indicators:

- i. People choose to walk, cycle and use public transport
- ii. Pedestrians from all walks of life
- iii. Easy to cross
- iv. People feel safe
- v. Things to do and see
- vi. Places to stop and rest
- vii. People feel relaxed
- viii. Not too noisy
- ix. Clean air
- x. Shade and shelter

5.15 As requested by the Healthy Streets Approach, this assessment is aimed at identifying potential issues along the most important routes around the development site. As such, the worst parts of each journey have been included in this report.

5.16 Prospective improvements have been suggested (when/where possible) to ensure the aim of the Healthy Street Approach of having healthy, safe and welcoming streets for everyone is achieved

within the vicinity of the proposed site.

*Route 1: The site to the Post Office and shops at the junction of Northwood Road and Breakspear Road North*

- 5.17 Route 1 extends west from the site on Northwood Road, along Northwood Way Open Space and through a primarily residential area to the T-junction with Breakspear Road North. There is a short parade of shops present at the junction including a small grocery store and post office.
- 5.18 The route also terminates close to the entrance to Harefield Cricket Club, accessed via a marked crossing over Breakspear Road North, shown in Figure 4.3.
- 5.19 Northwood Road is a single carriageway road, approximately 6m in width operating with a speed limit of 30mph. No parking restrictions are present along the road, other than double yellow lines

5.20 There is a single zebra crossing immediately outside the site, shown in Figure 4.3, and a traffic island provided at the junction with Breakspear Road North.



**Figure 5.2: Zebra crossing adjacent to school**

5.21 Both eastbound and westbound bus stops are present along the route, with eastbound stop providing a shelter, bench, and refuse bin for users, shown in Figure 5.3. It was noted that refuse sacks had been left for collection adjacent to the bin. Whilst this makes it unappealing it is noted that refuse sacks would typically be present for very short periods whilst collection is awaited.



**Figure 5.3: Refuse noted at bus stop**

5.22 In addition to the seating at the bus stop, further rest stops are provided by benches at Northwood Way Open Space and outside the post office. Sheffield stands for short-stay cycle parking are

provided outside the post office.

- 5.23 The route was generally noted to be clean and safe with the primary danger, dirt, and noise coming from proximity to Northwood Road. No verges are present along the route to separate the footway from the carriageway.
- 5.24 Shade and aesthetic attraction are provided by trees and plants in front gardens and in Northwood Way Open Space.

*Route 2: The site to Harefield High Street*

- 5.25 Route 2 extends northwest along Breakspear Road North until the roundabout junction with Rickmansworth Road, Park Lane, and High Street. Route 2 continues along the High Street, providing access to shops, cafés and pharmacy (among other attractions).
- 5.26 All roads along the route operate at a 20mph speed limit with vehicle traffic limited to under 7.5t except for access. Parking restrictions are present along Breakspear Road North in the form of single and double yellow lines. Parking on the High Street comprises a limited number of recessed parking bays, with the remainder of the roadside covered by double yellow lines and school keep clear markings (at a rear entrance to Harefield Junior School and Children's Centre).
- 5.27 Footways were observed to be and well maintained, providing easy access for pedestrians. Bollards are present on the footways in a number of locations, adding to pedestrian safety.
- 5.28 Regular marked crossing points re provided on both roads along the route, facilitated by dropped kerbs and tactile paving. Additionally, zebra crossings are present along the high street and at three of the four arms of the roundabout junction, shown in Figure 5.4.



**Figure 5.4 Zebra crossings at the end of Harefield High Street**

- 5.29 Even outside of peak times, the roads along this route were noted to be heavily trafficked with this contributing negatively to the noise levels and air quality along the route.
- 5.30 Regular benches along the High Street, as well as outdoor seating for local cafés and restaurants, provide good rest points for pedestrians. The High Street was well covered by CCTV cameras, reducing incidences of anti-social behaviour and adding to the feeling of safety for road users.
- 5.31 Shade is provided by street trees and bus shelters. The route is pleasant to walk along, particularly in the vicinity of Harefield Village Green. Hanging flower baskets along the High Street further add to the visual amenity.
- 5.32 While the route is on the whole clear from rubbish, refuse sacks were noted left by bins for collection and in one instance, partially blocking access to a crossing as seen in Figure 5.5. This issue is unfortunate however it should be noted that this would only occur at intervals whilst waiting for collection.

**Figure 5.5: Refuse noted at pedestrian crossing**

*Route 3: The site to Harefield Library, Harefield Infant School, and Harefield Junior School.*

- 5.33 Route 3 travels the short distance west along Park Lane from the roundabout junction with the High Street to Harefield Junior School, passing Harefield Library, Harefield Infant School, and Harefield Children's centre.
- 5.34 Park lane is a narrow residential street operating at 20 mph. It is a 'Safer HGV zone' with a vehicle size restriction of 3.5t and is part of the TfL Low Emission Zone. Parking restrictions in the form of double yellow, single white, and school keep clear lines are present along the road to prevent parked cars causing traffic to build up outside of the amenities on Park Lane.
- 5.35 For most of its length along the route, a footway is only provided on the south side of the carriageway as can be seen in Figure 5.6. The footway is around 2m in width and well maintained.
- 5.36 A zebra crossing is provided at the roundabout junction with the High Street and a marked junction with dropped kerbs, tactile paving, and protected bollards is provided just to the west of the Harefield Junior School entrance.
- 5.37 The short route has ample provision of rest stops. A bench is provided close to the Harefield Junior School entrance and the nearby bus stop has a clean shelter with seating provided, shown

in Figure 5.7. Ample shade is provided to pedestrians by large trees, hedges, and the bus shelter.



Figure 5.6: Single footway along Park Lane



Route 4: The site to Harefield Village Green.

5.38 Route 4 is located north and then west along Vernon Drive from Northwood Road, accessing the Village Green via an opening in the green's boundary hedge.

5.39 Vernon Drive is a narrow residential street with paved parking laybys on both sides of the street across much of its length. The only grass verges present are at bends in the road where bollards are noted to prevent parking.

- 5.40 The footways on both sides of the road were noted to be of good quality, although frequent dropped kerbs for driveway accesses meant some irregular footway surface levels, as seen in Figure 5.8.



**Figure 5.8: Irregular paving and level at driveway access**

- 5.41 At the access to the green, a small slab footbridge allows pedestrians to cross a drainage ditch. Provided at the entrance to the green are two refuse bins, helping to ensure the area is kept free from litter.
- 5.42 Away from Northwood Road (covered in Route 1), the route is quiet and clean with air quality higher than for other routes.
- 5.43 The Village Green itself provides a significant point of attraction, with a range of amenities for residents and visitors. Benches beneath trees along the green's perimeter provide regular places for visitors to rest in the shade.
- 5.44 Outdoor gym equipment and a well-maintained playground provide for a range of park users. Harefield Village Pond, and the green itself, provide further attraction and visual amenity. A sample of these facilities is shown in Figures 4.9 and 5.10.



**Figures 5.9 & 5.10: Village Green amenities**

*Route 5: The site to Harefield Hospital.*

- 5.45 The final route is located northwest from the site along Newdigate Road to Rickmansworth Road, crossing it to then access Harefield Hospital via Hill End Road.
- 5.46 Footways are in general of good quality along Newdigate Road with some irregular surface levels and inconsistent paving noted. At the southern end of Newdigate Road, service vehicles were observed parking on the southern footway, completely blocking pedestrian access. This is shown in the photo provided in Figure 5.11. It is noted that this vehicle is expected to be servicing a nearby property and would not be expected to be permanently parked in this location.



**Figure 5.11: Footway parking**

- 5.47 Much of the route, along Newdigate Road, is quiet and safe with good air quality. CCTV was noted covering part of the route, discouraging anti-social behaviour.

- 5.48 No formal crossing is provided over the busiest road along the route, Rickmansworth Road. An uncontrolled crossing provides dropped kerbs with a small area of tactile paving at each side.
- 5.49 Within the hospital grounds, pedestrian and public transport infrastructure provision is to a high standard. Footways are wide and level, with multiple crossing points over the access road including dropped kerbs, tactile paving and zebra crossings. The hospital bus stop has both a shelter and flag and was noted to be clean and spacious.
- 5.50 At the entrance to the hospital, a large open space with well-maintained gardens provides visual amenity as well as a number of benches alongside shade provided by trees and bushes. An image of the gardens is shown in Figure 5.12.



**Figure 5.12: Harefield Hospital garden**

*Additional notes: site vicinity*

- 5.51 Footways in the immediate vicinity of the site access, including along the route to the closest bus stop on Northwood Road, were noted to be level and well maintained. The bus stop includes a flag and refuse bin but no shelter or bench.
- 5.52 Parking restrictions are present outside the access to Harefield Academy on Northwood Way in the form of double yellow lines and School Keep Clear markings. Vehicle size restrictions prohibit buses and HGVs larger than 5t stopping overnight between 18:30 and 08:00.
- 5.53 Northwood Way open space, shown in Figure 5.13, is located opposite the primary site access. It provides a visually appealing grassy area bounded by trees and hedges.

- 5.54 There is no obvious level access point into the open space and no footpaths leading through it. One bench is present at the western end of the space.



**Figure 5.13: Northwood Way open space**

*Additional notes: alley routes*

- 5.55 There are a number of alleyways, marked as public footpaths, facilitating more efficient pedestrian and cycle routes between key destinations. They primarily run between residential properties and were noted to be clean and on the whole well lit, as can be seen in Figure 5.14.



**Figure 5.14: Alley including lighting posts**

## Summary

- 5.56 The ATZ assessment has shown that whilst there are minor issues on some routes, some of these are temporary in nature and typically the routes in the study area would be pleasant to use for pupils, staff, parents and visitors travelling to/ from Meadow High School.

## **6.0 DEVELOPMENT PROPOSALS**

- 6.1 This section of the report provides a description of the Meadow High School expansion proposals at the Harefield Academy on Northwood Way.

### **Proposal overview**

- 6.2 The development proposals are to provide a permanent expansion of the existing Meadow High School using a satellite site at Harefield Academy on Northwood Way. The existing unused boarding block at the Harefield Academy will be repurposed and a two-storey extension will be constructed to provide new a SEND school for Meadow High School Pathway 1 pupils at the Harefield site.
- 6.3 Demand for pupil places at existing Meadow High School has increased and further development to accommodate this demand cannot be facilitated at the existing Meadow High School. Therefore, a new permanent SEND school is proposed at the Harefield site for 90 pupils and 45 staff.
- 6.4 Existing Pathway 1 pupils will relocate from the existing Meadow High School to the new proposed satellite site at Northwood Way. The remaining pupils will be new. Pathway 1 staff who currently work at the existing Meadow High School will relocate to the Harefield site. Meadow High School and Harefield Academy will be co located but operate independently from the same site.
- 6.5 Meadow High School at Royal Lane will back fill pupil and staff numbers and will be subject to a small increase in overall pupil numbers. These proposals will be subject to a separate planning application.

### **School operation hours**

- 6.6 The school day is proposed to remain the same as per the existing Meadow High School site. The school site will open from 06:00 and close at 18:00. Pupil classes will start at 09:00 with the majority of pupils expected to arrive between 08:30 and 09:00. Classes will finish at 15:05 and the majority of pupils are expected to leave between 15:05 and 15:30.
- 6.7 Wrap around care will be provided at the school. Breakfast clubs start at 08:30 and finish at 09:15. After school clubs will run from 15:05 to 16:15.

### **Site layout proposals**

- 6.8 The proposed Meadow High School expansion will provide a main school building at the centre of the site with a segregated pupil and visitor entrance to the building. A MUGA and courtyard garden area will also be provided to the northeast of the site. A new site access is proposed to

the east of the site that that leads to the staff and visitor car and cycle parking area. A minibus drop-off/ collection area is located to the south of the main school building. Landscaping improvements will also be included throughout the site.

- 6.9 The proposed site plan is attached at Appendix A.
- 6.10 A new pedestrian, cyclist and vehicular access for Meadow High School is proposed from Northwood Road at the location of the junction previously used for construction of the Harefield Academy. This is proposed to be the main site access point to Meadow High School and will differentiate Meadow High School and Harefield Academy.
- 6.11 The site access proposed is to form a priority junction accommodating two-way vehicle movements. A 2m wide footway will be provided at the eastern side of the access providing a connection to a secure pedestrian gate within the site. A dropped kerb crossing point is proposed providing access from the southern footway on Northwood Road to the northern footway at the site access. The proposed site access will also provide direct access to the staff and visitor car park. The preliminary access design is attached at Appendix H.
- 6.12 The existing vehicular access from Northwood Way via the Harefield Academy car park will form a secondary vehicular access to the school. This access will be used during school drop-off and collection. Additionally, some allocated Meadow High School staff who are required to park in the Harefield Academy Car park will use this access point. An agreement will be made between Harefield Academy and Meadow High School to permit access through the Harefield Academy car park. Further details regarding drop-off and car parking arrangements are discussed below.
- 6.13 All other Meadow High School users and visitors are expected to use the main access from Northwood Road. Swept path analysis is attached at Appendix I.
- 6.14 Within the site for the proposed school, there will be a dedicated drop-off zone with two vehicular and pedestrian gates that create a secure environment for Meadow High School. The vehicular gates will be manually controlled by Meadow High School staff. The pedestrian gates will be automatically controlled via an intercom system.

#### **Justification for new site access**

- 6.15 A new site access is required to create a one-way drop-off loop system in the morning drop-off and afternoon collection periods. This will emulate the existing Meadow High School operations. Minibuses will access the site from Northwood Way via the existing Harefield Academy car park and drop-off/collect pupils within the secure drop-off area to the south of the site. Minibuses will then follow the internal access road and egress through the proposed site access onto Northwood Road. Accessing from Northwood Way via the Harefield car park means that any minibuses queuing to access the drop-off area during the school peak periods are kept off the local highway

network avoiding build-up of congestion on Northwood Road.

- 6.16 A new site access from Northwood Road provides a dedicated pedestrian, cyclist and vehicular access for Meadow High School and provides distinction between Meadow High School and Harefield Academy. The new site access would also provide direct access to the Meadow High School staff and visitor car park.
- 6.17 A new site access would remove the need for delivery and servicing vehicles for both Meadow High School and Harefield Academy to use the existing Harefield Academy vehicular access from Northwood Way. This would remove larger vehicle movements away from the Harefield car park and would improve safety for pupils and staff of both Harefield Academy and Meadow High School. Additionally, a new shorter efficient direct route for delivery, servicing and refuse collection vehicles would be created to provide to access to the delivery and servicing areas for both schools. Clear signage will be implemented at the site access from Northwood Road indicating the access is for Meadow High School and Harefield Academy deliveries only.
- 6.18 Without the introduction of the site access, delivery and servicing vehicles for both Meadow High School and Harefield Academy would be required to access delivery and servicing areas via the secure minibus drop-off/collection zone. Given the unpredictability of deliveries and refuse collection schedule for both Meadow High School and Harefield Academy; vehicles may arrive during pupil drop-off or collection times. This may create conflict and between minibuses drop-off/collection of pupils on the internal access road and raise safety concerns when a refuse collection vehicle is required to pass. There are also planning constraints including the site being located in the green belt zone and tree density limit the ability to widen the road to accommodate delivery and servicing vehicles passing minibuses at the school drop-off/collection area.
- 6.19 Additionally, proposals include the secure drop-off area to be used as additional play space during school hours and outside of drop-off and collection times. This would limit this area being utilised by pupils throughout the day if delivery and servicing vehicles were required to use this area to access the delivery and servicing areas.
- 6.20 Without the new site access being implemented, a turning area would need to be created within the proposed staff and visitor car parking area for minibuses and other vehicles. This would severely reduce the number of staff car parking spaces that can be provided and increase the overspill of staff parking that would need to be accommodated elsewhere.

### **Access design**

- 6.21 The proposed access as shown in Appendix H, has been designed in accordance with Manual for Streets (MfS).
- 6.22 A simple priority junction is proposed, with an access of 6m in width and junction radii of 6m. The

drawing in Appendix H shows the site boundary and highway boundary. Clarification on land ownership for a strip of land adjacent the site boundary and highway boundary is awaited.

- 6.23 A right turn lane was not considered necessary based on the volume of traffic expected to be generated by the development, and additionally by delivery and servicing movements associated with Harefield Academy.
- 6.24 The access will be carefully signed for Meadow High School staff and visitors, as well as delivery and servicing movements for Harefield Academy only.
- 6.25 Swept paths for the type and size of vehicles expected to use the access are shown in Appendix I of this report. The access design and form can accommodate the movements required.
- 6.26 ATC survey results, as discussed in Section 4.0, identified that 85th percentile speeds on Northwood Road were in excess of the 30mph speed limit.
- 6.27 Whilst it is possible to provide visibility in accordance with the 85th percentile speeds (2.4m x 60m), this would result in removal of key vegetation that provides screening along the site boundary. To minimise impact on vegetation a 20mph zone is proposed. With a design speed of in place, visibility of 2.4m x 25m can be achieved in accordance with MfS standards and loss of vegetation is reduced. The GA of the site access and 20mph is attached at Appendix H.
- 6.28 The access has been positioned and designed to simultaneously address requirements for pedestrians and avoid loss of trees along the site boundary. A pedestrian footway alongside the access, and both dropped kerbs and tactile paving on either side of Northwood Road is proposed.
- 6.29 Constraints on either side of the road are such that it is not possible to construct completely outside of tree root protection zones and provide dropped kerbs away from formal driveways for properties on the opposite side of Northwood Road.
- 6.30 The footway adjacent the access is shown to encroach on a tree root protection zone to a limited extent. The design seeks to minimize the impact on the tree by encroaching with the footway rather than the carriageway of the access. The depth of construction for the footway will be shallower than the carriageway, with less disruption to roots as a result. A no dig solution will be investigated at detailed design stage in order to further reduce the impact on the tree root protection zone in this area.
- 6.31 Further footway provision from the access and along the northern side of Northwood Road was considered but ruled out of the proposals in order to minimize loss of vegetation and screening. As the number of pedestrians visiting the site is expected to be limited the proposals to provide footway adjacent the access and dropped kerbs to access the footway on the southern side of Northwood Road is considered appropriate in terms of levels of provision.

- 6.32 A manhole is located where the access is proposed. Due to other constraints in positioning the access associated with trees, it has not been possible to avoid the manhole. Relocation of the manhole will be considered and addressed as part of a drainage design at detailed design stage. Impacts on other utilities and street lighting will be addressed at detailed design stage.
- 6.33 With regard to construction, it is intended that the access on Northwood Way would be part constructed to enable use for access during the construction phase of the development, using the same kerb lines and with required visibility. Once development is substantially complete it is envisaged that the temporary access would be finished to the standard required for its permanent operation. This could be implemented under separate Section 171/184 Agreement, or as a phased approach under one single Section 278 Agreement. Further details on use of the access during construction are provided in an Outline Construction Logistics Plan submitted alongside this TA as part of the planning application.

### **Cycle parking**

- 6.34 A total of eight cycle parking spaces are provided for staff and visitors of Meadow High School in line with minimum requirements set within the London Plan. No cycle parking has been provided for pupils of the Pathway 1 pupils. This was agreed with the Highways officer during the pre-application meeting on 22<sup>nd</sup> March 2022 on the basis that SEND needs of the pupils mean they are unable to cycle to school.
- 6.35 Cycle parking spaces will be provided by way of covered sheffield stands proposed adjacent to the visitor car parking area. A crossing point is provided across the site access to the eastern pedestrian gate. Lighting will be provided within this area.

### **Car parking**

- 6.36 A car parking area for staff and visitors will be provided to the east of the site repurposing an existing hard standing area. A total of 25 car parking spaces will be provided. This includes 22 parking spaces for staff, one standard visitor spaces and two disabled parking spaces for staff/visitors . Lighting will be provided in this area.
- 6.37 As not all parking for staff can be accommodated on site for staff, an additional 14 parking spaces are to be made available in the Harefield Academy car park. This will be discussed in section 9.0. This will be secured by a prior agreement with Harefield Academy.
- 6.38 5% of parking spaces will be provided with active Electric Vehicle Charging Points (EVCP) with a further 5% of parking spaces will be provided with passive EVCP capable for future conversion.

### **Pupil drop-off strategy**

- 6.39 Morning drop-off and afternoon collection of pupils will occur within secure minibus drop-off area

to the south of the site and in the Harefield Academy car park to the east of the site. This drop-off and collection scenario is similar to the existing drop-off and collection strategy at Meadow High School on Royal Lane.

- 6.40 Access is proposed from Northwood Way via the Harefield car park and egressing onto Northwood Road via the proposed site access. This will emulate the existing minibuss drop-off strategy at Meadow High School at Royal Lane. Accessing from Northwood Way via the Harefield car park means that any minibusses queuing to access the drop-off area during the school peak periods are kept off the local highway network avoiding build-up of congestion on Northwood Road
- 6.41 The majority of pupils will be arriving and departing by minibus and the remaining pupils are expected to arrive by private car, taxi and walking. Each minibus will accommodate six to seven pupils accompanied by the driver and assistant.
- 6.42 Minibus drop-off will occur within a secure drop-off and collection area with manual controlled vehicle gates at both sides of the drop-off area. Adjacent to the vehicular gates there will be automatic pedestrian gates controlled by intercom. Upon arrival and departure of minibusses Meadow High School staff will be on hand to assist and escort pupils to/from the school building.
- 6.43 Drop-off and collection by private car and taxi will be accommodated within the existing Harefield Academy car park via a prior agreement with Harefield Academy. Underutilisation of the car park means there is residual capacity to accommodate these vehicles during school peak hours. The car park accumulation assessment undertaken in Section 4.0 identified that a minimum of 61 car parking spaces are available within the Harefield Academy car park throughout the school day.
- 6.44 Parents will escort pupils to and from the school into the secure school site via the automatic pedestrian gate to the east of the internal minibus drop-off area. A 2m wide footpath with larger intermittent passing places is proposed from the pedestrian gate that provides access to the school building. At pupil arrival and departure times, Meadow High School staff will be on hand to assist and escort pupils to/from the school building once parents have brought pupils on-site into the secure school environment.
- 6.45 A small minority of pupils that are expected to arrive on foot will use the main proposed Meadow High School site access on Northwood Road. Pedestrians will use the 2m footway to the west of the access that leads to the automatic pedestrian gate. Pupils will cross from the footway on the southern side to the main school entrance to the north of internal minibus drop-off area leading to the pedestrian and staff building access points. Pupils arriving on foot are expected to be accompanied by parents/ guardians given the high-level needs of pupils.

## **Delivery, servicing and waste management**

### *Delivery and servicing*

- 6.46 Delivery and servicing for Meadow High School will occur within the visitor area of the school car park. Delivery and servicing vehicles will access and egress the site via the proposed site access from Northwood Road.
- 6.47 Delivery and servicing for the school will be managed by building and facilities management staff. Once delivery and servicing vehicles have arrived, delivery drivers will be met by building and facilities management staff to transport/wheel deliveries into the site. Alternatively, delivery drivers will be granted access into the site via the pedestrian gate to the east of the internal drop-off area via an intercom system.
- 6.48 The largest delivery and servicing vehicle required for Meadow High School is expected to be a large rigid truck. Swept path analysis illustrating large rigid truck movements to/ from the site are attached at Appendix I. Large rigid trucks deliveries to the site are infrequent. The majority of the deliveries to the site will be by transit vans or similar.

### *Waste management*

- 6.49 The proposed bin store for the school is located to the north of the secure minibus drop-off area adjacent to the school play area. The proposed bin store will be covered with two-way access from the school play area and from the internal access road to the north of the site access.
- 6.50 Meadow High School building and facilities management staff will be responsible for transporting waste from the school building through the school play area to the bin store.
- 6.51 Refuse collection is proposed to occur to the north of the site access on the internal access road adjacent to the bin store. The bin store is located outside of the school security line preventing the need for waste collection vehicles to enter the school's secure area.
- 6.52 Meadow High School at Royal Lane currently use LBH waste collection services. This is expected to remain the same at Meadow High School at the Harefield site. Refuse and recycling collection will both be undertaken once a week.
- 6.53 Between four and five delivery, servicing and waste collection vehicles movements are expected to/ from the site per day for Meadow High School.

### *Harefield Academy*

- 6.54 Delivery, servicing and waste collection vehicles for Harefield Academy will now access the servicing area via the proposed Meadow High School access on Northwood Road. Access to the

servicing area via the Harefield Academy car park as per the existing situation will no longer be required and as a more efficient direct route from Northwood Road is provided. There will be no other changes to delivery, servicing and refuse collection for Harefield Academy.

- 6.55 The proposed access from Northwood Road will clearly state Harefield Academy access is for delivery, servicing and refuse collection vehicles only. Up to 10 delivery, servicing and refuse vehicles movements are expected to/ from the site per day for Harefield Academy.

## Summary

- 6.56 The access and movement strategy is designed to facilitate ease of movements for all Meadow High School users and minimises impact on the Harefield Academy. The proposed access on Northwood Road will be provided in accordance with MfS standards. Car and cycle parking is provided in line with minimum standards set in the London Plan. EVCP are provided in line with the LBH Local Plan. Delivery, servicing and waste collection has been improved for Harefield Academy as the new proposed site access provides a more direct and efficient route to the servicing yard.

## 7.0 TRIP ASSESSMENT

7.1 This section of the report presents the outcome of a trip generation exercise undertaken for Meadow High School at its new site adjacent Harefield Academy; utilising information collected from the existing Meadow High School and Harefield Academy.

### Pupil and staff numbers

7.2 The new facilities for Meadow High School will be attended by 90 Pathway 1 pupils between the ages of 11-19. 45 staff will be employed at the school at the new site.

### Travel behaviour

#### *Pupils*

7.3 A site questionnaire was distributed to the existing Meadow High School to understand existing Pathway 1 pupil behaviour and the future pupil travel behaviour at the Harefield site. Meetings were also held with Meadow High School to understand how pupil travel is expected to occur at the Harefield site.

7.4 The trip generation for pupils at the school is outlined in Table 6.1.

Mode of travel	% of pupils	No. pupils	No. pupils per vehicle	No. vehicle trips
Minibus	67%	60	6 – 7	9
Private car (parent drop-off/collection)	30%	27	1	27
Taxi	2%	2	2	1
Walk	2%	2	N/A	N/A
<b>Total</b>	<b>100%*</b>	<b>90</b>	<b>84</b>	<b>37</b>

**Table 6.1: Proposed pupil trips at the Harefield site (\*rounding occurred)**

7.5 The trip assessment for pupils show that the school will generate a total of 37 vehicle trips in the morning and afternoon school peaks. Additionally, two pupil walking trips will be generated during these periods.

#### *Staff*

7.6 A total of 45 staff members are required at the new site for Meadow High School. Staff from the existing Meadow High School will transfer to the new site to accommodate this demand. A staff travel survey was therefore carried out at the existing Meadow High School to establish mode of

travel to the existing Meadow High School site and the new site.

7.7 Table 6.2 outlines the trip generation for staff at the Harefield site.

Mode of travel	% of staff	No. staff
Car driver	77%	35
Car passenger	3%	2
Car share	2%	1
Park and stride	0%	0
Rail	2%	1
Public bus	8%	4
Cycle	7%	3
Walk	2%	1
<b>Total</b>	<b>100%</b>	<b>45</b>

**Table 6.2: Proposed staff trips to the new Meadow High School site**

7.8 Table 6.2 indicates that 38 vehicle trips (35 car drivers, two car passengers and one car share) are expected to be produced by staff before and after the school day. The remaining staff trips are expected to be made by sustainable travel modes by rail, public bus, cycling and walking.

### **Delivery and servicing and waste collection trips**

7.9 Information received from Meadow High School anticipates that delivery and servicing at the Harefield site will be similar to that at the existing Meadow High School site. Between two and three delivery and servicing trips will occur for Meadow High School at the Harefield site.

7.10 Refuse and recycling collection for Meadow High School will be undertaken by the LBH as per operations at the existing site. Information provided by Meadow High School indicates that refuse and recycling collection both occur once a week.

7.11 A maximum of five delivery and servicing trips related to Meadow High School can be expected per day.

### **Movements at proposed site access**

7.12 The proposals to implement a new site access for Meadow High School from Northwood Road have been discussed in the previous chapter. An assessment has been undertaken to understand the maximum daily movements expected at the proposed site access. Information received from Meadow High School and Harefield Academy has been used to inform this assessment. Some

assumptions have been used were appropriate. The results of the assessment are outlined in Table 6.3.

Trip type	Mode of travel	Meadow High School		Harefield Academy		Total	
		In	Out	In	Out	In	Out
Pupil	Minibus	0	18	N/A	N/A	0	18
	Private car	0	0	N/A	N/A	0	0
	Taxi	0	0	N/A	N/A	0	0
	Walk	10	10	N/A	N/A	10	10
Staff	Private car	30	30	N/A	N/A	30	30
	Cycle	3	3	N/A	N/A	3	3
	Walk	6	6	N/A	N/A	6	6
Delivery, servicing and waste collection	Delivery and servicing	3	3	8	8	11	11
	Refuse and recycling	2	2	2	2	4	4
Visitors	Car	5	5	N/A	N/A	5	5
<b>Total</b>		<b>47</b>	<b>65</b>	<b>10</b>	<b>10</b>	<b>69</b>	<b>87</b>

**Table 6.3: Estimated maximum total daily movements at the site access**

7.13 Table 6.3 indicates that a daily total of 156 (69 in, 87 out) movements can be expected at the site access. Of these total daily movements, up to 118 are expected to be vehicle movements. These are spread throughout the day, with two peaks in each of the morning and afternoon associated with the start and end of the school day.

### Summary

7.14 Overall, the Meadow High School development at the new site is expected to produce a relatively low number of vehicle trips. This is attributed to the small scale of the development and pupils travel to school in multiple-occupancy vehicles.

## **8.0 DEVELOPMENT IMPACTS**

- 8.1 This section of the report discusses the transport impacts arising from the proposed development. Transport impacts within the site boundary and on the local highway network have been considered.

### **Healthy Streets**

- 8.2 An ATZ assessment was carried out within the vicinity of the site in line with TfL guidance and the Healthy Streets approach. This assessment aimed to identify potential issues along the most important routes around the development site.
- 8.3 A number of minor issues have been identified along key routes in the wider area of the site. Issues observed as part of the ATZ neighbourhood key routes assessment are considered not to have a direct impact on the proposed development and would not discourage users to travel by sustainable modes to/from the development.
- 8.4 Nonetheless physical mitigation measures as part of the development proposals discussed in Section 9.0 will be implemented and will contribute to providing Healthy Streets in the immediate area.

### **Traffic flows/ highway network operation**

- 8.5 It is acknowledged that increased traffic movements will be generated by the new site for Meadow High School in the immediate area, particularly on Northwood Road where the new site access will be located. Due to the nature of the school being for SEND, significant use of non-car modes for pupils is not feasible. The vehicle movements will be spread across the day, with peaks in the morning and afternoon.
- 8.6 As identified in Section 7.0 total traffic movements at the new site access will be 118 across the day and this is below the threshold for a right turn lane, as identified in the Design Manual for Roads and Bridges (DMRB) CD 123 (Geometric design of at-grade priority and signal controlled junction), and as such this is not proposed. The need for a traffic model of the access was discussed with officers in pre-application consultation and was not considered necessary on the basis of the volume of traffic.
- 8.7 The level of development traffic being introduced to the wider network is relatively low during peak hours, and would be expected to be distributed widely, and therefore severe impact on the operation of the local highway network is not expected. Further assessment of impacts on road and junction capacity in the wider area using traffic modelling techniques has not been considered necessary on that basis.

**Road safety**

- 8.8 An assessment of PIA data within the vicinity of the site discussed in Section 4.0 of this report indicates that four accidents occurred over the study period including three slight and one serious accident. It was concluded that all accidents were attributed to the behaviour of road users rather than the operation of the highway network. It was also noted that accidents occurred in the evening, at the weekend, during school holidays or at times pupils would not be travelling to/ from school
- 8.9 The Meadow High School expansion is expected to produce relatively low levels of pedestrian and vehicular traffic with the majority of movements occurring within school peak times when no accidents were recorded.
- 8.10 As discussed in Section 4.0 ATC surveys were undertaken on Northwood Road to understand traffic volumes and vehicle speeds at the proposed site access. Survey results highlighted that vehicles were travelling on Northwood Road in excess of the 30mph speed limit (up to 36.6mph 85<sup>th</sup> percentile speeds during the school day).
- 8.11 A new site access for Meadow High School is proposed from Northwood Road. Additional pedestrian trips are expected to occur on Northwood Road as a result. Without mitigation this may result in an impact on road safety conditions. Mitigation is discussed in Section 9.0.

**Parking impacts**

- 8.12 The trip assessment carried out in Section 7.0 identified that the Meadow High School expansion is expected to produce demand for 36 staff car parking spaces.
- 8.13 Due to the constrained nature of the site only 22 staff car parking spaces can be provided. This leaves a residual demand of 14 staff car parking spaces that need to be accommodated elsewhere. Without mitigation this could result in parking impacts, or parking congestion on Northwood Road, adjacent to the proposed site access. Mitigation is discussed in Section 9.0 of this report.
- 8.14 Due to the pupil requirements of the school, the need for pupils to be dropped-off and collected, by vehicles within a secure environment within the school site is recognised. The trip assessment exercise undertaken in Section 7.0 concludes that nine minibuses, 27 private car and one taxi trip are expected during both school peak periods. Due to the limited space on site and pupil drop-off/ collection requirements, not all vehicles will be able to be accommodated on-site and could result in vehicle overspill, queuing onto the local highway network and parking stress on surrounding residential streets.
- 8.15 A number of physical measures and management measures discussed in Section 9.0 are proposed to mitigation these impacts.

## Harefield Academy

- 8.16 Site observations and video surveys discussed in Section 4.0 highlight that some pedestrians currently use the Harefield Academy vehicular car park to the site rather than the dedicated pedestrian access.
- 8.17 As part of the Meadow High School expansion, an increase in vehicular movement at the Harefield Academy car park access is expected.
- 8.18 The Meadow High School day is expected to start at 09:00 and the Harefield Academy school day starts at 08:45. Therefore, during the morning school peak period pupil drop-off across the two schools is anticipated to be staggered. The increase in vehicular movements during the morning peak will be spread out over a 15-minute period reducing increased road safety concerns.
- 8.19 The Meadow High School, day is expected to finish at 15:05 and the Harefield Academy to finish at 15:00. During the afternoon school peak pupil collection is expected to be slightly staggered however an overlap pupil collection across both schools is expected. This could increase safety risk to pedestrians currently using the Harefield Academy car park access.
- 8.20 Mitigation measures aimed at addressing these impacts will be discussed in Section 9.0

## Loss of vegetation

- 8.21 The proposed site access from Northwood Road will require the removal of vegetation within the greenbelt. This includes loss of vegetation on-site at the access point and the loss of vegetation on Northwood Road to create sufficient visibility. Mitigation of this impact is considered in Section 9.0 of this report.

## Summary

- 8.22 It is concluded that the following impacts arising from the development require further mitigation measures and will be discussed in Section 9.0:
- i. Road safety.
  - ii. Parking impacts.
  - iii. Impact on Harefield Academy operations.
  - iv. Loss of vegetation.

## 9.0 MITIGATION STRATEGY

- 9.1 This section summaries the mitigation measures that will be implemented to address the transport impacts.

### **Physical measures**

- 9.2 To address the high vehicle speeds and safety issues on Northwood Road identified in Section 8.0 a 20mph zone is proposed on Northwood Road within the vicinity of the site. A 20mph zone will reduce vehicle speeds and improve road safety for all road users, including pedestrians and cyclists using the site access. The introduction of a 20mph zone will have cumulative benefits improving road safety for local residents and pupils and staff of the adjacent Harefield Academy. This will improve the Healthy Streets indicators “people feel safe” and “not too noisy” on Northwood Road contributing to healthier streets within the local area.
- 9.3 The introduction of a 20mph zone will also reduce the visibility requirement at the proposed site access. In turn, this will reduce the amount of vegetation that will need to be cleared alongside the site boundary to achieve sufficient visibility but yet ensure sufficient screening and reduce the impact on the greenbelt.
- 9.4 To further address road safety concerns with regards to pedestrians accessing the site, a dropped kerb crossing point with tactile paving is proposed on Northwood Road at the site access to indicate to pedestrians where it is safe to cross. The crossing point will provide access from the southern footway on Northwood Road to the northern footway at the site access. This provides a connection to the secure pedestrian access within the site. The addition of a formal crossing point at the site access contributes to providing Healthy Streets within the local area by improving Healthy Streets indicator “easy to cross”.
- 9.5 EVCP and cycle parking have been provided on-site. It is acknowledged that there are limited opportunities to reduce use of vehicle transport amongst pupils; these facilities are targeted at staff and visitors and demonstrate the development proposals are maximising opportunities to encourage sustainable travel where it is feasible.

### **Car Park Management Measures**

#### *Staff car parking*

- 9.6 To accommodate the overspill of staff car parking discussed in Section 8.0, some staff will be permitted to park within the underutilised Harefield Academy car park. This will avoid staff car parking overspilling onto surrounding residential streets. 14 car parking spaces are expected to be secured by a prior agreement with Harefield Academy.

## *Pupil drop-off and collection*

9.7 To mitigate the development impacts related with pupil drop-off and collection discussed in Section 8.0 the following mitigation measures are proposed:

- i. Drop-off and collection by private car and taxi will be accommodated within the existing Harefield Academy car park via a prior agreement with Harefield Academy. Underutilisation of the car park means there is residual capacity to accommodate these vehicles during school peak hours.
- ii. Additional safety measures in the minibus drop-off/ collection area include the implementation of bollards to segregate the pedestrians and vehicles.
- iii. Meadow High School staff will be on hand within the secure drop-off and collection area to assist pupils.

## **Measures to address the impact on Harefield Academy**

9.8 With reference to Section 8.0 impacts were identified at the site access. It is recommended that Harefield Academy manage their site access to ensure pedestrians do not use the vehicular access at peak times.

9.9 To further reduce the risk of conflict between vehicles and pedestrians at the site access as result on increase of vehicle movements at the Harefield Academy car park access, Harefield Academy delivery, servicing and waste collection movements are proposed from the new site access on Northwood Road. Delivery, servicing and waste collection vehicles for Harefield Academy will have a more direct efficient route to the delivery and servicing yard to the rear of the site. The access on Northwood Road with clearly state Harefield Academy access is for delivery, servicing and waste collection vehicles only.

## **School Travel Plan**

9.10 A STP has been produced for Meadow High School at the Harefield site. The STP sets out a range of measures to address transport impacts produced by the school and aims to promote sustainable and reduce car demand as much as possible.

9.11 The objectives of the STP are as follows:

- i. Make sure that the whole school community is aware of the STP and the objectives of the STP.
- ii. To influence staff travel behaviour away from single car occupancy, encouraging car share, walking, cycling and the use of public transport for journeys to and from the

school as far as practical.

- iii. To minimise the impact on the local community of traffic associated with staff by minimising noise, pollution and congestion.
- iv. To show a commitment to improving traffic conditions within the local area associated with the proposed expansion.
- v. To reduce the adverse effects on health associated with increased vehicle use.
- vi. To reduce air pollution and the consumption of fossil fuels.
- vii. To increase the attractiveness, and hence the proportion of journeys made to and from the site by sustainable modes, of transport such as cycling.
- viii. To reduce the cost to staff on their journey to the school by promoting alternatives that are both cheaper and more environmentally friendly.
- ix. To demonstrate commitment to promoting sustainable transport choices and reducing the traffic impact of the development on the local community

### **Delivery and Servicing Plan**

- 9.12 A DSP has been produced for Meadow High School at the Harefield site and has been submitted as part of the planning application. The DSP will provide the school with a management and monitoring strategy to ensure this delivery, servicing and refuse collection operates in a safe and efficient manner.

### **Construction Logistics Plan**

- 9.13 An CLP has been produced for the development proposals and will be submitted as part of the planning application. The outline CLP provides details/assumptions with respect to construction traffic management during the construction phase. A full CLP is expected to be required as planning condition.

### **Summary**

- 9.14 Impacts as a result of the proposed Meadow High School expansion were identified in Section 8.0 of this report. Development impacts identified were associated with road safety, parking and loss of vegetation. The mitigation strategy demonstrates that these impacts can be addressed and therefore the development proposals should be considered acceptable in transport and highways terms.

## 10.0 CONCLUSIONS

10.1 The conclusions of this report are as follows:

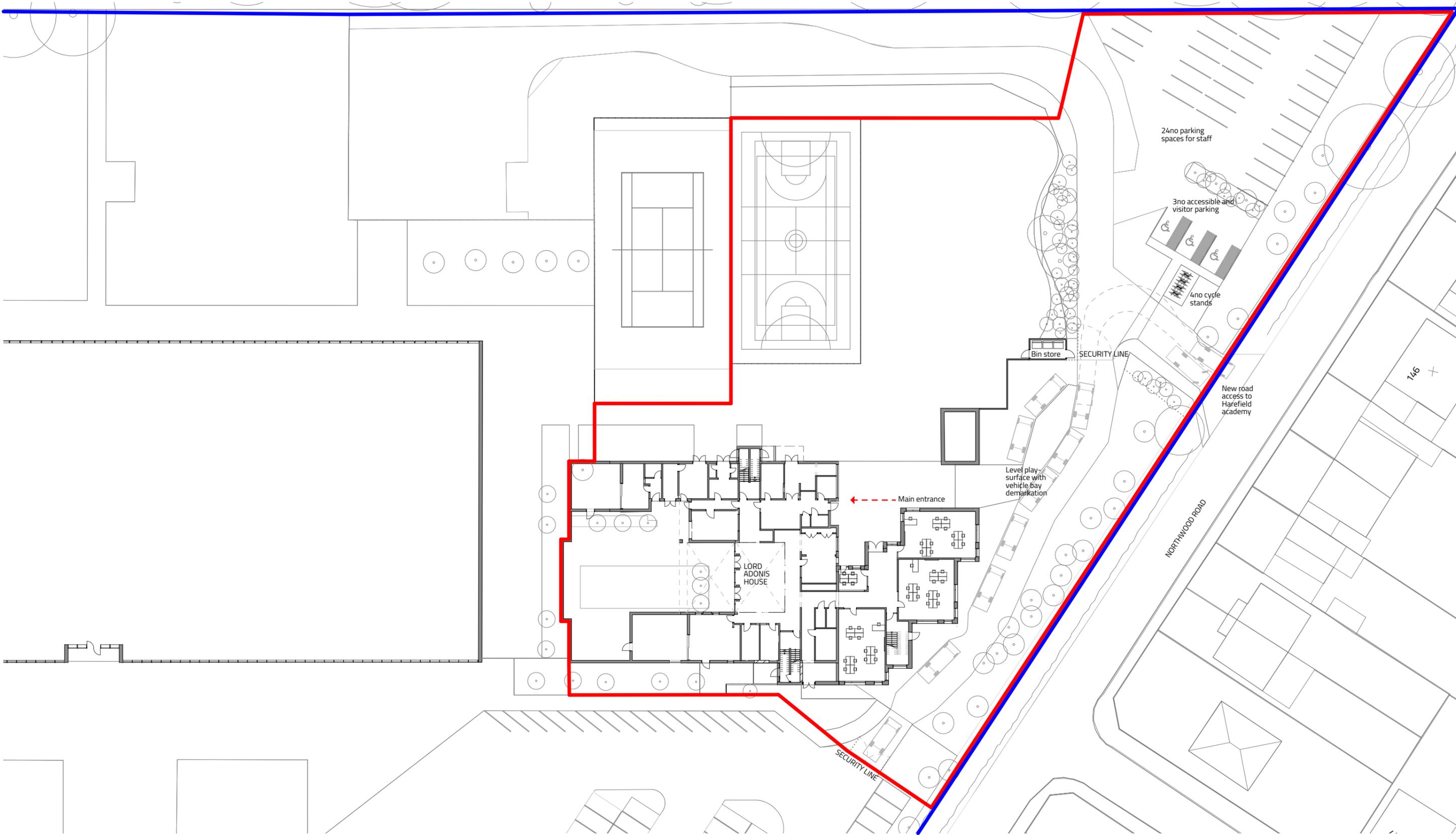
- i. The development proposals are to provide a permanent expansion of the existing Meadow High School at a satellite site at Harefield Academy on Northwood Way. Meadow High School and Harefield Academy will operate independently from the same site.
- ii. The existing unused boarding block at the Harefield Academy will be repurposed and a two-storey extension will be constructed to provide a new SEND school for Meadow High School Pathway 1 pupils at the Harefield site.
- iii. Demand for pupil places at existing Meadow High School has increased and further development to accommodate this demand cannot be facilitated at the existing Meadow High School. Therefore, a new school for SEND pupils is proposed at the Harefield site for 90 pupils and 45 staff.
- iv. The proposed Meadow High School expansion will provide a main school building at the centre of the site with a segregated pupil and visitor entrance to the building. A MUGA and courtyard garden area will also be provided to the northeast of the site. A new site access is proposed to the east of the site that leads to the staff and visitor car and cycle parking area. A minibus drop-off/ collection area is located to the south of the main school building. Landscaping improvements will also be included throughout the site.
- v. Car and cycle parking is provided in accordance with minimum standards set in the London Plan. EVCP provision is provided in accordance with the LBH Local Plan requirements.
- vi. Minibus drop-off will occur within a secure drop-off and collection area with manual controlled vehicle gates at both sides of the drop-off area. Adjacent to the vehicular gates there will be automatic pedestrian gates controlled by intercom. Upon arrival and departure of minibuses Meadow High School staff will be on hand to assist and escort pupils to/from the school building.
- vii. Drop-off and collection by private car and taxi will be accommodated within the existing Harefield Academy car park. Underutilisation of the car park means there is residual capacity to accommodate these vehicles during school peak hours.
- viii. The access and movement strategy has been designed to reduce impact of the development on the local highway network.

- ix. This TA concluded impacts arising from the development require implementation of mitigation measures:
- a. ATC surveys undertaken on Northwood Road identified that 85<sup>th</sup> percentile vehicle speeds were in excess of the 30mph speed limit causing a road safety concern. To address this, a 20mph zone is proposed on Northwood Road within the vicinity of the site to reduce vehicle speeds and improve road safety to all users.
  - b. Due to the constrained nature of the site only 22 staff car parking spaces can be provided. To avoid staff car parking overspill onto the local highway network causing possible congestion and parking stress, 14 car parking spaces are expected to be secured by a prior agreement with Harefield Academy.
  - c. Due to the pupil requirements of the school, the need for pupils to be dropped-off and collected, by vehicles within a secure environment within the school site is recognised. Due to the limited space on site and pupil drop-off/ collection requirements, not all vehicles will be able to be accommodated on-site and could result in vehicle overspill, queuing onto the local highway network and parking stress on surrounding residential streets. To resolve this issue drop-off and collection by private car and taxi will be accommodated within the existing Harefield Academy car park via a prior agreement with Harefield Academy.
  - d. Traffic volumes are proposed to increase at the Harefield Academy car park access as a result of the development proposals. Site observations and survey results highlighted that pedestrians use the vehicular access to the site. It is recommended that Harefield Academy manage their site accesses to ensure pedestrians do not use the vehicular access at peak times.
  - e. Whilst it is possible to provide visibility in accordance with the 85th percentile speeds (2.4m x 60m), this would result in removal of key vegetation that provides screening along the site boundary. To minimize impact on vegetation a 20mph zone is proposed. With a design speed of in place, visibility of 2.4m x 25m can be achieved in accordance with MfS standards and loss of vegetation is reduced.
- x. This TA is supported by a STP, DSP and CLP demonstrating that transport impacts will continue to be monitored and addressed during construction and operation of the development.

- xi. With the mitigation strategy in place, it is considered that the transport impacts of the development have been addressed and the development should be considered acceptable in transport and highways terms.

## Appendix A – Proposed site plan





**A** PROPOSED SITE PLAN  
 (GA) 005 SCALE 1:500



- Mini-bus drop off and pick up comprising up to 9no vehicles.
- Entry via main car park. Exit via Northwood Road.
- Security gates will close off mini-bus drop off zone during school day.
- Access from Northwood Road provides continuous access to Harefield Academy.
- Mixed-use play surface to be constructed for vehicular use allows play space to extend during school day connecting to adjacent green space.

NOTES:  
 This document and its design content is copyright ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents. All dimensions to be checked on site. Immediately report any discrepancies, errors or omissions on this document to the Originator. If in doubt ASK.

Rev	Date	Issue
A	13/04/2022	FOR INFORMATION
-	04/04/2022	Preliminary issue

STUDIO:	17 COMBERTON RD, CAMBRIDGE CB23 7BA
ADDRESS:	5-7 TANNER ST, LONDON SE1 3LE
CONTACT:	info@chadwickdryerclarke.co.uk T. 01223 262413

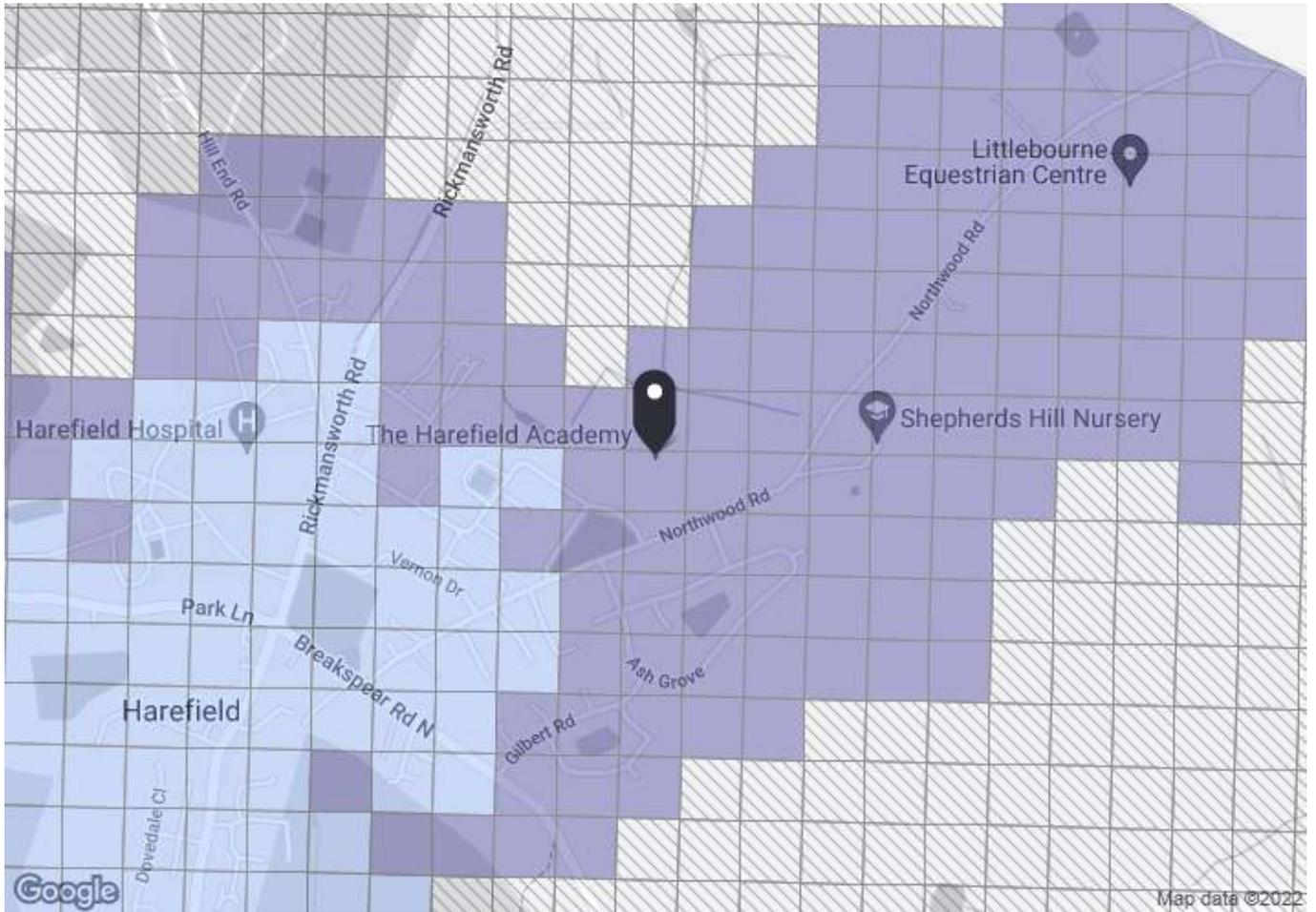
CLIENT:	London Borough of Hillingdon
ADDRESS:	Northwood Way, Harefield Uxbridge UB9 6ET
PROJECT:	Harefield School Expansion

TITLE:		PROPOSED SITE PLAN		
DATE:	SCALE @ A3:	PROJECT:	DRAWING NO.:	REV:
13/04/2022	1:500	4266 CDC XX 00 DR A (GA) 005		A

chadwickdryerclarke studio  
 architects + designers

## Appendix B – PTAL report





**PTAL output for Base Year 1a**

The Harefield Academy  
 Harefield Academy, Northwood Way Harefield, Uxbridge UB9 6ET, UK  
 Easting: 505845, Northing: 190882

Grid Cell: 135739

Report generated: 05/05/2022

---

**Calculation Parameters**

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

**Map key - PTAL**

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

**Map layers**

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	JOHN PENROSE SCHOOL	331	188.75	3	2.36	12	14.36	2.09	1	2.09
									<b>Total Grid Cell AI:</b>	<b>2.09</b>

## Appendix C – PIA data



# Hillingdon 2 Personal Injury Collisions 36 months to end of October 2021 (Provisional)



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## SUMMARY OF COLLISIONS SELECTED

### SITE REFERENCE AND DESCRIPTION

HILLINGDON - SITE 2 GIS AREA B26 - HILLINGDON 2(P)

### DATE PERIOD

36MTS TO OCT/2021

### COLLISION COUNT

4

---

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

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---

**1**

01180143701	TUE 06/11/2018 11:15	LIGHT	NORTHWOOD RD J/W VERNON DRIVE			26 LINK 279-746	505557/190622
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(29 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(76 YRS - M - REDACT)	TURNING RIGHT		(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)					

**2**

01180146347	SAT 17/11/2018 21:25	DARK	NORTHWOOD RD J/W WASH GROVE			26 LINK 279-746	505930/190780
POLICE - AT SCENE	ROAD-WET	FOG/MIST	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY, VEHICLE ONE (1) WAS STATIONERY AT ASH GROVE J/W NORTHWOOD ROAD, HAREFIELD. HE WAS INDICATING TO TURN RIGHT ON TO NORTHWOOD ROAD. HE NUDGED OUT INTO THE ROAD. VEHICLE TWO (2) WAS TRAVELLING ALONG SOUTH ALONG NORTHWOOD ROAD, TOWARDS HAREFIELD. THE TWO VEHICLES HAVE THEN COLLIDED. VEHICLE ONE (1) HAS SPUN WITH THE FORCE OF THE COLLISION AND COLLIDED WITH THE FENCE OF NUMBER 88 NORTHWOOD ROAD. (REDACTED) VEHICLE TWO HAS SPUN AROUND 180 DEGREES AND ENDED UP IN A DANGEROUS POSITION IN THE ROAD. VEHICLE ONE (1) AND VEHICLE TWO (2) WERE NOT DRIVABLE AFTER THE COLLISION.							
CASUALTY	001 (001)	(33 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(33 YRS - M - REDACT)	TURNING RIGHT		(W TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(? YRS - M - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	403 (POOR TURN OR MANOEUVRE)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

**3**

01190197076	TUE 30/07/2019 14:30	LIGHT	NEWDIGATE RD EAST, NR JUNCT WTH NEWDIGATE RD EAST.	26 CELL 505500/190500	505728/190806
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY T/STAG JUN STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(55 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(55 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) J/P - UNKN UNKNOWN S/R

**4**

01200272628	THU 08/10/2020 13:40	LIGHT	NORTHWOOD RD, NR JUNCT WTH WICKHAM CLOSE.	26 LINK 279-746	505533/190606
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY T/STAG JUN GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(51 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
CASUALTY	002 (002)	(23 YRS - F - REDA)	SLIGHT DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(51 YRS - F - REDACT)	TURNING RIGHT	(SW TO E) JCT APP O/S HIT FIRST
VEHICLE	002 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)	SLOWING/STOPPING	(SW TO NE) JCT APP FRONT HIT FIRST
V001	B	401 (JUNCTION OVERSHOOT)		V002 B	308 (FOLLOWING TOO CLOSE)

## Appendix D – ATC survey data



# ATC Survey locations



## OnPoint Traffic Surveys Ltd Classification Report

### Globals

**Report Id** CustomList-215  
**Descriptor** OnPoint Traffic Surveys Ltd Classification Report  
**Created by** MetroCount Traffic Executive  
**Creation Time (UTC)** 2022-03-02T11:29:19  
**Legal** Copyright (c)1997 - 2019 MetroCount  
**Graphic**  
**Language** English  
**Country** United Kingdom  
**Time** UTC + 0 min  
**Create Version** 5.0.8.0  
**Metric** Part metric  
**Speed Unit** mph  
**Length Unit** metre  
**Mass Unit** tonne

### Dataset

**Site Name** ROBHIL01  
**Site Attribute** HILLINGDON  
**File Name** C:\Users\dcumb\OneDrive\Desktop\ROBHIL01 0 2022-03-02 1122.EC0  
**File Type** Plus  
**Algorithm** Factory default axle  
**Description** NORTHWOOD ROAD - EAST OF ASH GROVE  
**Lane** 0  
**Direction** 8  
**Direction Text** 8 - East bound A]B, West bound B]A.  
**Layout Text** Axle sensors - Paired (Class/Speed/Count)  
**Setup Time** 2022-02-19T11:06:12  
**Start Time** 2022-02-19T11:06:12  
**Finish Time** 2022-03-02T11:21:38  
**Operator** RC  
**Configuration** 80 00 14 6a 6a 00 00 00 00 00

### Profile

**Name** OnPoint Surveys Ltd Classification Report  
**Title** MetroCount Traffic Executive  
**Graphic Logo**  
**Header**  
**Footer**  
**Percentile 1** 85  
**Percentile 2** 95  
**Pace** 12  
**Filter Start** 2022-02-21T00:00:00  
**Filter End** 2022-02-28T00:00:00  
**Class Scheme** ARX  
**F** Cls(1-10) Dir(E) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)  
**Low Speed** 0  
**High Speed** 100  
**Posted Limit** 37  
**Speed Limits** 37 37 37 37 37 37 37 37 37  
**Separation** 0.000  
**Separation Type** Headway  
**Direction** East  
**Encoded Direction** 2

## OnPoint Traffic Surveys Ltd Classification Report

### Column

<b>Time [--</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>SD</b>	Standard Deviation

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

**21 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	10	0	10	0	0	0	0	0	0	0	0	39.5	-	9.4
0100	5	0	4	0	1	0	0	0	0	0	0	35.3	-	9.8
0200	3	0	2	0	1	0	0	0	0	0	0	42.7	-	5.8
0300	3	0	3	0	0	0	0	0	0	0	0	34.1	-	6.4
0400	5	0	4	0	1	0	0	0	0	0	0	29.6	-	6.5
0500	25	0	23	0	2	0	0	0	0	0	0	35.4	41.7	5.4
0600	115	1	108	0	6	0	0	0	0	0	0	34	38.9	5.3
0700	295	0	283	1	9	0	1	1	0	0	0	30.5	34.4	4.2
0800	383	1	359	2	20	0	0	1	0	0	0	29	33	4.2
0900	277	0	260	1	15	0	0	0	0	1	0	29.1	32.7	3.9
1000	211	1	191	1	16	0	1	0	1	0	0	28.8	33	3.9
1100	162	2	140	0	19	1	0	0	0	0	0	29.8	34.4	4.7
1200	190	3	171	2	14	0	0	0	0	0	0	30.1	34.9	5.6
1300	190	1	168	1	20	0	0	0	0	0	0	30.9	35.7	4.3
1400	178	2	162	1	12	1	0	0	0	0	0	30.4	35.5	4.9
1500	204	3	190	1	10	0	0	0	0	0	0	30.5	35	4.2
1600	264	3	241	2	17	0	0	1	0	0	0	30.3	34.4	4
1700	236	2	221	0	13	0	0	0	0	0	0	30.8	35.1	4.1
1800	218	2	200	0	15	0	0	0	1	0	0	30.7	35	5.4
1900	109	1	103	0	5	0	0	0	0	0	0	30.9	35.4	4.7
2000	86	1	82	0	3	0	0	0	0	0	0	30.7	36.2	5.8
2100	82	0	81	0	1	0	0	0	0	0	0	32	37.6	5.1
2200	31	0	29	0	2	0	0	0	0	0	0	32.4	38	4.9
2300	16	0	14	0	2	0	0	0	0	0	0	32.1	38.2	6.6
<b>00-07</b>	<b>166</b>	<b>1</b>	<b>154</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>40.2</b>	<b>6.1</b>
<b>07-19</b>	<b>2808</b>	<b>20</b>	<b>2586</b>	<b>12</b>	<b>180</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>34.4</b>	<b>4.5</b>
<b>19-00</b>	<b>324</b>	<b>2</b>	<b>309</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>37.1</b>	<b>5.2</b>
<b>00-00</b>	<b>3298</b>	<b>23</b>	<b>3049</b>	<b>12</b>	<b>204</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>30.4</b>	<b>34.9</b>	<b>4.7</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

**22 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	8	0	8	0	0	0	0	0	0	0	0	36.6	-	4.8
0100	3	0	3	0	0	0	0	0	0	0	0	34.2	-	1.2
0200	5	0	4	0	1	0	0	0	0	0	0	35.1	-	11.2
0300	3	0	3	0	0	0	0	0	0	0	0	31.3	-	5.1
0400	3	0	2	0	1	0	0	0	0	0	0	37.4	-	4.6
0500	23	0	21	0	2	0	0	0	0	0	0	34.6	39.3	6
0600	105	2	94	1	8	0	0	0	0	0	0	31.7	37.4	5.4
0700	309	2	283	3	16	2	1	2	0	0	0	30.8	34.9	4.2
0800	364	0	339	1	23	1	0	0	0	0	0	29.6	33.6	4
0900	212	1	181	1	29	0	0	0	0	0	0	30.7	34.7	4.3
1000	183	0	162	0	21	0	0	0	0	0	0	30.2	34.2	4.2
1100	165	0	149	2	13	0	0	1	0	0	0	29.8	33.9	4.2
1200	181	1	159	1	19	1	0	0	0	0	0	30.8	34.4	3.7
1300	165	0	149	0	14	1	0	0	0	1	0	30.6	35.3	4.2
1400	200	2	178	1	18	0	0	0	1	0	0	30.9	34.9	4.3
1500	232	3	205	0	24	0	0	0	0	0	0	30.8	35.5	4.4
1600	192	2	180	1	9	0	0	0	0	0	0	31.2	35.8	4.5
1700	234	1	222	0	11	0	0	0	0	0	0	30.8	34.6	4.1
1800	206	0	190	1	15	0	0	0	0	0	0	31.6	36.5	4.7
1900	116	1	108	1	6	0	0	0	0	0	0	31.1	36.8	4.8
2000	92	0	90	0	2	0	0	0	0	0	0	32	37.8	5.7
2100	46	1	42	0	3	0	0	0	0	0	0	33.1	41.6	6.6
2200	39	1	38	0	0	0	0	0	0	0	0	31.9	40	5.6
2300	20	0	18	0	2	0	0	0	0	0	0	32.6	41.2	7.3
<b>00-07</b>	<b>150</b>	<b>2</b>	<b>135</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>38.3</b>	<b>5.8</b>
<b>07-19</b>	<b>2643</b>	<b>12</b>	<b>2397</b>	<b>11</b>	<b>212</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>30.6</b>	<b>34.9</b>	<b>4.3</b>
<b>19-00</b>	<b>313</b>	<b>3</b>	<b>296</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>38.1</b>	<b>5.6</b>
<b>00-00</b>	<b>3106</b>	<b>17</b>	<b>2828</b>	<b>13</b>	<b>237</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>30.8</b>	<b>35.3</b>	<b>4.5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215  
**Site Name** - ROBHILO1  
**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE  
**Direction** - East

**23 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	9	0	9	0	0	0	0	0	0	0	0	36	-	9.2
0100	2	0	2	0	0	0	0	0	0	0	0	30	-	1.3
0200	2	0	2	0	0	0	0	0	0	0	0	41.3	-	1.4
0300	3	0	3	0	0	0	0	0	0	0	0	30.7	-	7.4
0400	8	0	7	0	1	0	0	0	0	0	0	30.5	-	3.8
0500	20	0	19	0	1	0	0	0	0	0	0	33.1	37.8	5.4
0600	93	3	79	0	11	0	0	0	0	0	0	32.2	37.6	5.3
0700	291	2	277	2	9	0	0	1	0	0	0	32.4	36.2	4.2
0800	352	0	328	1	22	0	0	1	0	0	0	30.8	34.8	4.5
0900	182	1	167	1	13	0	0	0	0	0	0	31	35.5	4.7
1000	161	1	139	0	21	0	0	0	0	0	0	29.8	34	5.3
1100	176	3	154	1	14	3	1	0	0	0	0	28.5	32.8	5.5
1200	161	3	144	2	10	1	1	0	0	0	0	29.7	34.7	5.6
1300	171	1	156	0	14	0	0	0	0	0	0	31.3	35.9	4.5
1400	185	3	171	0	11	0	0	0	0	0	0	31.5	35.9	4.6
1500	237	5	213	0	19	0	0	0	0	0	0	30.8	36	5
1600	214	2	198	1	13	0	0	0	0	0	0	30.8	35.6	4.6
1700	236	0	227	0	9	0	0	0	0	0	0	30.5	34.6	5.5
1800	238	1	221	0	15	0	0	1	0	0	0	31.4	35.7	4.3
1900	134	0	125	1	8	0	0	0	0	0	0	31.4	35.5	5.2
2000	118	1	110	0	5	1	1	0	0	0	0	31.7	36.4	4.6
2100	73	1	64	0	3	1	4	0	0	0	0	31.5	37	5.3
2200	59	1	54	0	3	1	0	0	0	0	0	33.7	39.3	5.7
2300	20	1	13	0	3	0	3	0	0	0	0	30	37.1	6.7
<b>00-07</b>	<b>137</b>	<b>3</b>	<b>121</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.6</b>	<b>38</b>	<b>5.7</b>
<b>07-19</b>	<b>2604</b>	<b>22</b>	<b>2395</b>	<b>8</b>	<b>170</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>35.3</b>	<b>4.9</b>
<b>19-00</b>	<b>404</b>	<b>4</b>	<b>366</b>	<b>1</b>	<b>22</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>36.8</b>	<b>5.3</b>
<b>00-00</b>	<b>3145</b>	<b>29</b>	<b>2882</b>	<b>9</b>	<b>205</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>35.7</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

**24 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	14	0	12	0	0	0	1	0	0	0	1	33.7	41.6	6.3
0100	6	0	4	0	2	0	0	0	0	0	0	36.6	-	5.3
0200	6	1	5	0	0	0	0	0	0	0	0	41.1	-	7.6
0300	5	0	4	0	1	0	0	0	0	0	0	31.4	-	5.8
0400	6	0	4	0	2	0	0	0	0	0	0	35.3	-	5.1
0500	20	0	20	0	0	0	0	0	0	0	0	33.7	39.7	5.1
0600	97	3	85	0	9	0	0	0	0	0	0	31.3	36.3	6.3
0700	305	2	280	1	20	1	0	1	0	0	0	30.9	34.6	3.8
0800	320	0	300	0	20	0	0	0	0	0	0	29.9	33.6	3.8
0900	191	0	175	3	13	0	0	0	0	0	0	30.2	33.8	4.1
1000	184	1	162	0	18	1	1	1	0	0	0	30.4	34.3	4.7
1100	150	0	138	1	9	0	2	0	0	0	0	30.6	35	4.7
1200	160	2	137	2	18	0	0	0	1	0	0	31	35.8	4.9
1300	172	2	153	1	14	0	2	0	0	0	0	31.3	35.6	4.7
1400	155	3	133	1	18	0	0	0	0	0	0	31.6	35.9	4.5
1500	212	3	195	0	14	0	0	0	0	0	0	31.7	36.6	4.7
1600	232	5	206	0	21	0	0	0	0	0	0	31.4	36.2	4.3
1700	248	2	231	2	13	0	0	0	0	0	0	30.2	35	4.5
1800	205	3	189	0	13	0	0	0	0	0	0	30.6	35.2	4.5
1900	135	1	133	0	1	0	0	0	0	0	0	32.2	37.8	5.7
2000	119	1	116	0	2	0	0	0	0	0	0	31.9	36.9	5.1
2100	90	0	86	0	4	0	0	0	0	0	0	31.9	38.6	5.9
2200	68	0	66	0	2	0	0	0	0	0	0	30.8	34.4	4.9
2300	20	0	17	0	3	0	0	0	0	0	0	33.6	40.3	6.7
<b>00-07</b>	<b>154</b>	<b>4</b>	<b>134</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>32.6</b>	<b>39.6</b>	<b>6.4</b>
<b>07-19</b>	<b>2534</b>	<b>23</b>	<b>2299</b>	<b>11</b>	<b>191</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30.7</b>	<b>35</b>	<b>4.4</b>
<b>19-00</b>	<b>432</b>	<b>2</b>	<b>418</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.9</b>	<b>37.3</b>	<b>5.5</b>
<b>00-00</b>	<b>3120</b>	<b>29</b>	<b>2851</b>	<b>11</b>	<b>217</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>35.5</b>	<b>4.7</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

**25 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	12	0	12	0	0	0	0	0	0	0	0	38.6	45.5	5.8
0100	2	0	2	0	0	0	0	0	0	0	0	32.8	-	1.1
0200	4	0	4	0	0	0	0	0	0	0	0	41.4	-	4.7
0300	1	0	1	0	0	0	0	0	0	0	0	38.3	-	-
0400	5	0	3	0	2	0	0	0	0	0	0	31.8	-	7.6
0500	28	0	26	0	2	0	0	0	0	0	0	34.7	38.9	4.2
0600	106	1	98	0	7	0	0	0	0	0	0	32.6	38.5	5.8
0700	271	3	255	0	11	0	1	0	1	0	0	32.3	36.2	4.3
0800	302	2	283	0	17	0	0	0	0	0	0	31	35.6	4.5
0900	180	3	163	2	9	2	0	1	0	0	0	31	36.1	5.3
1000	181	0	166	1	13	0	1	0	0	0	0	30.9	34.8	4.5
1100	183	1	155	0	23	1	3	0	0	0	0	30.3	34.4	5.5
1200	191	4	171	1	14	0	1	0	0	0	0	31.1	35.8	4.5
1300	167	1	148	1	16	0	1	0	0	0	0	31.5	36	4.5
1400	181	5	164	0	12	0	0	0	0	0	0	31.7	35.8	5.5
1500	237	3	213	1	20	0	0	0	0	0	0	31.6	36.4	5.3
1600	214	1	201	0	12	0	0	0	0	0	0	31.8	35.8	4.1
1700	229	1	212	1	13	1	0	0	1	0	0	31.3	35.5	4
1800	178	1	164	0	13	0	0	0	0	0	0	30.6	34.6	4.6
1900	141	2	134	0	5	0	0	0	0	0	0	31.7	36.7	5.5
2000	136	3	130	0	3	0	0	0	0	0	0	31.6	36.4	6.1
2100	55	0	52	0	3	0	0	0	0	0	0	31.7	36.6	4.8
2200	37	0	35	0	2	0	0	0	0	0	0	33.3	40.8	6.4
2300	32	2	29	0	1	0	0	0	0	0	0	32.4	39.1	6
<b>00-07</b>	<b>158</b>	<b>1</b>	<b>146</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.7</b>	<b>39.3</b>	<b>5.8</b>
<b>07-19</b>	<b>2514</b>	<b>25</b>	<b>2295</b>	<b>7</b>	<b>173</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>35.7</b>	<b>4.7</b>
<b>19-00</b>	<b>401</b>	<b>7</b>	<b>380</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>36.9</b>	<b>5.7</b>
<b>00-00</b>	<b>3073</b>	<b>33</b>	<b>2821</b>	<b>7</b>	<b>198</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>36</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

**26 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	15	0	15	0	0	0	0	0	0	0	0	34.6	40.6	5.5
0100	4	0	4	0	0	0	0	0	0	0	0	34.3	-	7
0200	5	0	5	0	0	0	0	0	0	0	0	34	-	4.7
0300	6	0	6	0	0	0	0	0	0	0	0	29.6	-	5.8
0400	4	0	4	0	0	0	0	0	0	0	0	27.5	-	4.3
0500	11	0	10	0	1	0	0	0	0	0	0	37.4	46.9	7.3
0600	43	0	41	0	2	0	0	0	0	0	0	34.5	41.1	5.9
0700	90	1	85	0	4	0	0	0	0	0	0	34.8	39.8	5
0800	143	3	137	0	3	0	0	0	0	0	0	33	38.6	5.5
0900	169	3	149	1	15	0	1	0	0	0	0	32	37.8	5.4
1000	187	2	169	2	14	0	0	0	0	0	0	31.4	35.9	5.1
1100	216	2	201	2	11	0	0	0	0	0	0	30.6	36.4	6.2
1200	221	7	206	0	7	0	1	0	0	0	0	31.8	37.6	5.5
1300	193	4	177	1	10	0	1	0	0	0	0	30.6	35.8	5.7
1400	180	5	162	1	11	0	1	0	0	0	0	30.1	35.1	5.8
1500	174	3	156	0	15	0	0	0	0	0	0	32.6	36.6	4.2
1600	158	1	146	0	9	1	1	0	0	0	0	31.7	35.9	5.5
1700	143	1	133	1	6	0	0	0	2	0	0	31.9	35.9	5
1800	135	0	125	0	9	0	0	0	1	0	0	31.2	36.1	5.1
1900	104	7	95	0	2	0	0	0	0	0	0	31.7	37.2	5
2000	78	0	72	0	6	0	0	0	0	0	0	31.2	36	4.6
2100	57	1	55	0	1	0	0	0	0	0	0	32.1	38.8	5.4
2200	62	1	58	0	2	0	1	0	0	0	0	32.1	37.2	6.4
2300	41	0	38	0	3	0	0	0	0	0	0	31.9	39.5	6.3
<b>00-07</b>	<b>88</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.2</b>	<b>40.8</b>	<b>6.2</b>
<b>07-19</b>	<b>2009</b>	<b>32</b>	<b>1846</b>	<b>8</b>	<b>114</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>36.5</b>	<b>5.5</b>
<b>19-00</b>	<b>342</b>	<b>9</b>	<b>318</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>37.1</b>	<b>5.4</b>
<b>00-00</b>	<b>2439</b>	<b>41</b>	<b>2249</b>	<b>8</b>	<b>131</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>31.7</b>	<b>36.7</b>	<b>5.5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

**27 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	20	0	18	0	2	0	0	0	0	0	0	32.6	36.9	7.9
0100	14	0	14	0	0	0	0	0	0	0	0	33	43.1	7.7
0200	12	0	12	0	0	0	0	0	0	0	0	31.1	40.1	7.6
0300	4	0	4	0	0	0	0	0	0	0	0	33.5	-	4.3
0400	4	0	4	0	0	0	0	0	0	0	0	24.8	-	2.6
0500	10	0	10	0	0	0	0	0	0	0	0	31.4	-	3.5
0600	14	0	14	0	0	0	0	0	0	0	0	32.7	36.8	5.8
0700	59	0	58	0	1	0	0	0	0	0	0	33.9	38.9	4.6
0800	67	1	63	0	3	0	0	0	0	0	0	33.6	39.8	5.3
0900	132	4	120	0	6	0	0	2	0	0	0	32	37.6	5.8
1000	159	5	144	1	9	0	0	0	0	0	0	30.1	35.8	6.6
1100	170	2	157	1	9	0	1	0	0	0	0	31.7	36.5	5.8
1200	167	5	151	2	6	1	1	0	0	0	1	31.2	37.1	6.5
1300	161	7	148	0	5	0	1	0	0	0	0	29.7	34.8	5.6
1400	179	8	162	3	4	0	2	0	0	0	0	28.6	33.2	5.1
1500	141	5	129	2	4	0	1	0	0	0	0	30.2	35.6	5.6
1600	216	2	198	1	15	0	0	0	0	0	0	30.5	36.1	6.2
1700	187	4	175	1	7	0	0	0	0	0	0	32.6	38.1	5.3
1800	117	5	109	0	3	0	0	0	0	0	0	29.7	33.9	5.5
1900	79	0	76	0	3	0	0	0	0	0	0	30.1	35.5	4.7
2000	78	1	70	0	7	0	0	0	0	0	0	30.1	36	5.3
2100	40	0	37	0	3	0	0	0	0	0	0	31.4	35.8	6.7
2200	35	1	32	0	2	0	0	0	0	0	0	29.9	33.4	3.3
2300	20	0	20	0	0	0	0	0	0	0	0	32.2	38.2	4.1
<b>00-07</b>	<b>78</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.9</b>	<b>36.9</b>	<b>6.7</b>
<b>07-19</b>	<b>1755</b>	<b>48</b>	<b>1614</b>	<b>11</b>	<b>72</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30.9</b>	<b>36.3</b>	<b>5.9</b>
<b>19-00</b>	<b>252</b>	<b>2</b>	<b>235</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>35.6</b>	<b>5.1</b>
<b>00-00</b>	<b>2085</b>	<b>50</b>	<b>1925</b>	<b>11</b>	<b>89</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30.8</b>	<b>36.2</b>	<b>5.9</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

## Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	13	0	12	0	0	0	0	0	0	0	0	35.4	41.8	7.3
0100	5	0	5	0	0	0	0	0	0	0	0	34	-	6.7
0200	5	0	5	0	0	0	0	0	0	0	0	36.3	-	8.2
0300	4	0	3	0	0	0	0	0	0	0	0	31.8	-	5.4
0400	5	0	4	0	1	0	0	0	0	0	0	31	-	6
0500	20	0	18	0	1	0	0	0	0	0	0	34.4	39.1	5.4
0600	82	1	74	0	6	0	0	0	0	0	0	32.6	38.5	5.7
0700	231	1	217	1	10	0	0	1	0	0	0	31.6	35.7	4.4
0800	276	1	258	1	15	0	0	0	0	0	0	30.4	34.8	4.5
0900	192	2	174	1	14	0	0	0	0	0	0	30.7	35.5	4.8
1000	181	1	162	1	16	0	0	0	0	0	0	30.2	34.6	5
1100	175	1	156	1	14	1	1	0	0	0	0	30.2	34.9	5.4
1200	182	4	163	1	13	0	1	0	0	0	0	30.9	35.8	5.3
1300	174	2	157	1	13	0	1	0	0	0	0	30.8	35.6	4.8
1400	180	4	162	1	12	0	0	0	0	0	0	30.7	35.2	5.1
1500	205	4	186	1	15	0	0	0	0	0	0	31.2	35.7	4.8
1600	213	2	196	1	14	0	0	0	0	0	0	31	35.7	4.8
1700	216	2	203	1	10	0	0	0	0	0	0	31.1	35.2	4.7
1800	185	2	171	0	12	0	0	0	0	0	0	30.9	35.3	4.8
1900	117	2	111	0	4	0	0	0	0	0	0	31.4	36.6	5.2
2000	101	1	96	0	4	0	0	0	0	0	0	31.4	36.4	5.4
2100	63	0	60	0	3	0	1	0	0	0	0	31.9	37.9	5.6
2200	47	1	45	0	2	0	0	0	0	0	0	32	37.3	5.6
2300	24	0	21	0	2	0	0	0	0	0	0	32.1	38.4	6.2
<b>00-07</b>	<b>133</b>	<b>2</b>	<b>122</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.2</b>	<b>39.3</b>	<b>6.1</b>
<b>07-19</b>	<b>2410</b>	<b>26</b>	<b>2205</b>	<b>10</b>	<b>159</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>35.3</b>	<b>4.9</b>
<b>19-00</b>	<b>353</b>	<b>4</b>	<b>332</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>37</b>	<b>5.4</b>
<b>00-00</b>	<b>2895</b>	<b>32</b>	<b>2658</b>	<b>10</b>	<b>183</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>35.7</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHIL01

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

## Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	3298	23	3049	12	204	2	2	3	2	1	0	30.4	34.9	4.7
Tue	3106	17	2828	13	237	5	1	3	1	1	0	30.8	35.3	4.5
Wed	3145	29	2882	9	205	7	10	3	0	0	0	31	35.7	5
Thu	3120	29	2851	11	217	2	6	2	1	0	1	31	35.5	4.7
Fri	3073	33	2821	7	198	4	7	1	2	0	0	31.5	36	5
Sat	2439	41	2249	8	131	1	6	0	3	0	0	31.7	36.7	5.5
Sun	2085	50	1925	11	89	1	6	2	0	0	1	30.8	36.2	5.9
<b>--</b>	<b>20266</b>	<b>222</b>	<b>18605</b>	<b>71</b>	<b>1281</b>	<b>22</b>	<b>38</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>35.7</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHIL01

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

## Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	20266	222	18605	71	1281	22	38	14	9	2	2	31	35.7	5

## OnPoint Traffic Surveys Ltd Classification Report

### Globals

**Report Id** CustomList-215  
**Descriptor** OnPoint Traffic Surveys Ltd Classification Report  
**Created by** MetroCount Traffic Executive  
**Creation Time (UTC)** 2022-03-02T11:30:37  
**Legal** Copyright (c)1997 - 2019 MetroCount  
**Graphic**  
**Language** English  
**Country** United Kingdom  
**Time** UTC + 0 min  
**Create Version** 5.0.8.0  
**Metric** Part metric  
**Speed Unit** mph  
**Length Unit** metre  
**Mass Unit** tonne

### Dataset

**Site Name** ROBHIL01  
**Site Attribute** HILLINGDON  
**File Name** C:\Users\dcumb\OneDrive\Desktop\ROBHIL01 0 2022-03-02 1122.EC0  
**File Type** Plus  
**Algorithm** Factory default axle  
**Description** NORTHWOOD ROAD - EAST OF ASH GROVE  
**Lane** 0  
**Direction** 8  
**Direction Text** 8 - East bound A]B, West bound B]A.  
**Layout Text** Axle sensors - Paired (Class/Speed/Count)  
**Setup Time** 2022-02-19T11:06:12  
**Start Time** 2022-02-19T11:06:12  
**Finish Time** 2022-03-02T11:21:38  
**Operator** RC  
**Configuration** 80 00 14 6a 6a 00 00 00 00 00

### Profile

**Name** OnPoint Surveys Ltd Classification Report  
**Title** MetroCount Traffic Executive  
**Graphic Logo**  
**Header**  
**Footer**  
**Percentile 1** 85  
**Percentile 2** 95  
**Pace** 12  
**Filter Start** 2022-02-21T00:00:00  
**Filter End** 2022-02-28T00:00:00  
**Class Scheme** ARX  
**F** Cls(1-10) Dir(W) Sp(0,100) Headway[]0) Span(0 - 100) Lane(0-16)  
**Low Speed** 0  
**High Speed** 100  
**Posted Limit** 37  
**Speed Limits** 37 37 37 37 37 37 37 37 37  
**Separation** 0.000  
**Separation Type** Headway  
**Direction** West  
**Encoded Direction** 8

## OnPoint Traffic Surveys Ltd Classification Report

### Column

<b>Time [--</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>SD</b>	Standard Deviation

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

**21 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	11	0	11	0	0	0	0	0	0	0	0	33.4	45	7.8
0100	6	0	6	0	0	0	0	0	0	0	0	30.7	-	2.3
0200	3	0	3	0	0	0	0	0	0	0	0	29.6	-	0.8
0300	2	0	2	0	0	0	0	0	0	0	0	31.9	-	6.8
0400	11	0	8	0	3	0	0	0	0	0	0	31	38.7	4.9
0500	26	0	26	0	0	0	0	0	0	0	0	34.4	40.9	6.8
0600	136	3	128	0	4	1	0	0	0	0	0	30.8	34.1	4
0700	279	1	245	0	31	0	1	0	0	0	1	32.4	36.5	4.1
0800	295	1	266	0	27	0	0	0	1	0	0	29.9	34	4.5
0900	238	1	224	0	11	1	0	0	0	1	0	28.1	31.7	3.5
1000	177	1	163	2	9	1	0	0	0	1	0	27.1	31	3.5
1100	170	2	148	0	19	0	1	0	0	0	0	29.2	33.4	4.4
1200	173	0	159	2	11	0	0	0	1	0	0	29.5	33.9	4.5
1300	213	5	186	0	21	0	0	1	0	0	0	31.4	35.7	4.5
1400	201	2	179	1	19	0	0	0	0	0	0	28.8	34	5.7
1500	243	2	216	2	21	0	2	0	0	0	0	28.8	34.1	5.3
1600	257	4	250	1	2	0	0	0	0	0	0	29.3	33.6	4.4
1700	263	1	253	0	9	0	0	0	0	0	0	29.7	33.6	4
1800	199	5	186	1	7	0	0	0	0	0	0	29.2	33.9	4.9
1900	141	1	137	0	3	0	0	0	0	0	0	30.2	34.8	4.2
2000	110	0	109	0	1	0	0	0	0	0	0	32.1	36.5	4.4
2100	55	0	55	0	0	0	0	0	0	0	0	34	38.9	4.7
2200	35	0	35	0	0	0	0	0	0	0	0	32	38.5	4.5
2300	25	0	25	0	0	0	0	0	0	0	0	34.4	39.1	4.5
<b>00-07</b>	<b>195</b>	<b>3</b>	<b>184</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>36.5</b>	<b>4.8</b>
<b>07-19</b>	<b>2708</b>	<b>25</b>	<b>2475</b>	<b>9</b>	<b>187</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>29.6</b>	<b>34</b>	<b>4.6</b>
<b>19-00</b>	<b>366</b>	<b>1</b>	<b>361</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>36.5</b>	<b>4.6</b>
<b>00-00</b>	<b>3269</b>	<b>29</b>	<b>3020</b>	<b>9</b>	<b>198</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>29.9</b>	<b>34.4</b>	<b>4.7</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

**22 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	12	0	10	0	2	0	0	0	0	0	0	33.2	41.5	5.9
0100	4	0	4	0	0	0	0	0	0	0	0	29.7	-	4.4
0200	4	0	3	0	1	0	0	0	0	0	0	31.9	-	4.9
0300	2	0	2	0	0	0	0	0	0	0	0	35.3	-	0.2
0400	7	0	5	0	2	0	0	0	0	0	0	36.3	-	7
0500	30	0	29	0	1	0	0	0	0	0	0	36.2	39.5	4.8
0600	158	1	141	0	14	0	1	0	1	0	0	31.9	36.1	4.9
0700	318	3	279	1	34	1	0	0	0	0	0	29.5	33.7	4.5
0800	332	4	297	0	29	0	1	1	0	0	0	28.9	33	4.5
0900	216	0	194	3	18	0	0	1	0	0	0	29.6	34.6	4.7
1000	184	0	167	3	14	0	0	0	0	0	0	29.3	32.8	3.5
1100	195	2	181	0	12	0	0	0	0	0	0	28.3	31.7	3.9
1200	173	1	155	0	16	0	1	0	0	0	0	29.4	33	4
1300	195	0	180	0	15	0	0	0	0	0	0	29.5	34.2	4.3
1400	213	0	191	0	20	0	1	1	0	0	0	30.3	34.4	4.5
1500	210	4	187	0	19	0	0	0	0	0	0	28.7	33.9	5.4
1600	280	1	252	1	24	1	0	1	0	0	0	30.8	34.8	4.5
1700	309	2	285	1	19	1	1	0	0	0	0	29.9	34.3	5.3
1800	205	1	191	1	12	0	0	0	0	0	0	30.8	35	4.7
1900	140	0	134	0	5	1	0	0	0	0	0	31.4	35.5	4.7
2000	99	0	96	0	3	0	0	0	0	0	0	31.9	37.1	4.4
2100	64	0	60	0	4	0	0	0	0	0	0	31.6	37.3	4.6
2200	62	0	62	0	0	0	0	0	0	0	0	32.5	38.7	5
2300	24	0	23	0	1	0	0	0	0	0	0	31.6	37.7	5.2
<b>00-07</b>	<b>217</b>	<b>1</b>	<b>194</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>37.7</b>	<b>5.2</b>
<b>07-19</b>	<b>2830</b>	<b>18</b>	<b>2559</b>	<b>10</b>	<b>232</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>33.9</b>	<b>4.6</b>
<b>19-00</b>	<b>389</b>	<b>0</b>	<b>375</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>37.1</b>	<b>4.7</b>
<b>00-00</b>	<b>3436</b>	<b>19</b>	<b>3128</b>	<b>10</b>	<b>265</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>34.5</b>	<b>4.8</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

**23 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	9	0	9	0	0	0	0	0	0	0	0	31.3	-	3.5
0100	2	0	2	0	0	0	0	0	0	0	0	42.2	-	9.7
0200	6	0	6	0	0	0	0	0	0	0	0	35.7	-	3.9
0300	1	0	1	0	0	0	0	0	0	0	0	37.8	-	-
0400	12	0	9	0	3	0	0	0	0	0	0	35.7	42.3	4.9
0500	21	0	20	0	1	0	0	0	0	0	0	37.7	44.7	6.7
0600	135	3	118	0	11	2	0	0	1	0	0	33.7	38.9	5.1
0700	265	4	241	1	17	0	0	0	1	0	1	30.7	35.5	4.9
0800	268	1	252	1	12	0	0	1	1	0	0	30.3	33.7	3.5
0900	226	2	201	0	22	1	0	0	0	0	0	30.3	34.9	5.2
1000	178	2	159	0	17	0	0	0	0	0	0	29.5	33.6	4.3
1100	165	0	144	1	19	0	1	0	0	0	0	28.4	33.6	5
1200	174	4	155	0	13	1	0	0	1	0	0	28.2	32.9	4.7
1300	206	5	181	0	19	0	0	0	0	0	1	30.2	34.8	4.8
1400	220	2	194	1	23	0	0	0	0	0	0	30.1	34.4	4.4
1500	241	5	216	1	18	0	1	0	0	0	0	29	33.3	4.6
1600	326	4	294	1	24	1	0	1	0	0	1	28.8	33.2	5.5
1700	278	2	259	1	15	0	0	0	1	0	0	30.3	35.1	5
1800	212	0	202	0	9	0	0	0	0	0	1	30.1	34.1	4.4
1900	163	1	150	2	6	0	3	0	0	0	1	31.3	36.1	5.2
2000	119	2	114	0	2	1	0	0	0	0	0	30.9	35.2	4.3
2100	94	0	87	0	6	0	1	0	0	0	0	30.4	35.7	5.5
2200	72	0	67	0	4	1	0	0	0	0	0	33.8	38.5	6.4
2300	37	1	33	1	2	0	0	0	0	0	0	31.6	36.6	4.3
<b>00-07</b>	<b>186</b>	<b>3</b>	<b>165</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>34.4</b>	<b>40.1</b>	<b>5.4</b>
<b>07-19</b>	<b>2759</b>	<b>31</b>	<b>2498</b>	<b>7</b>	<b>208</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>29.7</b>	<b>34.1</b>	<b>4.8</b>
<b>19-00</b>	<b>485</b>	<b>4</b>	<b>451</b>	<b>3</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>31.4</b>	<b>36.1</b>	<b>5.3</b>
<b>00-00</b>	<b>3430</b>	<b>38</b>	<b>3114</b>	<b>10</b>	<b>243</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>30.2</b>	<b>34.8</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

**24 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	16	0	15	0	0	0	1	0	0	0	0	37.8	53.8	10.1
0100	8	0	7	0	1	0	0	0	0	0	0	37.6	-	5.6
0200	2	0	2	0	0	0	0	0	0	0	0	36.5	-	2.8
0300	4	0	4	0	0	0	0	0	0	0	0	30.4	-	5.7
0400	8	0	8	0	0	0	0	0	0	0	0	33.3	-	5.5
0500	26	0	26	0	0	0	0	0	0	0	0	35.1	41.1	6.3
0600	150	1	136	0	13	0	0	0	0	0	0	31.5	36.7	4.8
0700	246	4	211	0	30	0	1	0	0	0	0	30.3	34.2	4.1
0800	240	0	225	1	11	3	0	0	0	0	0	29	33.2	4.7
0900	241	0	220	0	16	3	2	0	0	0	0	30.3	34.6	4.2
1000	166	2	137	0	22	1	1	2	1	0	0	30.2	34.3	4.8
1100	185	2	161	0	21	1	0	0	0	0	0	29.7	33.9	4.6
1200	178	1	165	0	12	0	0	0	0	0	0	30	33.9	4.5
1300	204	0	183	0	20	0	1	0	0	0	0	29.2	33.9	5.3
1400	197	3	173	1	20	0	0	0	0	0	0	30.2	34.4	3.8
1500	248	2	226	0	17	0	0	3	0	0	0	30.4	34.8	4.7
1600	304	3	276	0	23	0	0	0	2	0	0	29.3	33.7	4.8
1700	270	0	248	3	18	0	1	0	0	0	0	29.2	33.2	4.3
1800	214	0	208	0	5	1	0	0	0	0	0	30.6	34.5	4.1
1900	181	0	172	0	8	0	1	0	0	0	0	30.5	34.1	3.6
2000	126	1	119	1	4	0	1	0	0	0	0	30.1	36.1	4.9
2100	87	0	85	0	2	0	0	0	0	0	0	31	37.4	5
2200	62	0	60	0	2	0	0	0	0	0	0	32.4	36.9	5.6
2300	38	1	35	0	2	0	0	0	0	0	0	36.8	45.9	9.7
<b>00-07</b>	<b>214</b>	<b>1</b>	<b>198</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>38</b>	<b>5.9</b>
<b>07-19</b>	<b>2693</b>	<b>17</b>	<b>2433</b>	<b>5</b>	<b>215</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>29.8</b>	<b>34.1</b>	<b>4.5</b>
<b>19-00</b>	<b>494</b>	<b>2</b>	<b>471</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.2</b>	<b>36</b>	<b>5.4</b>
<b>00-00</b>	<b>3401</b>	<b>20</b>	<b>3102</b>	<b>6</b>	<b>247</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>34.6</b>	<b>4.8</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

**25 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	17	0	16	0	1	0	0	0	0	0	0	35.5	41.7	4.7
0100	10	0	10	0	0	0	0	0	0	0	0	30.9	-	5.3
0200	3	0	3	0	0	0	0	0	0	0	0	31.6	-	1.3
0300	5	0	5	0	0	0	0	0	0	0	0	31	-	6.1
0400	13	0	12	0	1	0	0	0	0	0	0	29.7	36	6.5
0500	31	0	29	0	2	0	0	0	0	0	0	35.3	40.9	5.3
0600	128	1	115	0	10	1	1	0	0	0	0	33.5	39	4.5
0700	238	2	213	0	21	0	2	0	0	0	0	31.2	35.6	5
0800	223	0	211	4	7	1	0	0	0	0	0	29.6	33.6	4
0900	190	3	168	3	15	0	1	0	0	0	0	29.9	34.3	4.6
1000	180	2	162	0	13	1	1	0	1	0	0	30.4	34.8	4.8
1100	206	5	174	0	25	0	2	0	0	0	0	30.2	34.9	5
1200	249	7	212	0	27	1	1	0	1	0	0	30.7	35	4.4
1300	218	2	189	0	27	0	0	0	0	0	0	31.2	35.1	4.5
1400	241	4	215	0	22	0	0	0	0	0	0	30.6	35.1	4.9
1500	273	4	243	0	26	0	0	0	0	0	0	30	34.8	5.1
1600	360	2	334	2	20	1	0	0	1	0	0	29.2	33.7	4.6
1700	368	4	344	1	19	0	0	0	0	0	0	30	33.6	4.1
1800	278	2	251	1	19	1	1	1	2	0	0	29.5	34.4	4.9
1900	147	4	138	0	5	0	0	0	0	0	0	31.2	36.7	4.9
2000	106	4	99	0	3	0	0	0	0	0	0	31.6	35.7	5.3
2100	60	0	56	0	4	0	0	0	0	0	0	31.8	37.8	4.8
2200	55	0	52	0	3	0	0	0	0	0	0	31.2	36	4.8
2300	41	1	38	0	2	0	0	0	0	0	0	31.6	36.5	5.8
<b>00-07</b>	<b>207</b>	<b>1</b>	<b>190</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.5</b>	<b>39</b>	<b>5</b>
<b>07-19</b>	<b>3024</b>	<b>37</b>	<b>2716</b>	<b>11</b>	<b>241</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>34.6</b>	<b>4.7</b>
<b>19-00</b>	<b>409</b>	<b>9</b>	<b>383</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>36.2</b>	<b>5.1</b>
<b>00-00</b>	<b>3640</b>	<b>47</b>	<b>3289</b>	<b>11</b>	<b>272</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>30.5</b>	<b>35</b>	<b>4.8</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215  
**Site Name** - ROBHILO1  
**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE  
**Direction** - West

26 February 2022

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	29	0	29	0	0	0	0	0	0	0	0	33.6	39.4	5.8
0100	10	0	10	0	0	0	0	0	0	0	0	34.2	-	3.2
0200	7	0	6	0	1	0	0	0	0	0	0	31.5	-	5.9
0300	5	0	5	0	0	0	0	0	0	0	0	38.5	-	8.9
0400	7	0	6	0	1	0	0	0	0	0	0	32	-	5.2
0500	10	1	9	0	0	0	0	0	0	0	0	36.1	-	4.3
0600	57	0	49	0	8	0	0	0	0	0	0	36.3	41.4	5
0700	96	0	83	0	13	0	0	0	0	0	0	31.5	36.8	4.3
0800	107	2	95	0	10	0	0	0	0	0	0	32.9	38.2	4.5
0900	183	5	167	0	10	0	0	0	1	0	0	31.7	36.5	4.6
1000	196	2	184	1	9	0	0	0	0	0	0	30.4	35.2	5.5
1100	235	3	214	1	16	0	1	0	0	0	0	29.6	35.6	6.6
1200	271	7	246	1	16	0	1	0	0	0	0	30.7	35.9	5.6
1300	241	6	221	0	12	0	2	0	0	0	0	29.7	36	6.2
1400	224	7	198	0	17	0	2	0	0	0	0	32.2	36.6	4.3
1500	212	5	190	0	16	0	1	0	0	0	0	32.6	37.6	4.7
1600	167	2	151	1	12	0	0	0	1	0	0	31.1	36	5.3
1700	177	2	162	1	11	0	0	0	1	0	0	30.7	34.7	4.2
1800	143	3	132	1	6	1	0	0	0	0	0	31.2	35.5	5.3
1900	108	4	102	0	2	0	0	0	0	0	0	31.2	35.9	4.6
2000	70	0	67	0	3	0	0	0	0	0	0	33.2	38.6	5.4
2100	64	0	60	0	4	0	0	0	0	0	0	33	37.7	5.3
2200	46	0	41	0	5	0	0	0	0	0	0	31.6	38	5.4
2300	39	0	37	0	2	0	0	0	0	0	0	32.6	39.1	5.8
<b>00-07</b>	<b>125</b>	<b>1</b>	<b>114</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.1</b>	<b>40</b>	<b>5.4</b>
<b>07-19</b>	<b>2252</b>	<b>44</b>	<b>2043</b>	<b>6</b>	<b>148</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>31.1</b>	<b>36</b>	<b>5.4</b>
<b>19-00</b>	<b>327</b>	<b>4</b>	<b>307</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.2</b>	<b>37.3</b>	<b>5.2</b>
<b>00-00</b>	<b>2704</b>	<b>49</b>	<b>2464</b>	<b>6</b>	<b>174</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>36.6</b>	<b>5.4</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

**27 February 2022**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	19	0	19	0	0	0	0	0	0	0	0	36.3	44.1	5.8
0100	18	1	17	0	0	0	0	0	0	0	0	37.7	43.6	5.4
0200	10	0	10	0	0	0	0	0	0	0	0	31.5	-	9.6
0300	8	0	7	0	1	0	0	0	0	0	0	34.5	-	4.7
0400	4	0	4	0	0	0	0	0	0	0	0	31.1	-	4.3
0500	14	0	12	0	2	0	0	0	0	0	0	37.2	44	6.4
0600	25	0	24	0	1	0	0	0	0	0	0	35.8	41.2	4.6
0700	47	4	38	0	4	0	1	0	0	0	0	32.2	37.3	6.5
0800	54	3	45	0	4	0	1	1	0	0	0	31.5	36.2	5.1
0900	133	8	114	2	8	0	0	0	0	0	1	31.7	36.2	5.4
1000	132	9	118	0	5	0	0	0	0	0	0	29.9	36.4	6.5
1100	189	6	172	1	9	0	1	0	0	0	0	31.3	36.2	6.1
1200	221	1	210	2	8	0	0	0	0	0	0	32.2	36.9	4.8
1300	202	8	148	0	44	0	1	0	1	0	0	35.5	41.6	6.1
1400	243	6	193	0	43	0	0	1	0	0	0	33.6	39.1	6
1500	180	3	151	1	23	0	1	1	0	0	0	33.8	39.5	5.8
1600	181	2	141	0	35	3	0	0	0	0	0	31.7	38.5	6.9
1700	154	0	126	0	28	0	0	0	0	0	0	31.3	36.1	5.2
1800	122	1	89	0	32	0	0	0	0	0	0	35.2	40.8	5.3
1900	87	0	68	0	18	0	1	0	0	0	0	36.5	41.4	5.5
2000	67	1	54	0	12	0	0	0	0	0	0	34.1	38.9	5.6
2100	57	0	54	0	3	0	0	0	0	0	0	34.8	40.1	5.4
2200	25	0	24	0	1	0	0	0	0	0	0	32.4	35	3.4
2300	29	0	26	0	3	0	0	0	0	0	0	35.5	38.7	3.7
<b>00-07</b>	<b>98</b>	<b>1</b>	<b>93</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>43.1</b>	<b>6.1</b>
<b>07-19</b>	<b>1858</b>	<b>51</b>	<b>1545</b>	<b>6</b>	<b>243</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>32.6</b>	<b>38.3</b>	<b>6.1</b>
<b>19-00</b>	<b>265</b>	<b>1</b>	<b>226</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>39.8</b>	<b>5.3</b>
<b>00-00</b>	<b>2221</b>	<b>53</b>	<b>1864</b>	<b>6</b>	<b>284</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>33.1</b>	<b>38.6</b>	<b>6</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

## Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	16	0	16	0	0	0	0	0	0	0	0	34.7	41	6.6
0100	8	0	8	0	0	0	0	0	0	0	0	34.8	-	5.8
0200	5	0	5	0	0	0	0	0	0	0	0	32.4	-	6.3
0300	4	0	4	0	0	0	0	0	0	0	0	34	-	6.2
0400	9	0	7	0	1	0	0	0	0	0	0	32.7	-	5.9
0500	23	0	22	0	1	0	0	0	0	0	0	35.8	41.2	5.9
0600	113	1	102	0	9	1	0	0	0	0	0	32.6	37.5	4.9
0700	213	3	187	0	21	0	1	0	0	0	0	30.9	35.4	4.7
0800	217	2	199	1	14	1	0	0	0	0	0	29.8	33.9	4.4
0900	204	3	184	1	14	1	0	0	0	0	0	30.1	34.7	4.7
1000	173	3	156	1	13	0	0	0	0	0	0	29.5	34.2	4.8
1100	192	3	171	0	17	0	1	0	0	0	0	29.6	34.6	5.3
1200	206	3	186	1	15	0	0	0	0	0	0	30.3	34.7	4.8
1300	211	4	184	0	23	0	1	0	0	0	0	30.9	36.2	5.5
1400	220	3	192	0	23	0	0	0	0	0	0	30.9	35.7	5.1
1500	230	4	204	1	20	0	1	1	0	0	0	30.3	35.5	5.4
1600	268	3	243	1	20	1	0	0	1	0	0	29.8	34.4	5.2
1700	260	2	240	1	17	0	0	0	0	0	0	30.1	34.2	4.6
1800	196	2	180	1	13	0	0	0	0	0	0	30.6	35.3	5
1900	138	1	129	0	7	0	1	0	0	0	0	31.5	36	4.9
2000	100	1	94	0	4	0	0	0	0	0	0	31.8	36.6	5
2100	69	0	65	0	3	0	0	0	0	0	0	32.1	37.8	5.3
2200	51	0	49	0	2	0	0	0	0	0	0	32.4	37.2	5.3
2300	33	0	31	0	2	0	0	0	0	0	0	33.4	38.6	6.3
<b>00-07</b>	<b>177</b>	<b>2</b>	<b>163</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.4</b>	<b>38.8</b>	<b>5.5</b>
<b>07-19</b>	<b>2589</b>	<b>32</b>	<b>2324</b>	<b>8</b>	<b>211</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>30.2</b>	<b>34.9</b>	<b>5</b>
<b>19-00</b>	<b>391</b>	<b>3</b>	<b>368</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.9</b>	<b>36.8</b>	<b>5.2</b>
<b>00-00</b>	<b>3157</b>	<b>36</b>	<b>2854</b>	<b>8</b>	<b>240</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>30.6</b>	<b>35.3</b>	<b>5.1</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHIL01

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

## Virtual Week (1)

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	3269	29	3020	9	198	3	4	1	2	2	1	29.9	34.4	4.7
Tue	3436	19	3128	10	265	4	5	4	1	0	0	30	34.5	4.8
Wed	3430	38	3114	10	243	7	6	2	5	0	5	30.2	34.8	5
Thu	3401	20	3102	6	247	9	9	5	3	0	0	30.2	34.6	4.8
Fri	3640	47	3289	11	272	6	9	1	5	0	0	30.5	35	4.8
Sat	2704	49	2464	6	174	1	7	0	3	0	0	31.4	36.6	5.4
Sun	2221	53	1864	6	284	3	6	3	1	0	1	33.1	38.6	6
<b>--</b>	<b>22101</b>	<b>255</b>	<b>19981</b>	<b>58</b>	<b>1683</b>	<b>33</b>	<b>46</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>7</b>	<b>30.6</b>	<b>35.3</b>	<b>5.1</b>

# OnPoint Traffic Surveys Ltd Classification Report

**Report Id** - CustomList-215

**Site Name** - ROBHIL01

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

## Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	22101	255	19981	58	1683	33	46	16	20	2	7	30.6	35.3	5.1

# OnPoint Traffic Surveys Ltd Speed Report

## Globals

**Report Id** CustomList-216  
**Descriptor** OnPoint Traffic Surveys Ltd Speed Report  
**Created by** MetroCount Traffic Executive  
**Creation Time (UTC)** 2022-03-02T11:31:49  
**Legal** Copyright (c)1997 - 2019 MetroCount  
**Graphic**  
**Language** English  
**Country** United Kingdom  
**Time** UTC + 0 min  
**Create Version** 5.0.8.0  
**Metric** Part metric  
**Speed Unit** mph  
**Length Unit** metre  
**Mass Unit** tonne

## Dataset

**Site Name** ROBHIL01  
**Site Attribute** HILLINGDON  
**File Name** C:\Users\dcumb\OneDrive\Desktop\ROBHIL01 0 2022-03-02 1122.EC0  
**File Type** Plus  
**Algorithm** Factory default axle  
**Description** NORTHWOOD ROAD - EAST OF ASH GROVE  
**Lane** 0  
**Direction** 8  
**Direction Text** 8 - East bound A]B, West bound B]A.  
**Layout Text** Axle sensors - Paired (Class/Speed/Count)  
**Setup Time** 2022-02-19T11:06:12  
**Start Time** 2022-02-19T11:06:12  
**Finish Time** 2022-03-02T11:21:38  
**Operator** RC  
**Configuration** 80 00 14 6a 6a 00 00 00 00 00

## Profile

**Name** OnPoint Surveys Ltd Speed Report  
**Title** MetroCount Traffic Executive  
**Graphic Logo**  
**Header**  
**Footer**  
**Percentile 1** 85  
**Percentile 2** 95  
**Pace** 12  
**Filter Start** 2022-02-21T00:00:00  
**Filter End** 2022-02-28T00:00:00  
**Class Scheme** ARX  
**F** Cls(1-12) Dir(E) Sp(0,100) Headway(J0) Span(0 - 91.44) Lane(0-16)  
**Low Speed** 0  
**High Speed** 100  
**Posted Limit** 37  
**Speed Limits** 37 37 37 37 37 37 37 37 37  
**Separation** 0.000  
**Separation Type** Headway  
**Direction** East  
**Encoded Direction** 2

## OnPoint Traffic Surveys Ltd Speed Report

### Column

<b>Time [--</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Vbin 0 5</b>	Speed bin totals
<b>Vbin 5 10</b>	Speed bin totals
<b>Vbin 10 15</b>	Speed bin totals
<b>Vbin 15 20</b>	Speed bin totals
<b>Vbin 20 25</b>	Speed bin totals
<b>Vbin 25 30</b>	Speed bin totals
<b>Vbin 30 35</b>	Speed bin totals
<b>Vbin 35 40</b>	Speed bin totals
<b>Vbin 40 45</b>	Speed bin totals
<b>Vbin 45 50</b>	Speed bin totals
<b>Vbin 50 55</b>	Speed bin totals
<b>Vbin 55 60</b>	Speed bin totals
<b>Vbin 60 70</b>	Speed bin totals
<b>Vbin 70 80</b>	Speed bin totals
<b>Vbin 80 90</b>	Speed bin totals
<b>Vbin 90 100</b>	Speed bin totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>SD</b>	Standard Deviation

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

21 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	10	0	0	0	0	1	0	2	4	0	2	0	0	1	0	0	0	39.5	-	9.4
0100	5	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	35.3	-	9.8
0200	3	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	42.7	-	5.8
0300	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	34.1	-	6.4
0400	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	29.6	-	6.5
0500	25	0	0	0	0	2	3	5	9	6	0	0	0	0	0	0	0	35.4	41.7	5.4
0600	115	0	0	0	0	2	24	45	32	8	3	1	0	0	0	0	0	34	38.9	5.3
0700	295	0	0	0	2	15	137	107	26	6	1	1	0	0	0	0	0	30.5	34.4	4.2
0800	383	0	0	0	1	44	207	99	27	4	1	0	0	0	0	0	0	29	33	4.2
0900	277	0	0	0	0	32	130	97	15	2	1	0	0	0	0	0	0	29.1	32.7	3.9
1000	211	0	0	0	3	33	106	58	10	1	0	0	0	0	0	0	0	28.8	33	3.9
1100	162	1	0	0	1	22	58	61	17	2	0	0	0	0	0	0	0	29.8	34.4	4.7
1200	190	0	2	1	1	20	78	60	22	4	0	1	1	0	0	0	0	30.1	34.9	5.6
1300	190	0	0	0	1	13	76	66	30	3	1	0	0	0	0	0	0	30.9	35.7	4.3
1400	178	0	0	1	5	12	68	62	25	5	0	0	0	0	0	0	0	30.4	35.5	4.9
1500	204	0	0	0	1	14	75	84	24	6	0	0	0	0	0	0	0	30.5	35	4.2
1600	264	0	0	0	3	17	109	104	28	3	0	0	0	0	0	0	0	30.3	34.4	4
1700	236	0	0	0	1	14	80	104	34	2	1	0	0	0	0	0	0	30.8	35.1	4.1
1800	218	0	0	0	0	22	78	85	22	7	2	1	1	0	0	0	0	30.7	35	5.4
1900	109	0	0	0	0	10	42	39	13	5	0	0	0	0	0	0	0	30.9	35.4	4.7
2000	86	0	0	1	4	8	21	32	16	4	0	0	0	0	0	0	0	30.7	36.2	5.8
2100	82	0	0	0	0	3	31	27	13	6	2	0	0	0	0	0	0	32	37.6	5.1
2200	31	0	0	0	0	2	8	11	9	1	0	0	0	0	0	0	0	32.4	38	4.9
2300	16	0	0	0	0	3	3	3	6	1	0	0	0	0	0	0	0	32.1	38.2	6.6
<b>00-07</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>30</b>	<b>56</b>	<b>47</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>40.2</b>	<b>6.1</b>
<b>07-19</b>	<b>2808</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>258</b>	<b>1202</b>	<b>987</b>	<b>280</b>	<b>45</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>34.4</b>	<b>4.5</b>
<b>19-00</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>26</b>	<b>105</b>	<b>112</b>	<b>57</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>37.1</b>	<b>5.2</b>
<b>00-00</b>	<b>3298</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>23</b>	<b>291</b>	<b>1337</b>	<b>1155</b>	<b>384</b>	<b>80</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>34.9</b>	<b>4.7</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

22 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	8	0	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	36.6	-	4.8
0100	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	34.2	-	1.2
0200	5	0	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	35.1	-	11.2
0300	3	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	31.3	-	5.1
0400	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	37.4	-	4.6
0500	23	0	0	0	0	1	4	5	10	1	2	0	0	0	0	0	0	34.6	39.3	6
0600	105	0	0	0	2	7	32	35	22	5	2	0	0	0	0	0	0	31.7	37.4	5.4
0700	309	0	0	0	3	18	105	139	41	1	2	0	0	0	0	0	0	30.8	34.9	4.2
0800	364	0	0	0	4	24	194	101	36	5	0	0	0	0	0	0	0	29.6	33.6	4
0900	212	0	0	1	0	9	84	91	19	8	0	0	0	0	0	0	0	30.7	34.7	4.3
1000	183	0	0	0	1	14	83	62	18	5	0	0	0	0	0	0	0	30.2	34.2	4.2
1100	165	0	0	0	1	21	63	64	14	2	0	0	0	0	0	0	0	29.8	33.9	4.2
1200	181	0	0	0	0	10	63	88	18	2	0	0	0	0	0	0	0	30.8	34.4	3.7
1300	165	0	0	0	0	14	68	58	21	4	0	0	0	0	0	0	0	30.6	35.3	4.2
1400	200	0	0	0	0	13	77	82	23	4	0	1	0	0	0	0	0	30.9	34.9	4.3
1500	232	0	0	0	0	15	100	77	32	7	1	0	0	0	0	0	0	30.8	35.5	4.4
1600	192	0	0	1	1	11	61	84	30	4	0	0	0	0	0	0	0	31.2	35.8	4.5
1700	234	0	0	0	2	12	94	92	26	8	0	0	0	0	0	0	0	30.8	34.6	4.1
1800	206	0	0	0	0	14	61	84	36	8	3	0	0	0	0	0	0	31.6	36.5	4.7
1900	116	0	0	0	0	9	46	37	19	5	0	0	0	0	0	0	0	31.1	36.8	4.8
2000	92	0	0	0	0	9	28	31	18	3	3	0	0	0	0	0	0	32	37.8	5.7
2100	46	0	0	1	0	1	12	19	5	6	2	0	0	0	0	0	0	33.1	41.6	6.6
2200	39	0	0	0	1	2	13	15	2	6	0	0	0	0	0	0	0	31.9	40	5.6
2300	20	0	0	0	1	1	6	4	5	2	1	0	0	0	0	0	0	32.6	41.2	7.3
<b>00-07</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>39</b>	<b>48</b>	<b>36</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>38.3</b>	<b>5.8</b>
<b>07-19</b>	<b>2643</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>175</b>	<b>1053</b>	<b>1022</b>	<b>314</b>	<b>58</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>34.9</b>	<b>4.3</b>
<b>19-00</b>	<b>313</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>105</b>	<b>106</b>	<b>49</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>38.1</b>	<b>5.6</b>
<b>00-00</b>	<b>3106</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>206</b>	<b>1197</b>	<b>1176</b>	<b>399</b>	<b>90</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>35.3</b>	<b>4.5</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

23 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	9	0	0	0	0	1	1	3	1	2	0	0	1	0	0	0	0	36	-	9.2
0100	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	30	-	1.3
0200	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	41.3	-	1.4
0300	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	30.7	-	7.4
0400	8	0	0	0	0	0	6	1	1	0	0	0	0	0	0	0	0	30.5	-	3.8
0500	20	0	0	0	0	3	3	2	11	1	0	0	0	0	0	0	0	33.1	37.8	5.4
0600	93	0	0	0	2	7	20	37	22	4	1	0	0	0	0	0	0	32.2	37.6	5.3
0700	291	0	0	0	2	11	66	144	57	10	1	0	0	0	0	0	0	32.4	36.2	4.2
0800	352	0	1	0	0	23	134	143	42	5	3	1	0	0	0	0	0	30.8	34.8	4.5
0900	182	0	0	1	2	9	67	71	24	7	1	0	0	0	0	0	0	31	35.5	4.7
1000	161	0	1	2	0	14	66	58	15	4	0	1	0	0	0	0	0	29.8	34	5.3
1100	176	3	1	0	5	12	94	49	10	1	1	0	0	0	0	0	0	28.5	32.8	5.5
1200	161	0	1	2	3	16	65	51	21	0	1	1	0	0	0	0	0	29.7	34.7	5.6
1300	171	0	0	0	1	7	71	58	25	9	0	0	0	0	0	0	0	31.3	35.9	4.5
1400	185	0	0	0	0	9	63	75	28	9	1	0	0	0	0	0	0	31.5	35.9	4.6
1500	237	0	1	2	4	12	81	87	46	4	0	0	0	0	0	0	0	30.8	36	5
1600	214	0	1	1	1	8	87	78	33	5	0	0	0	0	0	0	0	30.8	35.6	4.6
1700	236	0	3	2	1	13	85	103	22	4	2	1	0	0	0	0	0	30.5	34.6	5.5
1800	238	0	0	0	2	10	73	101	49	1	2	0	0	0	0	0	0	31.4	35.7	4.3
1900	134	0	0	1	1	6	43	59	16	5	2	1	0	0	0	0	0	31.4	35.5	5.2
2000	118	0	0	0	0	7	44	41	20	5	1	0	0	0	0	0	0	31.7	36.4	4.6
2100	73	0	0	0	1	3	29	20	14	5	1	0	0	0	0	0	0	31.5	37	5.3
2200	59	0	0	0	0	2	14	22	14	6	0	0	1	0	0	0	0	33.7	39.3	5.7
2300	20	0	0	1	0	5	2	7	5	0	0	0	0	0	0	0	0	30	37.1	6.7
<b>00-07</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>32</b>	<b>44</b>	<b>36</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.6</b>	<b>38</b>	<b>5.7</b>
<b>07-19</b>	<b>2604</b>	<b>3</b>	<b>9</b>	<b>10</b>	<b>21</b>	<b>144</b>	<b>952</b>	<b>1018</b>	<b>372</b>	<b>59</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>35.3</b>	<b>4.9</b>
<b>19-00</b>	<b>404</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>132</b>	<b>149</b>	<b>69</b>	<b>21</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>36.8</b>	<b>5.3</b>
<b>00-00</b>	<b>3145</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>25</b>	<b>179</b>	<b>1116</b>	<b>1211</b>	<b>477</b>	<b>89</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>35.7</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

24 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	14	0	0	0	0	2	3	3	3	3	0	0	0	0	0	0	0	33.7	41.6	6.3
0100	6	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	36.6	-	5.3
0200	6	0	0	0	0	0	1	0	1	2	2	0	0	0	0	0	0	41.1	-	7.6
0300	5	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	31.4	-	5.8
0400	6	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	35.3	-	5.1
0500	20	0	0	0	0	0	6	3	9	2	0	0	0	0	0	0	0	33.7	39.7	5.1
0600	97	0	0	2	2	10	21	45	8	6	2	1	0	0	0	0	0	31.3	36.3	6.3
0700	305	0	0	0	1	12	110	143	33	5	1	0	0	0	0	0	0	30.9	34.6	3.8
0800	320	0	0	0	0	30	137	125	26	1	1	0	0	0	0	0	0	29.9	33.6	3.8
0900	191	0	0	1	1	7	94	65	19	4	0	0	0	0	0	0	0	30.2	33.8	4.1
1000	184	0	0	0	1	15	77	68	16	5	2	0	0	0	0	0	0	30.4	34.3	4.7
1100	150	0	0	0	0	11	65	52	14	8	0	0	0	0	0	0	0	30.6	35	4.7
1200	160	0	0	1	1	9	57	64	23	4	1	0	0	0	0	0	0	31	35.8	4.9
1300	172	0	0	2	0	7	52	79	26	4	2	0	0	0	0	0	0	31.3	35.6	4.7
1400	155	0	0	0	2	6	41	77	25	2	2	0	0	0	0	0	0	31.6	35.9	4.5
1500	212	0	0	0	0	13	72	83	33	9	1	1	0	0	0	0	0	31.7	36.6	4.7
1600	232	0	0	1	1	7	85	86	44	7	1	0	0	0	0	0	0	31.4	36.2	4.3
1700	248	0	0	1	3	22	99	86	33	3	1	0	0	0	0	0	0	30.2	35	4.5
1800	205	0	0	1	0	15	84	74	24	7	0	0	0	0	0	0	0	30.6	35.2	4.5
1900	135	0	0	0	0	10	41	48	26	6	1	3	0	0	0	0	0	32.2	37.8	5.7
2000	119	0	0	0	1	2	40	51	16	7	2	0	0	0	0	0	0	31.9	36.9	5.1
2100	90	0	0	0	1	8	27	31	16	4	3	0	0	0	0	0	0	31.9	38.6	5.9
2200	68	0	0	0	1	7	20	32	5	2	1	0	0	0	0	0	0	30.8	34.4	4.9
2300	20	0	0	0	1	0	3	10	3	2	0	1	0	0	0	0	0	33.6	40.3	6.7
<b>00-07</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>13</b>	<b>33</b>	<b>55</b>	<b>29</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.6</b>	<b>39.6</b>	<b>6.4</b>
<b>07-19</b>	<b>2534</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>10</b>	<b>154</b>	<b>973</b>	<b>1002</b>	<b>316</b>	<b>59</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.7</b>	<b>35</b>	<b>4.4</b>
<b>19-00</b>	<b>432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>131</b>	<b>172</b>	<b>66</b>	<b>21</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.9</b>	<b>37.3</b>	<b>5.5</b>
<b>00-00</b>	<b>3120</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>	<b>194</b>	<b>1137</b>	<b>1229</b>	<b>411</b>	<b>95</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>35.5</b>	<b>4.7</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

25 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	12	0	0	0	0	0	1	3	3	3	2	0	0	0	0	0	0	38.6	45.5	5.8
0100	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	32.8	-	1.1
0200	4	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	41.4	-	4.7
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38.3	-	-
0400	5	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	31.8	-	7.6
0500	28	0	0	0	0	1	1	13	11	2	0	0	0	0	0	0	0	34.7	38.9	4.2
0600	106	0	0	0	2	10	19	38	29	5	3	0	0	0	0	0	0	32.6	38.5	5.8
0700	271	0	0	1	0	6	70	133	51	7	3	0	0	0	0	0	0	32.3	36.2	4.3
0800	302	0	0	0	1	19	113	118	40	11	0	0	0	0	0	0	0	31	35.6	4.5
0900	180	0	0	4	1	10	58	73	28	5	1	0	0	0	0	0	0	31	36.1	5.3
1000	181	0	0	0	1	8	74	72	21	4	0	0	1	0	0	0	0	30.9	34.8	4.5
1100	183	0	2	0	1	16	66	77	15	2	3	1	0	0	0	0	0	30.3	34.4	5.5
1200	191	0	1	0	1	9	70	77	28	4	1	0	0	0	0	0	0	31.1	35.8	4.5
1300	167	0	0	2	0	5	55	69	33	2	1	0	0	0	0	0	0	31.5	36	4.5
1400	181	0	0	2	3	4	57	77	27	9	0	1	1	0	0	0	0	31.7	35.8	5.5
1500	237	0	0	0	3	14	79	87	37	12	4	1	0	0	0	0	0	31.6	36.4	5.3
1600	214	0	0	0	0	8	67	90	43	6	0	0	0	0	0	0	0	31.8	35.8	4.1
1700	229	0	0	0	1	5	85	99	34	3	2	0	0	0	0	0	0	31.3	35.5	4
1800	178	0	0	1	0	16	57	80	19	5	0	0	0	0	0	0	0	30.6	34.6	4.6
1900	141	0	0	0	2	12	40	54	24	7	2	0	0	0	0	0	0	31.7	36.7	5.5
2000	136	0	0	1	1	7	49	51	17	6	3	0	0	1	0	0	0	31.6	36.4	6.1
2100	55	0	0	0	1	4	13	25	10	2	0	0	0	0	0	0	0	31.7	36.6	4.8
2200	37	0	0	0	1	1	10	12	7	4	1	1	0	0	0	0	0	33.3	40.8	6.4
2300	32	0	0	0	1	2	7	10	8	4	0	0	0	0	0	0	0	32.4	39.1	6
<b>00-07</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>12</b>	<b>22</b>	<b>58</b>	<b>45</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.7</b>	<b>39.3</b>	<b>5.8</b>
<b>07-19</b>	<b>2514</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>12</b>	<b>120</b>	<b>851</b>	<b>1052</b>	<b>376</b>	<b>70</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.3</b>	<b>35.7</b>	<b>4.7</b>
<b>19-00</b>	<b>401</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>26</b>	<b>119</b>	<b>152</b>	<b>66</b>	<b>23</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>36.9</b>	<b>5.7</b>
<b>00-00</b>	<b>3073</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>20</b>	<b>158</b>	<b>992</b>	<b>1262</b>	<b>487</b>	<b>106</b>	<b>27</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>36</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

26 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	15	0	0	0	0	0	3	5	5	1	1	0	0	0	0	0	0	34.6	40.6	5.5
0100	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	34.3	-	7
0200	5	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	34	-	4.7
0300	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	29.6	-	5.8
0400	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	27.5	-	4.3
0500	11	0	0	0	0	1	1	0	6	1	2	0	0	0	0	0	0	37.4	46.9	7.3
0600	43	0	0	0	1	0	10	11	11	9	1	0	0	0	0	0	0	34.5	41.1	5.9
0700	90	0	0	0	0	1	9	44	24	9	2	0	1	0	0	0	0	34.8	39.8	5
0800	143	0	0	2	0	3	34	64	23	15	2	0	0	0	0	0	0	33	38.6	5.5
0900	169	0	0	3	2	6	47	65	32	14	0	0	0	0	0	0	0	32	37.8	5.4
1000	187	0	0	0	3	6	64	73	33	5	3	0	0	0	0	0	0	31.4	35.9	5.1
1100	216	1	2	3	2	17	64	80	38	7	2	0	0	0	0	0	0	30.6	36.4	6.2
1200	221	0	0	0	8	13	60	84	44	10	2	0	0	0	0	0	0	31.8	37.6	5.5
1300	193	0	0	4	7	6	62	79	31	2	2	0	0	0	0	0	0	30.6	35.8	5.7
1400	180	0	3	3	0	19	61	64	24	5	1	0	0	0	0	0	0	30.1	35.1	5.8
1500	174	0	0	0	0	3	46	79	38	6	1	1	0	0	0	0	0	32.6	36.6	4.2
1600	158	0	0	2	0	4	58	60	25	6	1	0	2	0	0	0	0	31.7	35.9	5.5
1700	143	0	0	0	0	6	47	64	20	1	4	1	0	0	0	0	0	31.9	35.9	5
1800	135	0	0	0	0	9	60	41	18	3	3	1	0	0	0	0	0	31.2	36.1	5.1
1900	104	0	0	0	2	7	26	44	20	5	0	0	0	0	0	0	0	31.7	37.2	5
2000	78	0	0	0	0	5	25	33	13	1	1	0	0	0	0	0	0	31.2	36	4.6
2100	57	0	0	0	0	4	18	19	11	5	0	0	0	0	0	0	0	32.1	38.8	5.4
2200	62	0	0	0	0	4	20	25	6	3	2	2	0	0	0	0	0	32.1	37.2	6.4
2300	41	0	0	0	0	4	13	13	6	3	2	0	0	0	0	0	0	31.9	39.5	6.3
<b>00-07</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>19</b>	<b>21</b>	<b>27</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.2</b>	<b>40.8</b>	<b>6.2</b>
<b>07-19</b>	<b>2009</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>22</b>	<b>93</b>	<b>612</b>	<b>797</b>	<b>350</b>	<b>83</b>	<b>23</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>36.5</b>	<b>5.5</b>
<b>19-00</b>	<b>342</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>102</b>	<b>134</b>	<b>56</b>	<b>17</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>37.1</b>	<b>5.4</b>
<b>00-00</b>	<b>2439</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>25</b>	<b>121</b>	<b>733</b>	<b>952</b>	<b>433</b>	<b>112</b>	<b>32</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.7</b>	<b>36.7</b>	<b>5.5</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

27 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	20	0	0	0	1	1	5	5	6	1	0	0	1	0	0	0	0	32.6	36.9	7.9
0100	14	0	0	0	0	2	4	2	4	1	1	0	0	0	0	0	0	33	43.1	7.7
0200	12	0	0	0	0	3	4	2	2	0	1	0	0	0	0	0	0	31.1	40.1	7.6
0300	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	33.5		4.3
0400	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	24.8		2.6
0500	10	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	31.4		3.5
0600	14	0	0	0	0	0	5	6	2	0	1	0	0	0	0	0	0	32.7	36.8	5.8
0700	59	0	0	0	0	2	6	28	18	4	1	0	0	0	0	0	0	33.9	38.9	4.6
0800	67	0	0	0	1	1	15	24	17	9	0	0	0	0	0	0	0	33.6	39.8	5.3
0900	132	0	0	3	2	5	37	46	30	8	1	0	0	0	0	0	0	32	37.6	5.8
1000	159	2	3	2	3	11	46	63	26	3	0	0	0	0	0	0	0	30.1	35.8	6.6
1100	170	0	0	3	3	7	51	65	28	10	3	0	0	0	0	0	0	31.7	36.5	5.8
1200	168	0	1	3	7	13	39	65	27	10	3	0	0	0	0	0	0	31.1	37.1	6.6
1300	161	0	0	3	2	25	53	60	13	3	2	0	0	0	0	0	0	29.7	34.8	5.6
1400	179	0	1	3	5	21	79	55	13	2	0	0	0	0	0	0	0	28.6	33.2	5.1
1500	141	0	0	2	0	22	53	40	18	3	2	1	0	0	0	0	0	30.2	35.6	5.6
1600	216	0	0	3	4	25	76	67	33	3	3	0	2	0	0	0	0	30.5	36.1	6.2
1700	187	0	0	1	0	7	48	80	32	15	3	1	0	0	0	0	0	32.6	38.1	5.3
1800	117	0	0	1	0	21	51	29	11	2	1	1	0	0	0	0	0	29.7	33.9	5.5
1900	79	0	0	0	0	9	40	17	11	1	1	0	0	0	0	0	0	30.1	35.5	4.7
2000	78	0	0	0	0	10	36	19	9	3	1	0	0	0	0	0	0	30.1	36	5.3
2100	40	0	0	0	1	6	10	15	4	2	2	0	0	0	0	0	0	31.4	35.8	6.7
2200	35	0	0	0	0	0	21	11	3	0	0	0	0	0	0	0	0	29.9	33.4	3.3
2300	20	0	0	0	0	1	5	9	4	1	0	0	0	0	0	0	0	32.2	38.2	4.1
<b>00-07</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>25</b>	<b>20</b>	<b>18</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.9</b>	<b>36.9</b>	<b>6.7</b>
<b>07-19</b>	<b>1756</b>	<b>2</b>	<b>5</b>	<b>24</b>	<b>27</b>	<b>160</b>	<b>554</b>	<b>622</b>	<b>266</b>	<b>72</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>36.3</b>	<b>5.9</b>
<b>19-00</b>	<b>252</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>112</b>	<b>71</b>	<b>31</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.4</b>	<b>35.6</b>	<b>5.1</b>
<b>00-00</b>	<b>2086</b>	<b>2</b>	<b>5</b>	<b>24</b>	<b>29</b>	<b>194</b>	<b>691</b>	<b>713</b>	<b>315</b>	<b>81</b>	<b>26</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>36.2</b>	<b>5.9</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	13	0	0	0	0	1	2	4	3	2	1	0	0	0	0	0	0	35.4	41.8	7.3
0100	5	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	34	-	6.7
0200	5	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	36.3	-	8.2
0300	4	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	31.8	-	5.4
0400	5	0	0	0	0	1	2	1	1	1	0	0	0	0	0	0	0	31	-	6
0500	20	0	0	0	0	1	3	5	8	2	1	0	0	0	0	0	0	34.4	39.1	5.4
0600	82	0	0	0	1	5	19	31	18	5	2	0	0	0	0	0	0	32.6	38.5	5.7
0700	231	0	0	0	1	9	72	105	36	6	2	0	0	0	0	0	0	31.6	35.7	4.4
0800	276	0	0	0	1	21	119	96	30	7	1	0	0	0	0	0	0	30.4	34.8	4.5
0900	192	0	0	2	1	11	74	73	24	7	1	0	0	0	0	0	0	30.7	35.5	4.8
1000	181	0	1	1	2	14	74	65	20	4	1	0	0	0	0	0	0	30.2	34.6	5
1100	175	1	1	1	2	15	66	64	19	5	1	0	0	0	0	0	0	30.2	34.9	5.4
1200	182	0	1	1	3	13	62	70	26	5	1	0	0	0	0	0	0	30.8	35.8	5.3
1300	174	0	0	2	2	11	62	67	26	4	1	0	0	0	0	0	0	30.8	35.6	4.8
1400	180	0	1	1	2	12	64	70	24	5	1	0	0	0	0	0	0	30.7	35.2	5.1
1500	205	0	0	1	1	13	72	77	33	7	1	1	0	0	0	0	0	31.2	35.7	4.8
1600	213	0	0	1	1	11	78	81	34	5	1	0	1	0	0	0	0	31	35.7	4.8
1700	216	0	0	1	1	11	77	90	29	5	2	0	0	0	0	0	0	31.1	35.2	4.7
1800	185	0	0	0	0	15	66	71	26	5	2	0	0	0	0	0	0	30.9	35.3	4.8
1900	117	0	0	0	1	9	40	43	18	5	1	1	0	0	0	0	0	31.4	36.6	5.2
2000	101	0	0	0	1	7	35	37	16	4	2	0	0	0	0	0	0	31.4	36.4	5.4
2100	63	0	0	0	1	4	20	22	10	4	1	0	0	0	0	0	0	31.9	37.9	5.6
2200	47	0	0	0	0	3	15	18	7	3	1	0	0	0	0	0	0	32	37.3	5.6
2300	24	0	0	0	0	2	6	8	5	2	0	0	0	0	0	0	0	32.1	38.4	6.2
<b>00-07</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>29</b>	<b>43</b>	<b>34</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.2</b>	<b>39.3</b>	<b>6.1</b>
<b>07-19</b>	<b>2410</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>18</b>	<b>158</b>	<b>885</b>	<b>929</b>	<b>325</b>	<b>64</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.8</b>	<b>35.3</b>	<b>4.9</b>
<b>19-00</b>	<b>353</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>25</b>	<b>115</b>	<b>128</b>	<b>56</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.6</b>	<b>37</b>	<b>5.4</b>
<b>00-00</b>	<b>2895</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>22</b>	<b>192</b>	<b>1029</b>	<b>1100</b>	<b>415</b>	<b>93</b>	<b>23</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>35.7</b>	<b>5</b>

## OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHIL01

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - East

### Virtual Week (1)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	3298	1	2	3	23	291	1337	1155	384	80	15	4	2	1	0	0	0	30.4	34.9	4.7
Tue	3106	0	0	3	16	206	1197	1176	399	90	18	1	0	0	0	0	0	30.8	35.3	4.5
Wed	3145	3	9	12	25	179	1116	1211	477	89	17	5	2	0	0	0	0	31	35.7	5
Thu	3120	0	0	9	16	194	1137	1229	411	95	23	6	0	0	0	0	0	31	35.5	4.7
Fri	3073	0	3	11	20	158	992	1262	487	106	27	4	2	1	0	0	0	31.5	36	5
Sat	2439	1	5	17	25	121	733	952	433	112	32	5	3	0	0	0	0	31.7	36.7	5.5
Sun	2086	2	5	24	29	194	691	713	315	81	26	3	3	0	0	0	0	30.8	36.2	5.9
--	<b>20267</b>	<b>7</b>	<b>24</b>	<b>79</b>	<b>154</b>	<b>1343</b>	<b>7203</b>	<b>7698</b>	<b>2906</b>	<b>653</b>	<b>158</b>	<b>28</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>35.7</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Speed Report

**Report Id** - CustomList-216

**Site Name** - ROBhil01

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - East

## Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	20267	7	24	79	154	1343	7203	7698	2906	653	158	28	12	2	0	0	0	31	35.7	5

# OnPoint Traffic Surveys Ltd Speed Report

## Globals

**Report Id** CustomList-216  
**Descriptor** OnPoint Traffic Surveys Ltd Speed Report  
**Created by** MetroCount Traffic Executive  
**Creation Time (UTC)** 2022-03-02T11:32:31  
**Legal** Copyright (c)1997 - 2019 MetroCount  
**Graphic**  
**Language** English  
**Country** United Kingdom  
**Time** UTC + 0 min  
**Create Version** 5.0.8.0  
**Metric** Part metric  
**Speed Unit** mph  
**Length Unit** metre  
**Mass Unit** tonne

## Dataset

**Site Name** ROBHIL01  
**Site Attribute** HILLINGDON  
**File Name** C:\Users\dcumb\OneDrive\Desktop\ROBHIL01 0 2022-03-02 1122.EC0  
**File Type** Plus  
**Algorithm** Factory default axle  
**Description** NORTHWOOD ROAD - EAST OF ASH GROVE  
**Lane** 0  
**Direction** 8  
**Direction Text** 8 - East bound A]B, West bound B]A.  
**Layout Text** Axle sensors - Paired (Class/Speed/Count)  
**Setup Time** 2022-02-19T11:06:12  
**Start Time** 2022-02-19T11:06:12  
**Finish Time** 2022-03-02T11:21:38  
**Operator** RC  
**Configuration** 80 00 14 6a 6a 00 00 00 00 00

## Profile

**Name** OnPoint Surveys Ltd Speed Report  
**Title** MetroCount Traffic Executive  
**Graphic Logo**  
**Header**  
**Footer**  
**Percentile 1** 85  
**Percentile 2** 95  
**Pace** 12  
**Filter Start** 2022-02-21T00:00:00  
**Filter End** 2022-02-28T00:00:00  
**Class Scheme** ARX  
**F** Cls(1-12) Dir(W) Sp(0,100) Headway[]0) Span(0 - 91.44) Lane(0-16)  
**Low Speed** 0  
**High Speed** 100  
**Posted Limit** 37  
**Speed Limits** 37 37 37 37 37 37 37 37 37 37  
**Separation** 0.000  
**Separation Type** Headway  
**Direction** West  
**Encoded Direction** 8

## OnPoint Traffic Surveys Ltd Speed Report

### Column

<b>Time [--</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Vbin 0 5</b>	Speed bin totals
<b>Vbin 5 10</b>	Speed bin totals
<b>Vbin 10 15</b>	Speed bin totals
<b>Vbin 15 20</b>	Speed bin totals
<b>Vbin 20 25</b>	Speed bin totals
<b>Vbin 25 30</b>	Speed bin totals
<b>Vbin 30 35</b>	Speed bin totals
<b>Vbin 35 40</b>	Speed bin totals
<b>Vbin 40 45</b>	Speed bin totals
<b>Vbin 45 50</b>	Speed bin totals
<b>Vbin 50 55</b>	Speed bin totals
<b>Vbin 55 60</b>	Speed bin totals
<b>Vbin 60 70</b>	Speed bin totals
<b>Vbin 70 80</b>	Speed bin totals
<b>Vbin 80 90</b>	Speed bin totals
<b>Vbin 90 100</b>	Speed bin totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed
<b>SD</b>	Standard Deviation

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

21 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	11	0	0	0	0	0	5	2	1	2	1	0	0	0	0	0	0	33.4	45	7.8
0100	6	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	30.7	-	2.3
0200	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	29.6	-	0.8
0300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	31.9	-	6.8
0400	11	0	0	0	0	2	2	5	2	0	0	0	0	0	0	0	0	31	38.7	4.9
0500	26	0	0	1	0	0	5	6	8	5	1	0	0	0	0	0	0	34.4	40.9	6.8
0600	136	0	0	0	0	4	57	58	14	1	2	0	0	0	0	0	0	30.8	34.1	4
0700	279	0	0	0	0	11	53	148	59	6	2	0	0	0	0	0	0	32.4	36.5	4.1
0800	295	0	0	0	2	25	131	106	25	3	2	0	1	0	0	0	0	29.9	34	4.5
0900	238	0	0	1	2	26	149	50	9	1	0	0	0	0	0	0	0	28.1	31.7	3.5
1000	177	0	0	0	6	37	96	36	2	0	0	0	0	0	0	0	0	27.1	31	3.5
1100	170	0	0	0	0	33	69	51	14	3	0	0	0	0	0	0	0	29.2	33.4	4.4
1200	173	0	0	1	3	17	65	72	14	1	0	0	0	0	0	0	0	29.5	33.9	4.5
1300	213	0	0	0	1	9	79	88	31	4	0	0	0	1	0	0	0	31.4	35.7	4.5
1400	201	0	6	3	2	15	94	60	19	2	0	0	0	0	0	0	0	28.8	34	5.7
1500	243	0	0	4	10	35	92	76	21	5	0	0	0	0	0	0	0	28.8	34.1	5.3
1600	257	0	0	1	8	27	114	88	16	3	0	0	0	0	0	0	0	29.3	33.6	4.4
1700	263	0	0	0	3	19	126	95	19	0	1	0	0	0	0	0	0	29.7	33.6	4
1800	199	0	0	1	3	28	88	52	23	4	0	0	0	0	0	0	0	29.2	33.9	4.9
1900	141	0	0	0	1	11	65	44	19	1	0	0	0	0	0	0	0	30.2	34.8	4.2
2000	110	0	0	0	0	7	29	50	19	4	1	0	0	0	0	0	0	32.1	36.5	4.4
2100	55	0	0	0	0	1	12	19	19	3	1	0	0	0	0	0	0	34	38.9	4.7
2200	35	0	0	0	0	0	17	8	7	3	0	0	0	0	0	0	0	32	38.5	4.5
2300	25	0	0	0	0	0	3	12	8	1	1	0	0	0	0	0	0	34.4	39.1	4.5
<b>00-07</b>	<b>195</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>76</b>	<b>26</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>36.5</b>	<b>4.8</b>
<b>07-19</b>	<b>2708</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>40</b>	<b>282</b>	<b>1156</b>	<b>922</b>	<b>252</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>34</b>	<b>4.6</b>
<b>19-00</b>	<b>366</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>126</b>	<b>133</b>	<b>72</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>36.5</b>	<b>4.6</b>
<b>00-00</b>	<b>3269</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>41</b>	<b>307</b>	<b>1356</b>	<b>1131</b>	<b>350</b>	<b>52</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.9</b>	<b>34.4</b>	<b>4.7</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

22 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	12	0	0	0	0	1	3	4	2	1	1	0	0	0	0	0	0	33.2	41.5	5.9
0100	4	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	29.7	-	4.4
0200	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	31.9	-	4.9
0300	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35.3	-	0.2
0400	7	0	0	0	0	0	2	0	2	3	0	0	0	0	0	0	0	36.3	-	7
0500	30	0	0	0	0	1	2	5	19	2	1	0	0	0	0	0	0	36.2	39.5	4.8
0600	158	0	0	0	1	13	34	76	27	5	1	1	0	0	0	0	0	31.9	36.1	4.9
0700	318	0	0	1	0	50	128	106	25	8	0	0	0	0	0	0	0	29.5	33.7	4.5
0800	332	0	0	1	10	40	150	107	18	5	1	0	0	0	0	0	0	28.9	33	4.5
0900	216	0	0	1	2	33	80	76	21	3	0	0	0	0	0	0	0	29.6	34.6	4.7
1000	184	0	0	0	0	21	87	61	15	0	0	0	0	0	0	0	0	29.3	32.8	3.5
1100	195	0	0	1	1	26	113	45	8	1	0	0	0	0	0	0	0	28.3	31.7	3.9
1200	173	0	0	0	1	24	72	65	8	2	1	0	0	0	0	0	0	29.4	33	4
1300	195	0	0	0	1	21	98	51	21	2	1	0	0	0	0	0	0	29.5	34.2	4.3
1400	213	0	0	1	1	20	74	92	22	2	0	1	0	0	0	0	0	30.3	34.4	4.5
1500	210	0	0	6	9	25	77	75	17	1	0	0	0	0	0	0	0	28.7	33.9	5.4
1600	280	0	0	0	5	25	79	133	31	7	0	0	0	0	0	0	0	30.8	34.8	4.5
1700	309	1	0	3	11	24	109	126	30	2	2	0	1	0	0	0	0	29.9	34.3	5.3
1800	205	0	0	0	0	16	77	82	23	4	2	1	0	0	0	0	0	30.8	35	4.7
1900	140	0	0	0	0	7	53	55	18	5	2	0	0	0	0	0	0	31.4	35.5	4.7
2000	99	0	0	0	0	2	38	34	21	3	1	0	0	0	0	0	0	31.9	37.1	4.4
2100	64	0	0	0	0	3	20	28	8	4	1	0	0	0	0	0	0	31.6	37.3	4.6
2200	62	0	0	0	0	2	22	19	14	5	0	0	0	0	0	0	0	32.5	38.7	5
2300	24	0	0	0	0	2	9	8	3	2	0	0	0	0	0	0	0	31.6	37.7	5.2
<b>00-07</b>	<b>217</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>46</b>	<b>86</b>	<b>54</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>37.7</b>	<b>5.2</b>
<b>07-19</b>	<b>2830</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>41</b>	<b>325</b>	<b>1144</b>	<b>1019</b>	<b>239</b>	<b>37</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.6</b>	<b>33.9</b>	<b>4.6</b>
<b>19-00</b>	<b>389</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>142</b>	<b>144</b>	<b>64</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.8</b>	<b>37.1</b>	<b>4.7</b>
<b>00-00</b>	<b>3436</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>42</b>	<b>356</b>	<b>1332</b>	<b>1249</b>	<b>357</b>	<b>67</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>34.5</b>	<b>4.8</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

23 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	9	0	0	0	0	0	4	4	1	0	0	0	0	0	0	0	0	31.3	-	3.5
0100	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	42.2	-	9.7
0200	6	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	35.7	-	3.9
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37.8	-	-
0400	12	0	0	0	0	0	2	2	6	2	0	0	0	0	0	0	0	35.7	42.3	4.9
0500	21	0	0	0	0	1	1	6	5	6	2	0	0	0	0	0	0	37.7	44.7	6.7
0600	135	0	0	0	0	6	24	54	35	15	0	1	0	0	0	0	0	33.7	38.9	5.1
0700	265	0	0	2	9	13	91	105	39	6	0	0	0	0	0	0	0	30.7	35.5	4.9
0800	268	0	0	0	2	16	107	119	21	3	0	0	0	0	0	0	0	30.3	33.7	3.5
0900	226	0	1	5	4	18	65	100	28	5	0	0	0	0	0	0	0	30.3	34.9	5.2
1000	178	0	0	2	2	11	85	65	10	3	0	0	0	0	0	0	0	29.5	33.6	4.3
1100	165	0	1	2	5	29	62	50	16	0	0	0	0	0	0	0	0	28.4	33.6	5
1200	174	0	0	3	8	21	84	52	6	0	0	0	0	0	0	0	0	28.2	32.9	4.7
1300	206	0	0	1	2	13	104	56	25	2	2	1	0	0	0	0	0	30.2	34.8	4.8
1400	220	0	0	0	2	19	99	73	24	2	1	0	0	0	0	0	0	30.1	34.4	4.4
1500	241	0	1	1	4	25	123	65	20	2	0	0	0	0	0	0	0	29	33.3	4.6
1600	326	1	2	7	11	41	122	116	22	4	0	0	0	0	0	0	0	28.8	33.2	5.5
1700	278	0	2	2	0	27	102	100	36	8	1	0	0	0	0	0	0	30.3	35.1	5
1800	212	0	0	0	2	22	81	84	17	6	0	0	0	0	0	0	0	30.1	34.1	4.4
1900	163	0	0	0	1	10	60	59	27	2	2	2	0	0	0	0	0	31.3	36.1	5.2
2000	119	0	0	1	0	3	52	44	16	3	0	0	0	0	0	0	0	30.9	35.2	4.3
2100	94	0	0	0	4	6	35	32	14	2	1	0	0	0	0	0	0	30.4	35.7	5.5
2200	72	0	0	0	0	5	11	29	19	4	2	1	1	0	0	0	0	33.8	38.5	6.4
2300	37	0	0	0	0	2	12	14	9	0	0	0	0	0	0	0	0	31.6	36.6	4.3
<b>00-07</b>	<b>186</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>31</b>	<b>70</b>	<b>50</b>	<b>24</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.4</b>	<b>40.1</b>	<b>5.4</b>
<b>07-19</b>	<b>2759</b>	<b>1</b>	<b>7</b>	<b>25</b>	<b>51</b>	<b>255</b>	<b>1125</b>	<b>985</b>	<b>264</b>	<b>41</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.7</b>	<b>34.1</b>	<b>4.8</b>
<b>19-00</b>	<b>485</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>26</b>	<b>170</b>	<b>178</b>	<b>85</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>36.1</b>	<b>5.3</b>
<b>00-00</b>	<b>3430</b>	<b>1</b>	<b>7</b>	<b>26</b>	<b>56</b>	<b>288</b>	<b>1326</b>	<b>1233</b>	<b>399</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>34.8</b>	<b>5</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

24 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	16	0	0	0	0	0	2	7	3	1	0	1	1	1	0	0	0	37.8	53.8	10.1
0100	8	0	0	0	0	0	1	1	4	1	1	0	0	0	0	0	0	37.6	-	5.6
0200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	36.5	-	2.8
0300	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	30.4	-	5.7
0400	8	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	33.3	-	5.5
0500	26	0	0	0	0	0	7	6	8	2	3	0	0	0	0	0	0	35.1	41.1	6.3
0600	150	0	0	0	3	7	46	63	25	5	1	0	0	0	0	0	0	31.5	36.7	4.8
0700	246	0	0	1	1	14	107	94	25	4	0	0	0	0	0	0	0	30.3	34.2	4.1
0800	240	0	0	4	6	28	101	80	19	2	0	0	0	0	0	0	0	29	33.2	4.7
0900	241	0	0	0	2	27	88	92	29	3	0	0	0	0	0	0	0	30.3	34.6	4.2
1000	166	0	0	1	2	14	65	69	8	5	2	0	0	0	0	0	0	30.2	34.3	4.8
1100	185	1	0	2	2	13	73	77	14	3	0	0	0	0	0	0	0	29.7	33.9	4.6
1200	178	0	0	0	3	14	79	60	17	4	1	0	0	0	0	0	0	30	33.9	4.5
1300	204	0	2	5	3	22	76	74	19	3	0	0	0	0	0	0	0	29.2	33.9	5.3
1400	197	0	0	0	1	11	90	75	19	1	0	0	0	0	0	0	0	30.2	34.4	3.8
1500	248	0	0	4	4	9	94	103	29	5	0	0	0	0	0	0	0	30.4	34.8	4.7
1600	304	0	0	2	8	39	114	116	22	2	1	0	0	0	0	0	0	29.3	33.7	4.8
1700	270	0	0	1	4	36	112	94	22	1	0	0	0	0	0	0	0	29.2	33.2	4.3
1800	214	0	0	0	1	18	72	95	27	1	0	0	0	0	0	0	0	30.6	34.5	4.1
1900	181	0	0	0	0	7	78	79	16	0	1	0	0	0	0	0	0	30.5	34.1	3.6
2000	126	0	0	0	0	16	56	31	18	5	0	0	0	0	0	0	0	30.1	36.1	4.9
2100	87	0	0	0	0	5	39	26	12	5	0	0	0	0	0	0	0	31	37.4	5
2200	62	0	0	0	1	2	16	26	14	1	1	1	0	0	0	0	0	32.4	36.9	5.6
2300	38	0	0	0	0	1	8	10	10	4	0	2	1	2	0	0	0	36.8	45.9	9.7
<b>00-07</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>60</b>	<b>80</b>	<b>46</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.7</b>	<b>38</b>	<b>5.9</b>
<b>07-19</b>	<b>2693</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>37</b>	<b>245</b>	<b>1071</b>	<b>1029</b>	<b>250</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29.8</b>	<b>34.1</b>	<b>4.5</b>
<b>19-00</b>	<b>494</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>197</b>	<b>172</b>	<b>70</b>	<b>15</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.2</b>	<b>36</b>	<b>5.4</b>
<b>00-00</b>	<b>3401</b>	<b>1</b>	<b>2</b>	<b>20</b>	<b>41</b>	<b>284</b>	<b>1328</b>	<b>1281</b>	<b>366</b>	<b>58</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>34.6</b>	<b>4.8</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

25 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	17	0	0	0	0	0	2	6	5	4	0	0	0	0	0	0	0	35.5	41.7	4.7
0100	10	0	0	0	0	1	4	3	1	1	0	0	0	0	0	0	0	30.9	-	5.3
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	31.6	-	1.3
0300	5	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	31	-	6.1
0400	13	0	0	0	1	3	2	4	3	0	0	0	0	0	0	0	0	29.7	36	6.5
0500	31	0	0	0	0	2	2	12	10	4	1	0	0	0	0	0	0	35.3	40.9	5.3
0600	128	0	0	0	0	2	29	56	30	9	2	0	0	0	0	0	0	33.5	39	4.5
0700	238	0	0	2	5	16	56	114	38	4	3	0	0	0	0	0	0	31.2	35.6	5
0800	223	0	0	0	1	24	95	85	15	3	0	0	0	0	0	0	0	29.6	33.6	4
0900	190	0	0	0	6	14	79	71	15	5	0	0	0	0	0	0	0	29.9	34.3	4.6
1000	180	0	0	0	4	11	76	63	24	1	0	0	1	0	0	0	0	30.4	34.8	4.8
1100	206	0	0	1	5	18	76	77	25	2	2	0	0	0	0	0	0	30.2	34.9	5
1200	249	0	0	1	2	11	91	107	31	5	1	0	0	0	0	0	0	30.7	35	4.4
1300	218	0	1	1	2	6	78	95	30	4	1	0	0	0	0	0	0	31.2	35.1	4.5
1400	241	0	0	5	3	14	74	106	36	3	0	0	0	0	0	0	0	30.6	35.1	4.9
1500	273	0	0	7	2	20	110	95	32	7	0	0	0	0	0	0	0	30	34.8	5.1
1600	360	0	0	1	8	44	156	122	22	7	0	0	0	0	0	0	0	29.2	33.7	4.6
1700	368	0	0	0	2	36	142	154	31	1	1	0	1	0	0	0	0	30	33.6	4.1
1800	278	0	0	3	8	27	105	100	33	1	1	0	0	0	0	0	0	29.5	34.4	4.9
1900	147	0	0	0	1	8	60	45	23	9	1	0	0	0	0	0	0	31.2	36.7	4.9
2000	106	0	0	1	0	6	30	44	17	6	1	1	0	0	0	0	0	31.6	35.7	5.3
2100	60	0	0	0	0	6	15	21	16	2	0	0	0	0	0	0	0	31.8	37.8	4.8
2200	55	0	0	1	0	2	21	19	11	1	0	0	0	0	0	0	0	31.2	36	4.8
2300	41	0	0	0	1	3	11	19	3	3	0	1	0	0	0	0	0	31.6	36.5	5.8
<b>00-07</b>	<b>207</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>42</b>	<b>84</b>	<b>51</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.5</b>	<b>39</b>	<b>5</b>
<b>07-19</b>	<b>3024</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>48</b>	<b>241</b>	<b>1138</b>	<b>1189</b>	<b>332</b>	<b>43</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>34.6</b>	<b>4.7</b>
<b>19-00</b>	<b>409</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>137</b>	<b>148</b>	<b>70</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>36.2</b>	<b>5.1</b>
<b>00-00</b>	<b>3640</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>51</b>	<b>274</b>	<b>1317</b>	<b>1421</b>	<b>453</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.5</b>	<b>35</b>	<b>4.8</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

26 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	29	0	0	0	0	2	2	17	5	2	0	1	0	0	0	0	0	33.6	39.4	5.8
0100	10	0	0	0	0	0	1	6	3	0	0	0	0	0	0	0	0	34.2	-	3.2
0200	7	0	0	0	1	0	0	4	2	0	0	0	0	0	0	0	0	31.5	-	5.9
0300	5	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	38.5	-	8.9
0400	7	0	0	0	0	1	1	3	2	0	0	0	0	0	0	0	0	32	-	5.2
0500	10	0	0	0	0	0	1	3	4	2	0	0	0	0	0	0	0	36.1	-	4.3
0600	57	0	0	0	0	2	1	17	26	8	3	0	0	0	0	0	0	36.3	41.4	5
0700	96	0	0	0	0	5	31	41	16	3	0	0	0	0	0	0	0	31.5	36.8	4.3
0800	107	0	0	0	0	3	27	43	30	3	1	0	0	0	0	0	0	32.9	38.2	4.5
0900	183	0	0	0	3	4	60	77	31	6	2	0	0	0	0	0	0	31.7	36.5	4.6
1000	196	0	0	3	11	9	60	81	27	5	0	0	0	0	0	0	0	30.4	35.2	5.5
1100	235	0	1	9	11	21	71	79	37	4	0	2	0	0	0	0	0	29.6	35.6	6.6
1200	271	0	0	5	12	7	90	109	40	7	0	1	0	0	0	0	0	30.7	35.9	5.6
1300	241	1	3	3	10	15	90	72	44	3	0	0	0	0	0	0	0	29.7	36	6.2
1400	224	0	0	0	1	9	54	104	48	7	1	0	0	0	0	0	0	32.2	36.6	4.3
1500	212	0	0	1	1	6	57	88	45	14	0	0	0	0	0	0	0	32.6	37.6	4.7
1600	167	0	0	1	2	9	57	68	23	5	1	1	0	0	0	0	0	31.1	36	5.3
1700	177	0	2	0	0	6	68	78	22	1	0	0	0	0	0	0	0	30.7	34.7	4.2
1800	143	0	0	0	4	9	49	51	21	7	2	0	0	0	0	0	0	31.2	35.5	5.3
1900	108	0	0	1	0	7	33	50	15	1	1	0	0	0	0	0	0	31.2	35.9	4.6
2000	70	0	0	0	0	4	13	29	17	5	2	0	0	0	0	0	0	33.2	38.6	5.4
2100	64	0	0	0	0	1	16	32	10	2	2	1	0	0	0	0	0	33	37.7	5.3
2200	46	0	0	0	0	2	18	16	6	3	1	0	0	0	0	0	0	31.6	38	5.4
2300	39	0	0	0	0	1	16	9	11	0	2	0	0	0	0	0	0	32.6	39.1	5.8
<b>00-07</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>53</b>	<b>42</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.1</b>	<b>40</b>	<b>5.4</b>
<b>07-19</b>	<b>2252</b>	<b>1</b>	<b>6</b>	<b>22</b>	<b>55</b>	<b>103</b>	<b>714</b>	<b>891</b>	<b>384</b>	<b>65</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.1</b>	<b>36</b>	<b>5.4</b>
<b>19-00</b>	<b>327</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>96</b>	<b>136</b>	<b>59</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.2</b>	<b>37.3</b>	<b>5.2</b>
<b>00-00</b>	<b>2704</b>	<b>1</b>	<b>6</b>	<b>23</b>	<b>56</b>	<b>123</b>	<b>816</b>	<b>1080</b>	<b>485</b>	<b>88</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.4</b>	<b>36.6</b>	<b>5.4</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

27 February 2022

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	19	0	0	0	0	0	3	6	5	5	0	0	0	0	0	0	0	36.3	44.1	5.8
0100	18	0	0	0	0	0	0	7	6	4	0	1	0	0	0	0	0	37.7	43.6	5.4
0200	10	0	0	0	0	2	3	4	0	0	0	0	1	0	0	0	0	31.5		9.6
0300	8	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	34.5		4.7
0400	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	31.1		4.3
0500	14	0	0	0	0	0	0	7	3	3	0	1	0	0	0	0	0	37.2	44	6.4
0600	25	0	0	0	0	0	3	9	8	5	0	0	0	0	0	0	0	35.8	41.2	4.6
0700	47	0	0	0	3	2	10	20	7	2	3	0	0	0	0	0	0	32.2	37.3	6.5
0800	54	0	0	0	3	1	13	27	7	2	1	0	0	0	0	0	0	31.5	36.2	5.1
0900	133	0	0	1	5	8	25	60	27	7	0	0	0	0	0	0	0	31.7	36.2	5.4
1000	132	0	1	6	5	3	51	39	23	2	2	0	0	0	0	0	0	29.9	36.4	6.5
1100	189	0	1	2	7	10	43	83	37	5	0	0	0	1	0	0	0	31.3	36.2	6.1
1200	221	0	0	1	3	8	58	100	39	11	1	0	0	0	0	0	0	32.2	36.9	4.8
1300	202	0	0	0	4	7	17	68	61	35	9	1	0	0	0	0	0	35.5	41.6	6.1
1400	243	0	0	5	0	12	35	91	74	20	5	0	1	0	0	0	0	33.6	39.1	6
1500	180	0	0	1	2	9	30	64	50	21	3	0	0	0	0	0	0	33.8	39.5	5.8
1600	181	0	0	2	7	20	45	46	48	8	3	0	2	0	0	0	0	31.7	38.5	6.9
1700	154	0	0	0	2	12	42	69	23	3	2	1	0	0	0	0	0	31.3	36.1	5.2
1800	122	0	0	1	1	1	10	46	42	18	3	0	0	0	0	0	0	35.2	40.8	5.3
1900	87	0	0	0	0	0	5	34	32	9	3	4	0	0	0	0	0	36.5	41.4	5.5
2000	67	0	0	0	0	1	15	23	20	7	0	0	1	0	0	0	0	34.1	38.9	5.6
2100	57	0	0	0	0	0	10	23	14	7	3	0	0	0	0	0	0	34.8	40.1	5.4
2200	25	0	0	0	0	0	9	13	2	1	0	0	0	0	0	0	0	32.4	35	3.4
2300	29	0	0	0	0	0	3	7	17	2	0	0	0	0	0	0	0	35.5	38.7	3.7
<b>00-07</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>37</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.7</b>	<b>43.1</b>	<b>6.1</b>
<b>07-19</b>	<b>1858</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>42</b>	<b>93</b>	<b>379</b>	<b>713</b>	<b>438</b>	<b>134</b>	<b>32</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32.6</b>	<b>38.3</b>	<b>6.1</b>
<b>19-00</b>	<b>265</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>100</b>	<b>85</b>	<b>26</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>39.8</b>	<b>5.3</b>
<b>00-00</b>	<b>2221</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>42</b>	<b>96</b>	<b>432</b>	<b>850</b>	<b>551</b>	<b>177</b>	<b>38</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.1</b>	<b>38.6</b>	<b>6</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

Direction - West

## Virtual Day (7)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
0000	16	0	0	0	0	0	3	7	3	2	0	0	0	0	0	0	0	34.7	41	6.6
0100	8	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	0	34.8	-	5.8
0200	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	32.4	-	6.3
0300	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	34	-	6.2
0400	9	0	0	0	0	1	2	2	3	1	0	0	0	0	0	0	0	32.7	-	5.9
0500	23	0	0	0	0	1	3	6	8	3	1	0	0	0	0	0	0	35.8	41.2	5.9
0600	113	0	0	0	1	5	28	48	24	7	1	0	0	0	0	0	0	32.6	37.5	4.9
0700	213	0	0	1	3	16	68	90	30	5	1	0	0	0	0	0	0	30.9	35.4	4.7
0800	217	0	0	1	3	20	89	81	19	3	1	0	0	0	0	0	0	29.8	33.9	4.4
0900	204	0	0	1	3	19	78	75	23	4	0	0	0	0	0	0	0	30.1	34.7	4.7
1000	173	0	0	2	4	15	74	59	16	2	1	0	0	0	0	0	0	29.5	34.2	4.8
1100	192	0	0	2	4	21	72	66	22	3	0	0	0	0	0	0	0	29.6	34.6	5.3
1200	206	0	0	2	5	15	77	81	22	4	1	0	0	0	0	0	0	30.3	34.7	4.8
1300	211	0	1	1	3	13	77	72	33	8	2	0	0	0	0	0	0	30.9	36.2	5.5
1400	220	0	1	2	1	14	74	86	35	5	1	0	0	0	0	0	0	30.9	35.7	5.1
1500	230	0	0	3	5	18	83	81	31	8	0	0	0	0	0	0	0	30.3	35.5	5.4
1600	268	0	0	2	7	29	98	98	26	5	1	0	0	0	0	0	0	29.8	34.4	5.2
1700	260	0	1	1	3	23	100	102	26	2	1	0	0	0	0	0	0	30.1	34.2	4.6
1800	196	0	0	1	3	17	69	73	27	6	1	0	0	0	0	0	0	30.6	35.3	5
1900	138	0	0	0	0	7	51	52	21	4	1	1	0	0	0	0	0	31.5	36	4.9
2000	100	0	0	0	0	6	33	36	18	5	1	0	0	0	0	0	0	31.8	36.6	5
2100	69	0	0	0	1	3	21	26	13	4	1	0	0	0	0	0	0	32.1	37.8	5.3
2200	51	0	0	0	0	2	16	19	10	3	1	0	0	0	0	0	0	32.4	37.2	5.3
2300	33	0	0	0	0	1	9	11	9	2	0	0	0	0	0	0	0	33.4	38.6	6.3
<b>00-07</b>	<b>177</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>39</b>	<b>69</b>	<b>42</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.4</b>	<b>38.8</b>	<b>5.5</b>
<b>07-19</b>	<b>2589</b>	<b>1</b>	<b>3</b>	<b>19</b>	<b>45</b>	<b>221</b>	<b>961</b>	<b>964</b>	<b>308</b>	<b>55</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.2</b>	<b>34.9</b>	<b>5</b>
<b>19-00</b>	<b>391</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>130</b>	<b>144</b>	<b>72</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31.9</b>	<b>36.8</b>	<b>5.2</b>
<b>00-00</b>	<b>3157</b>	<b>1</b>	<b>3</b>	<b>20</b>	<b>47</b>	<b>247</b>	<b>1130</b>	<b>1178</b>	<b>423</b>	<b>86</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>35.3</b>	<b>5.1</b>

# OnPoint Traffic Surveys Ltd Speed Report

**Report Id** - CustomList-216

**Site Name** - ROBHILO1

**Description** - NORTHWOOD ROAD - EAST OF ASH GROVE

**Direction** - West

## Virtual Week (1)

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
Mon	3269	0	6	12	41	307	1356	1131	350	52	12	0	1	1	0	0	0	29.9	34.4	4.7
Tue	3436	1	0	14	42	356	1332	1249	357	67	14	3	1	0	0	0	0	30	34.5	4.8
Wed	3430	1	7	26	56	288	1326	1233	399	76	12	5	1	0	0	0	0	30.2	34.8	5
Thu	3401	1	2	20	41	284	1328	1281	366	58	11	4	2	3	0	0	0	30.2	34.6	4.8
Fri	3640	0	1	23	51	274	1317	1421	453	82	14	2	2	0	0	0	0	30.5	35	4.8
Sat	2704	1	6	23	56	123	816	1080	485	88	20	6	0	0	0	0	0	31.4	36.6	5.4
Sun	2221	0	2	19	42	96	432	850	551	177	38	8	5	1	0	0	0	33.1	38.6	6
<b>--</b>	<b>22101</b>	<b>4</b>	<b>24</b>	<b>137</b>	<b>329</b>	<b>1728</b>	<b>7907</b>	<b>8245</b>	<b>2961</b>	<b>600</b>	<b>121</b>	<b>28</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30.6</b>	<b>35.3</b>	<b>5.1</b>

# OnPoint Traffic Surveys Ltd Speed Report

Report Id - CustomList-216

Site Name - ROBHILO1

Description - NORTHWOOD ROAD - EAST OF ASH GROVE

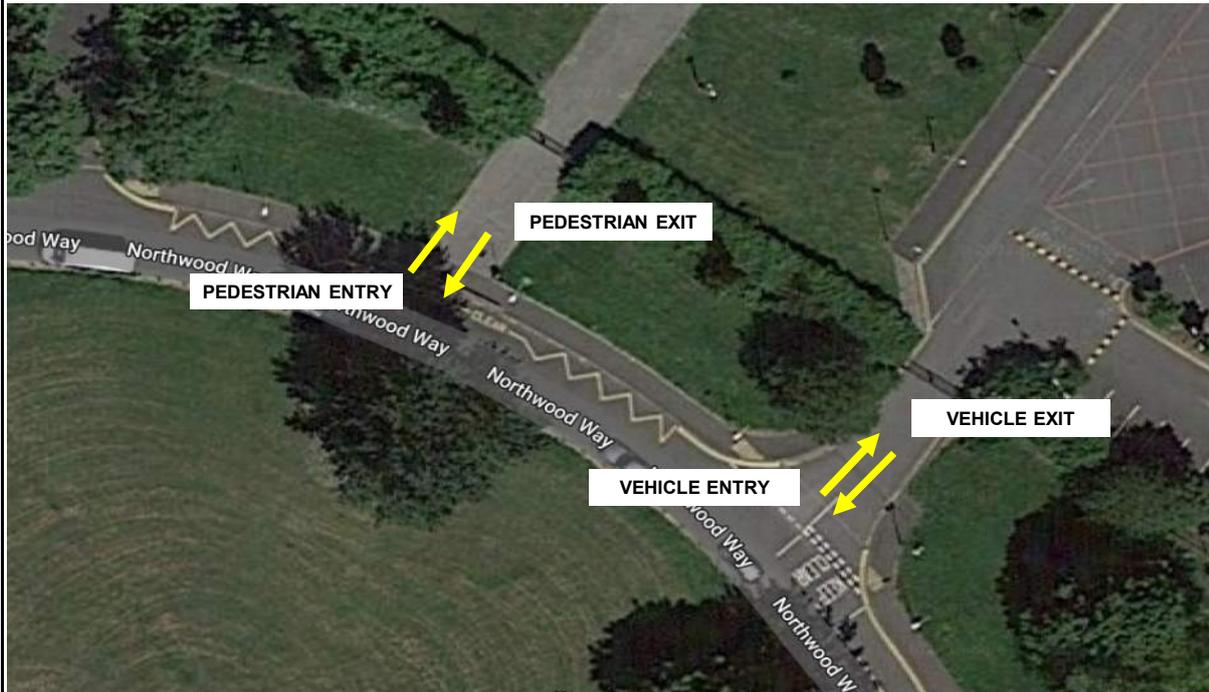
Direction - West

## Grand Total

Time [--]	Total	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 70	Vbin 70 80	Vbin 80 90	Vbin 90 100	Mean	Vpp 85	SD
--	22101	4	24	137	329	1728	7907	8245	2961	600	121	28	12	5	0	0	0	30.6	35.3	5.1

## Appendix E – Video survey data







CLIENT: ROBERT WEST

REF NUMBER: OPS03201

PROJECT DESCRIPTION: HAREFIELD ACADEMY SCHOOL - VEHICLE ACCESS DATA

WEATHER: MILD

DATE: WED 23RD MARCH 22

TIME	ENTRY							
	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	PEDS
07:00 : 07:15	1	0	0	0	0	0	0	0
07:15 : 07:30	5	0	0	0	0	0	0	0
07:30 : 07:45	3	0	0	0	0	0	0	1
07:45 : 08:00	6	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00 : 08:15	8	0	0	0	0	0	0	5
08:15 : 08:30	13	1	0	0	0	0	0	7
08:30 : 08:45	21	1	0	0	0	0	0	48
08:45 : 09:00	15	0	0	0	0	0	0	8
<b>Hour Total</b>	<b>57</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
09:00 : 09:15	4	0	0	0	0	0	0	0
09:15 : 09:30	1	0	0	0	0	0	0	2
09:30 : 09:45	6	0	0	0	0	0	0	0
09:45 : 10:00	1	0	0	0	0	0	0	2
<b>Hour Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
10:00 : 10:15	2	0	0	0	0	0	0	0
10:15 : 10:30	0	0	0	0	0	0	0	1
10:30 : 10:45	3	0	0	0	0	0	0	3
10:45 : 11:00	1	0	0	0	0	0	0	4
<b>Hour Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
11:00 : 11:15	1	0	0	0	0	0	0	1
11:15 : 11:30	0	0	0	0	0	0	0	4
11:30 : 11:45	0	1	0	0	0	0	0	1
11:45 : 12:00	0	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
12:00 : 12:15	2	0	0	0	0	0	0	0
12:15 : 12:30	1	0	0	0	0	0	0	0
12:30 : 12:45	1	1	0	0	0	0	0	0
12:45 : 13:00	0	1	0	0	0	0	0	4
<b>Hour Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
13:00 : 13:15	1	0	0	0	0	0	0	1
13:15 : 13:30	2	0	0	0	0	0	0	0
13:30 : 13:45	1	0	0	0	0	0	0	1
13:45 : 14:00	1	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
14:00 : 14:15	2	0	0	0	0	0	0	0
14:15 : 14:30	0	1	0	0	0	0	0	0
14:30 : 14:45	3	0	0	0	0	0	0	0
14:45 : 15:00	7	1	0	0	0	0	0	0
<b>Hour Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00 : 15:15	10	0	0	0	0	0	0	3
15:15 : 15:30	2	0	0	0	0	0	0	0
15:30 : 15:45	3	0	0	0	0	0	0	1
15:45 : 16:00	1	0	0	0	0	0	0	1
<b>Hour Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
16:00 : 16:15	1	0	0	0	0	0	0	0
16:15 : 16:30	4	0	0	0	0	0	0	0
16:30 : 16:45	3	0	0	0	0	0	0	0
16:45 : 17:00	0	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00 : 17:15	0	0	0	0	0	0	0	0
17:15 : 17:30	12	0	0	0	0	0	0	1
17:30 : 17:45	15	0	0	0	0	0	0	2
17:45 : 18:00	37	1	0	0	0	0	0	7
<b>Hour Total</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
18:00 : 18:15	25	0	0	0	0	0	0	3
18:15 : 18:30	7	0	0	0	0	0	0	4
18:30 : 18:45	9	2	0	0	0	0	0	1
18:45 : 19:00	29	1	0	0	0	0	0	0
<b>Hour Total</b>	<b>70</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Grand Total</b>	<b>270</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>

EXIT							
CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	PEDS
0	1	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	0	0
<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2	0	0	0	0	0	0	0
7	1	0	0	0	0	0	0
15	1	0	0	0	0	0	0
18	0	0	0	0	0	0	0
<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
1	0	0	0	0	0	0	2
<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	1
<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0
<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
2	0	0	0	0	0	0	3
0	0	0	0	0	0	0	4
2	0	0	0	0	0	0	0
0	2	0	0	0	0	0	0
<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
4	0	0	0	0	0	0	1
2	0	0	0	0	0	0	3
2	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0
<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
6	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0
1	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18	1	0	0	0	0	0	55
4	0	0	0	0	0	0	4
9	0	0	0	0	0	0	25
4	0	0	0	0	0	0	0
<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
5	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0
<b>18</b>	<b>0</b>						
1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1
15	0	0	0	0	0	0	0
12	0	0	0	0	0	0	2
<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
15	0	0	0	0	0	0	10
4	0	0	0	0	0	0	3
4	0	0	0	0	0	0	2
4	0	0	0	0	0	0	0
<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>184</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>

		CLIENT: ROBERT WEST	REF NUMBER: OPS03201
		PROJECT DESCRIPTION: HAREFIELD ACADEMY SCHOOL - PEDESTRIAN ACCESS DATA	
		WEATHER: MILD	DATE: WED 23RD MARCH 22
		ENTRTRY	EXIT
07:00	: 07:15	0	0
07:15	: 07:30	1	0
07:30	: 07:45	1	0
07:45	: 08:00	1	0
<b>TOTAL</b>		<b>3</b>	<b>0</b>
08:00	: 08:15	2	0
08:15	: 08:30	26	3
08:30	: 08:45	61	2
08:45	: 09:00	26	0
<b>TOTAL</b>		<b>115</b>	<b>5</b>
09:00	: 09:15	5	1
09:15	: 09:30	0	1
09:30	: 09:45	1	0
09:45	: 10:00	1	1
<b>TOTAL</b>		<b>7</b>	<b>3</b>
10:00	: 10:15	0	0
10:15	: 10:30	0	1
10:30	: 10:45	0	0
10:45	: 11:00	2	1
<b>TOTAL</b>		<b>2</b>	<b>2</b>
11:00	: 11:15	3	1
11:15	: 11:30	0	0
11:30	: 11:45	0	0
11:45	: 12:00	1	2
<b>TOTAL</b>		<b>4</b>	<b>3</b>
12:00	: 12:15	0	2
12:15	: 12:30	1	1
12:30	: 12:45	0	0
12:45	: 13:00	2	0
<b>TOTAL</b>		<b>3</b>	<b>3</b>
13:00	: 13:15	0	0
13:15	: 13:30	0	8
13:30	: 13:45	3	0
13:45	: 14:00	0	0
<b>TOTAL</b>		<b>3</b>	<b>8</b>
14:00	: 14:15	5	0
14:15	: 14:30	0	0
14:30	: 14:45	2	0
14:45	: 15:00	0	1
<b>TOTAL</b>		<b>7</b>	<b>1</b>
15:00	: 15:15	3	104
15:15	: 15:30	0	7
15:30	: 15:45	0	25
15:45	: 16:00	0	2
<b>TOTAL</b>		<b>3</b>	<b>138</b>
16:00	: 16:15	0	0
16:15	: 16:30	0	0
16:30	: 16:45	2	1
16:45	: 17:00	0	0
<b>TOTAL</b>		<b>2</b>	<b>1</b>
17:00	: 17:15	0	0
17:15	: 17:30	0	0
17:30	: 17:45	0	0
17:45	: 18:00	3	1
<b>TOTAL</b>		<b>3</b>	<b>1</b>
18:00	: 18:15	0	0
18:15	: 18:30	0	0
18:30	: 18:45	0	0
18:45	: 19:00	0	0
<b>TOTAL</b>		<b>0</b>	<b>0</b>
<b>DAILY TOTAL</b>		<b>152</b>	<b>165</b>

## **Appendix F – Car park accumulation assessment**

	CLIENT: ROBERT WEST	REF NUMBER: OPS03201
	PROJECT DESCRIPTION: HAREFIELD ACADEMY SCHOOL - VEHICLE ACCESS DATA	
	WEATHER: MILD	DATE: WED 23RD MARCH 22

Car park capacity	107
-------------------	-----

Existing scenario
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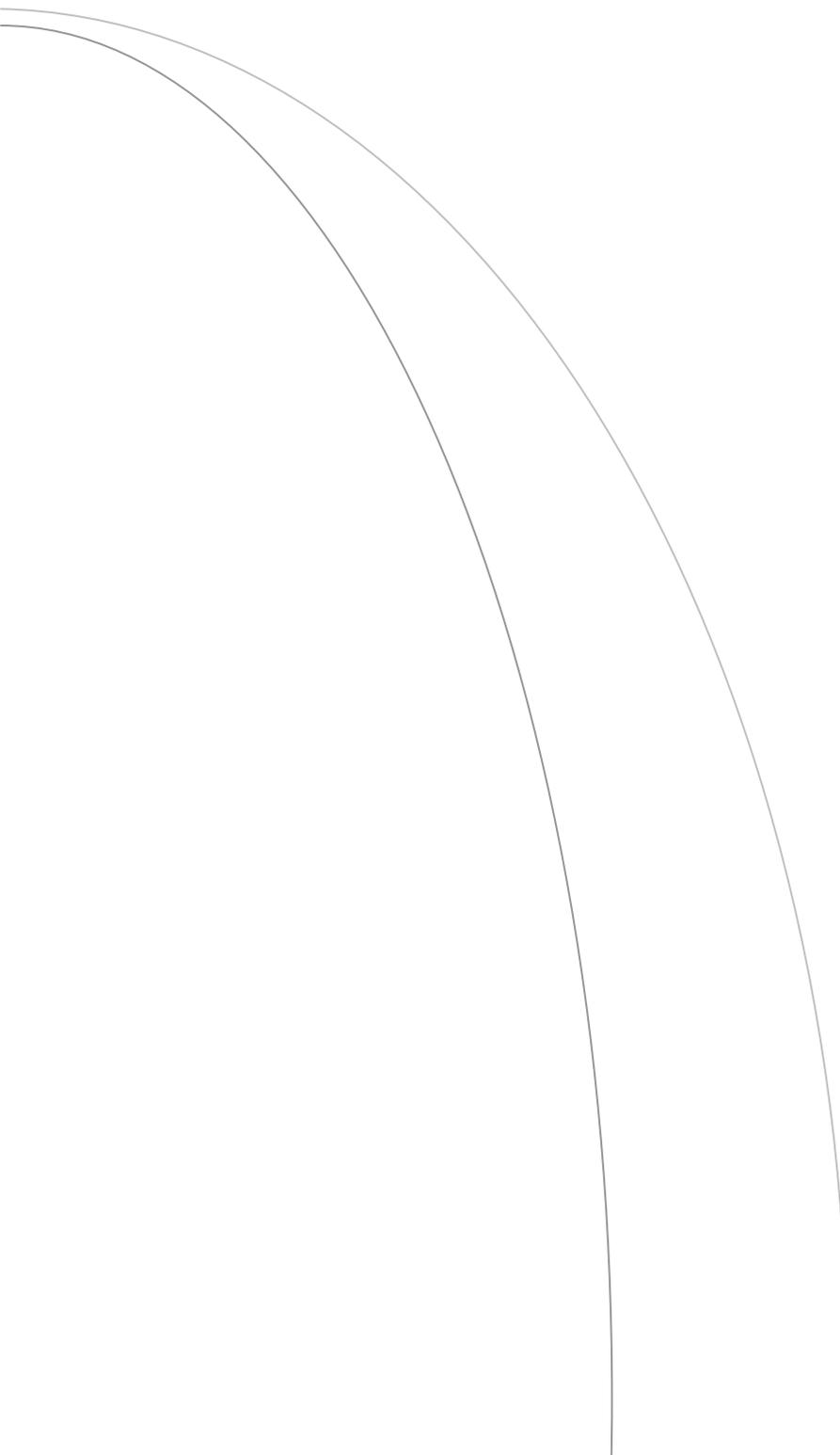
Car park	
Accumulation	Parking stress

TIME	ENTRY							
	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	PEDS
07:00 : 07:15	1	0	0	0	0	0	0	0
07:15 : 07:30	5	0	0	0	0	0	0	0
07:30 : 07:45	3	0	0	0	0	0	0	1
07:45 : 08:00	6	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
08:00 : 08:15	8	0	0	0	0	0	0	5
08:15 : 08:30	13	1	0	0	0	0	0	7
08:30 : 08:45	21	1	0	0	0	0	0	48
08:45 : 09:00	15	0	0	0	0	0	0	8
<b>Hour Total</b>	<b>57</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>
09:00 : 09:15	4	0	0	0	0	0	0	0
09:15 : 09:30	1	0	0	0	0	0	0	2
09:30 : 09:45	6	0	0	0	0	0	0	0
09:45 : 10:00	1	0	0	0	0	0	0	2
<b>Hour Total</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
10:00 : 10:15	2	0	0	0	0	0	0	0
10:15 : 10:30	0	0	0	0	0	0	0	1
10:30 : 10:45	3	0	0	0	0	0	0	3
10:45 : 11:00	1	0	0	0	0	0	0	4
<b>Hour Total</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
11:00 : 11:15	1	0	0	0	0	0	0	1
11:15 : 11:30	0	0	0	0	0	0	0	4
11:30 : 11:45	0	1	0	0	0	0	0	1
11:45 : 12:00	0	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
12:00 : 12:15	2	0	0	0	0	0	0	0
12:15 : 12:30	1	0	0	0	0	0	0	0
12:30 : 12:45	1	1	0	0	0	0	0	0
12:45 : 13:00	0	1	0	0	0	0	0	4
<b>Hour Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
13:00 : 13:15	1	0	0	0	0	0	0	1
13:15 : 13:30	2	0	0	0	0	0	0	0
13:30 : 13:45	1	0	0	0	0	0	0	1
13:45 : 14:00	1	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
14:00 : 14:15	2	0	0	0	0	0	0	0
14:15 : 14:30	0	1	0	0	0	0	0	0
14:30 : 14:45	3	0	0	0	0	0	0	0
14:45 : 15:00	7	1	0	0	0	0	0	0
<b>Hour Total</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00 : 15:15	10	0	0	0	0	0	0	3
15:15 : 15:30	2	0	0	0	0	0	0	0
15:30 : 15:45	3	0	0	0	0	0	0	1
15:45 : 16:00	1	0	0	0	0	0	0	1
<b>Hour Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
16:00 : 16:15	1	0	0	0	0	0	0	0
16:15 : 16:30	4	0	0	0	0	0	0	0
16:30 : 16:45	3	0	0	0	0	0	0	0
16:45 : 17:00	0	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:00 : 17:15	0	0	0	0	0	0	0	0
17:15 : 17:30	12	0	0	0	0	0	0	1
17:30 : 17:45	15	0	0	0	0	0	0	2
17:45 : 18:00	37	1	0	0	0	0	0	7
<b>Hour Total</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
18:00 : 18:15	25	0	0	0	0	0	0	3
18:15 : 18:30	7	0	0	0	0	0	0	4
18:30 : 18:45	9	2	0	0	0	0	0	1
18:45 : 19:00	29	1	0	0	0	0	0	0
<b>Hour Total</b>	<b>70</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>
<b>Grand Total</b>	<b>270</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>

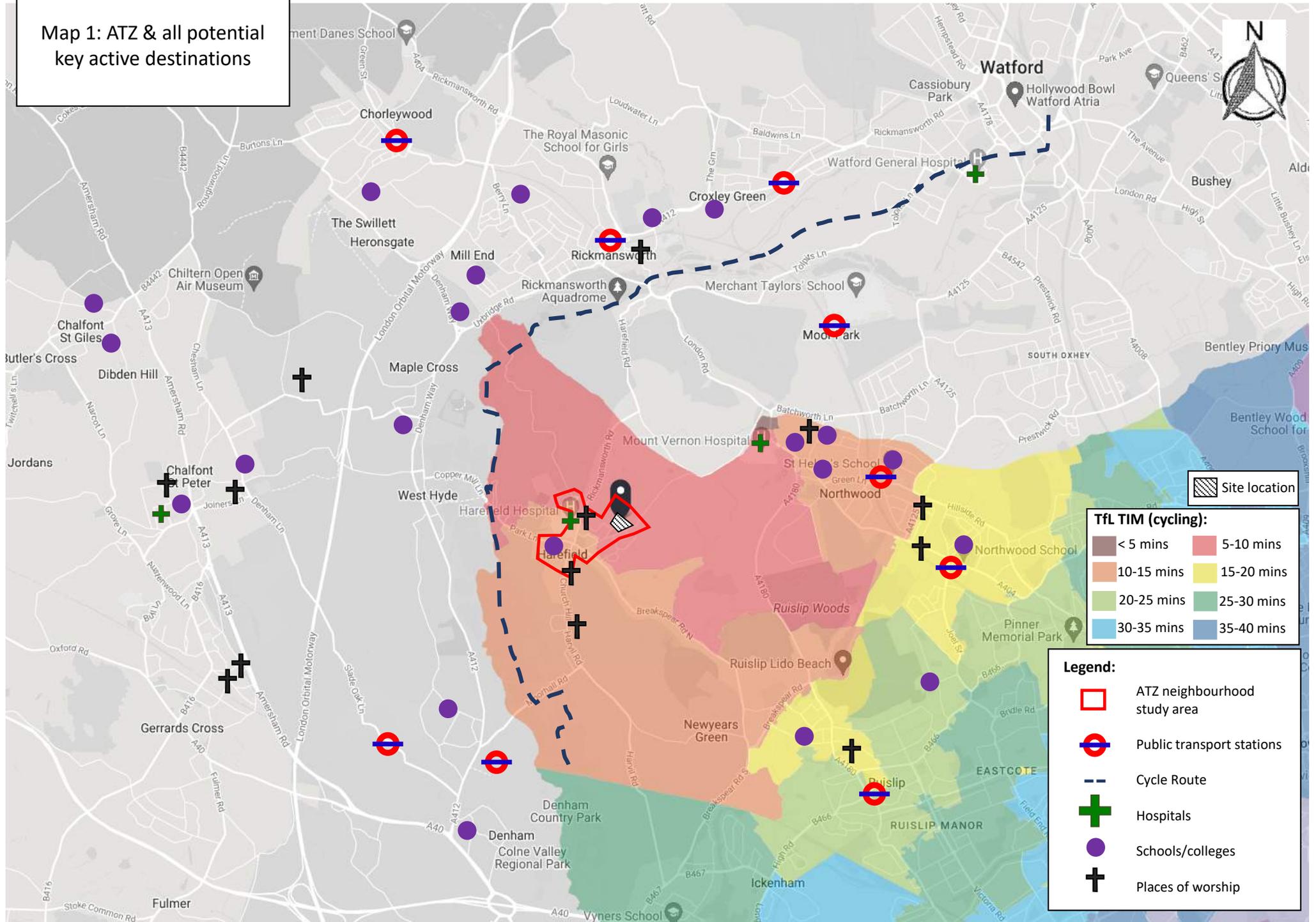
TIME	EXIT							
	CAR	LGV	OGV 1	OGV 2	PSV	MC	CYCLE	PEDS
07:00 : 07:15	0	1	0	0	0	0	0	0
07:15 : 07:30	0	0	0	0	0	0	0	0
07:30 : 07:45	0	0	0	0	0	0	0	0
07:45 : 08:00	0	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
08:00 : 08:15	2	0	0	0	0	0	0	0
08:15 : 08:30	7	1	0	0	0	0	0	0
08:30 : 08:45	15	1	0	0	0	0	0	0
08:45 : 09:00	18	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00 : 09:15	0	0	0	0	0	0	0	0
09:15 : 09:30	0	0	0	0	0	0	0	0
09:30 : 09:45	3	0	0	0	0	0	0	0
09:45 : 10:00	1	0	0	0	0	0	0	2
<b>Hour Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
10:00 : 10:15	0	0	0	0	0	0	0	0
10:15 : 10:30	0	0	0	0	0	0	0	0
10:30 : 10:45	1	0	0	0	0	0	0	0
10:45 : 11:00	3	0	0	0	0	0	0	1
<b>Hour Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
11:00 : 11:15	0	0	0	0	0	0	0	0
11:15 : 11:30	1	0	0	0	0	0	0	0
11:30 : 11:45	1	1	0	0	0	0	0	0
11:45 : 12:00	1	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00 : 12:15	2	0	0	0	0	0	0	3
12:15 : 12:30	0	0	0	0	0	0	0	4
12:30 : 12:45	2	0	0	0	0	0	0	0
12:45 : 13:00	0	2	0	0	0	0	0	0
<b>Hour Total</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
13:00 : 13:15	4	0	0	0	0	0	0	1
13:15 : 13:30	2	0	0	0	0	0	0	3
13:30 : 13:45	2	0	0	0	0	0	0	0
13:45 : 14:00	1	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
14:00 : 14:15	6	0	0	0	0	0	0	0
14:15 : 14:30	0	1	0	0	0	0	0	0
14:30 : 14:45	1	0	0	0	0	0	0	0
14:45 : 15:00	3	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00 : 15:15	18	1	0	0	0	0	0	55
15:15 : 15:30	4	0	0	0	0	0	0	4
15:30 : 15:45	9	0	0	0	0	0	0	25
15:45 : 16:00	4	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
16:00 : 16:15	5	0	0	0	0	0	0	0
16:15 : 16:30	5	0	0	0	0	0	0	0
16:30 : 16:45	3	0	0	0	0	0	0	0
16:45 : 17:00	5	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>18</b>	<b>0</b>						
17:00 : 17:15	1	0	0	0	0	0	0	0
17:15 : 17:30	0	0	0	0	0	0	0	1
17:30 : 17:45	15	0	0	0	0	0	0	0
17:45 : 18:00	12	0	0	0	0	0	0	2
<b>Hour Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
18:00 : 18:15	15	0	0	0	0	0	0	10
18:15 : 18:30	4	0	0	0	0	0	0	3
18:30 : 18:45	4	0	0	0	0	0	0	2
18:45 : 19:00	4	0	0	0	0	0	0	0
<b>Hour Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>Grand Total</b>	<b>184</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>

5	5%
10	9%
13	12%
19	18%
25	23%
31	29%
37	35%
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42	39%
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44	41%
44	41%
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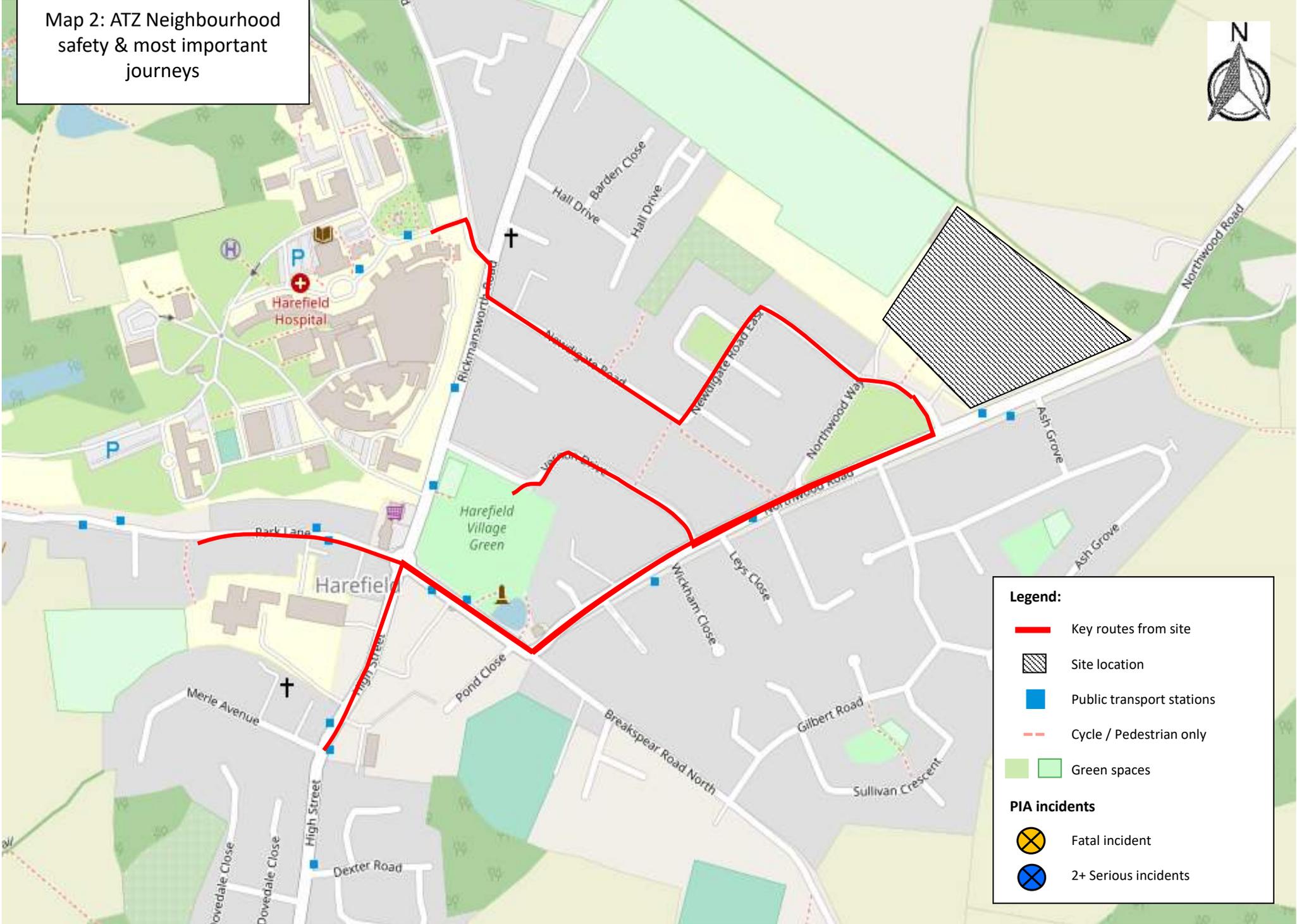
## Appendix G – ATZ maps



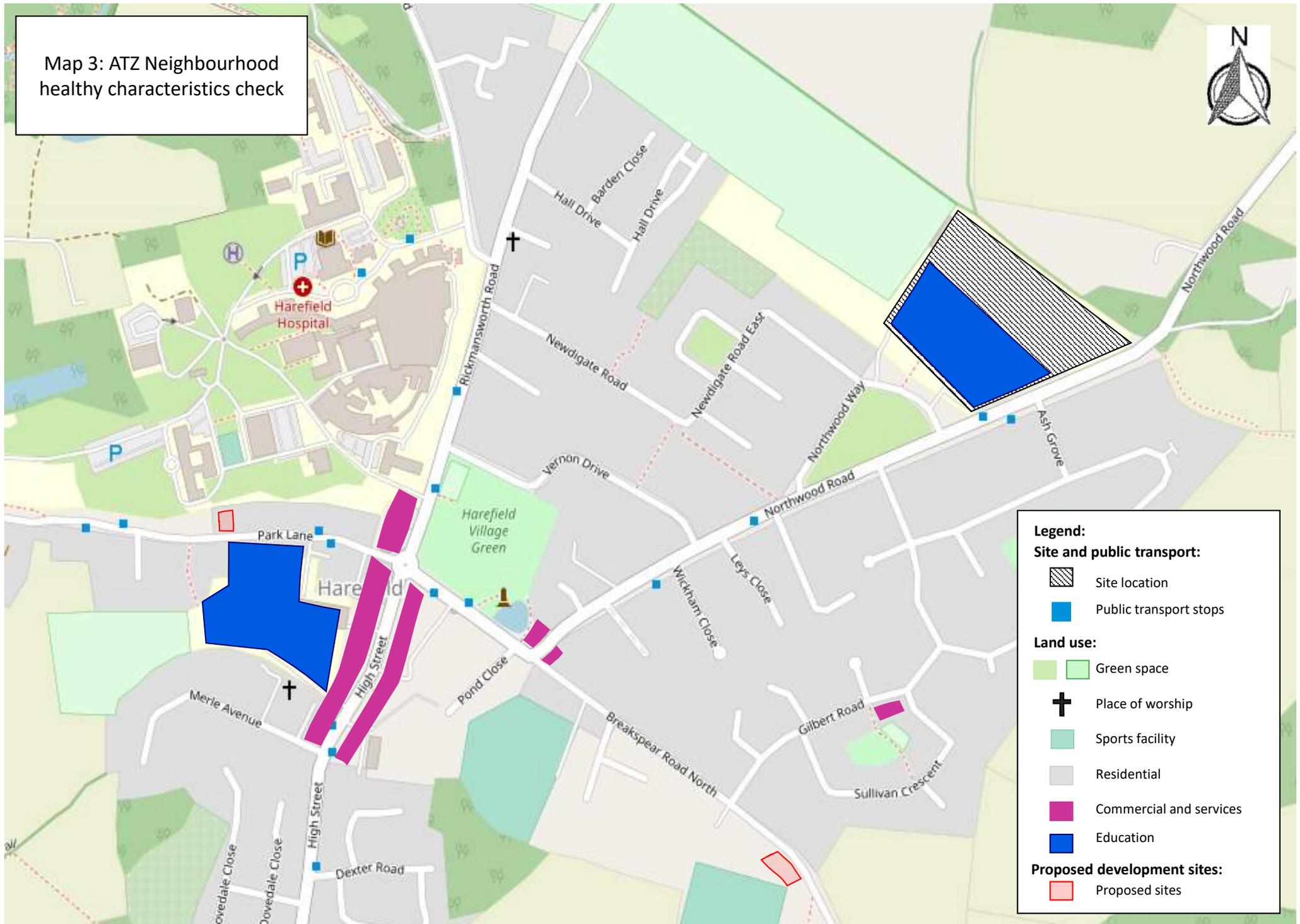
Map 1: ATZ & all potential key active destinations



Map 2: ATZ Neighbourhood safety & most important journeys



Map 3: ATZ Neighbourhood healthy characteristics check



## **Appendix H – GA access design and 20mph zone**

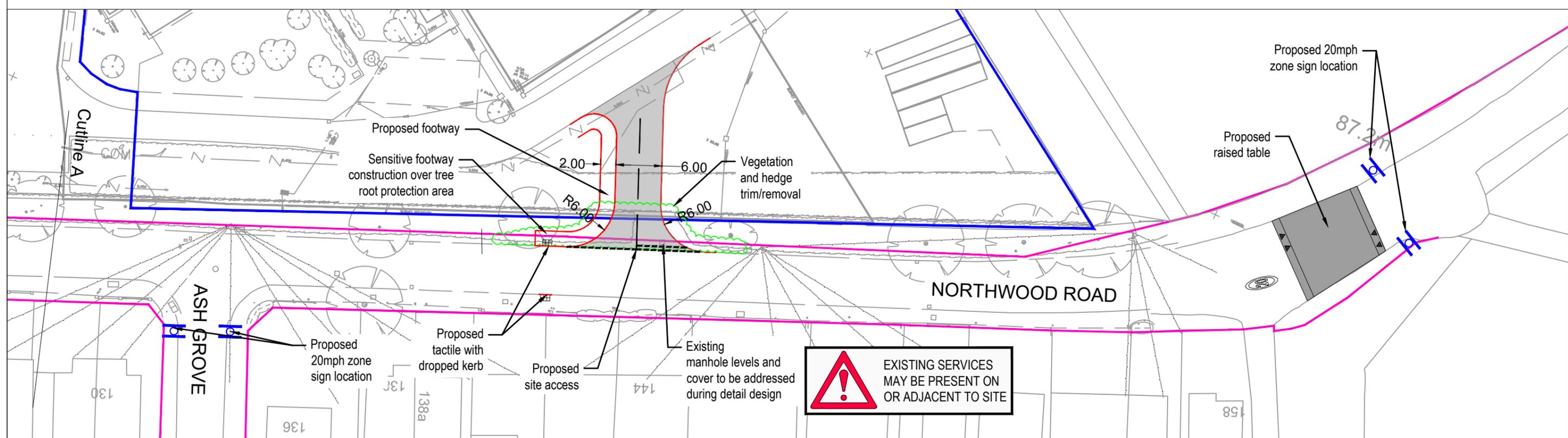
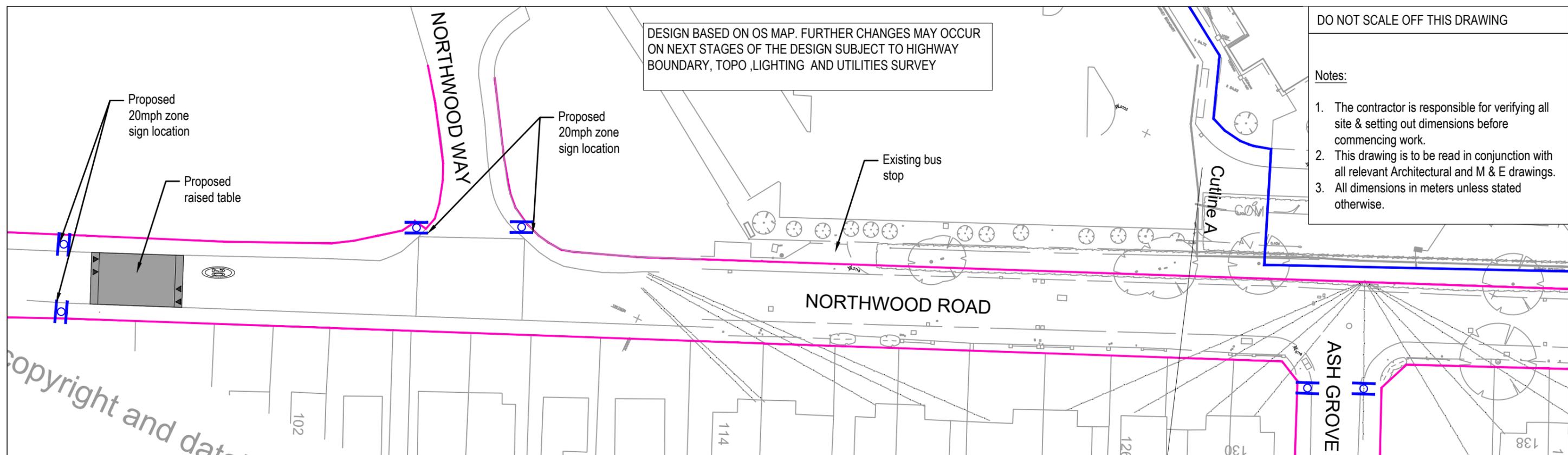


DO NOT SCALE OFF THIS DRAWING

DESIGN BASED ON OS MAP. FURTHER CHANGES MAY OCCUR ON NEXT STAGES OF THE DESIGN SUBJECT TO HIGHWAY BOUNDARY, TOPO, LIGHTING AND UTILITIES SURVEY

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in meters unless stated otherwise.



Key :

	Property Boundary
	Proposed access pavement
	Proposed kerbing
	Highway Boundary
	Proposed traffic sign
	Vegetation and hedge trim/removal

Client  
London Borough of Hillingdon

Project  
Meadow High School and Harefield Academy

Status  
**PRELIMINARY**

**Robert West**  
Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
www.robertwest.co.uk

Drawing Title  
GENERAL ARRANGEMENT  
PROPOSED SITE ACCESS AND 20mph ZONE  
SHEET 01 OF 01

Drawn	Checked	Approved	Scale
By CP	By A-MI	By A-MI	1:500 @ A1
Date 21/04/22	Date 21/04/22	Date 21/04/22	
Client No. 3249	Project No. 007	Discipline T	Drawing No. 006
			Rev -

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

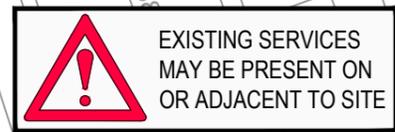
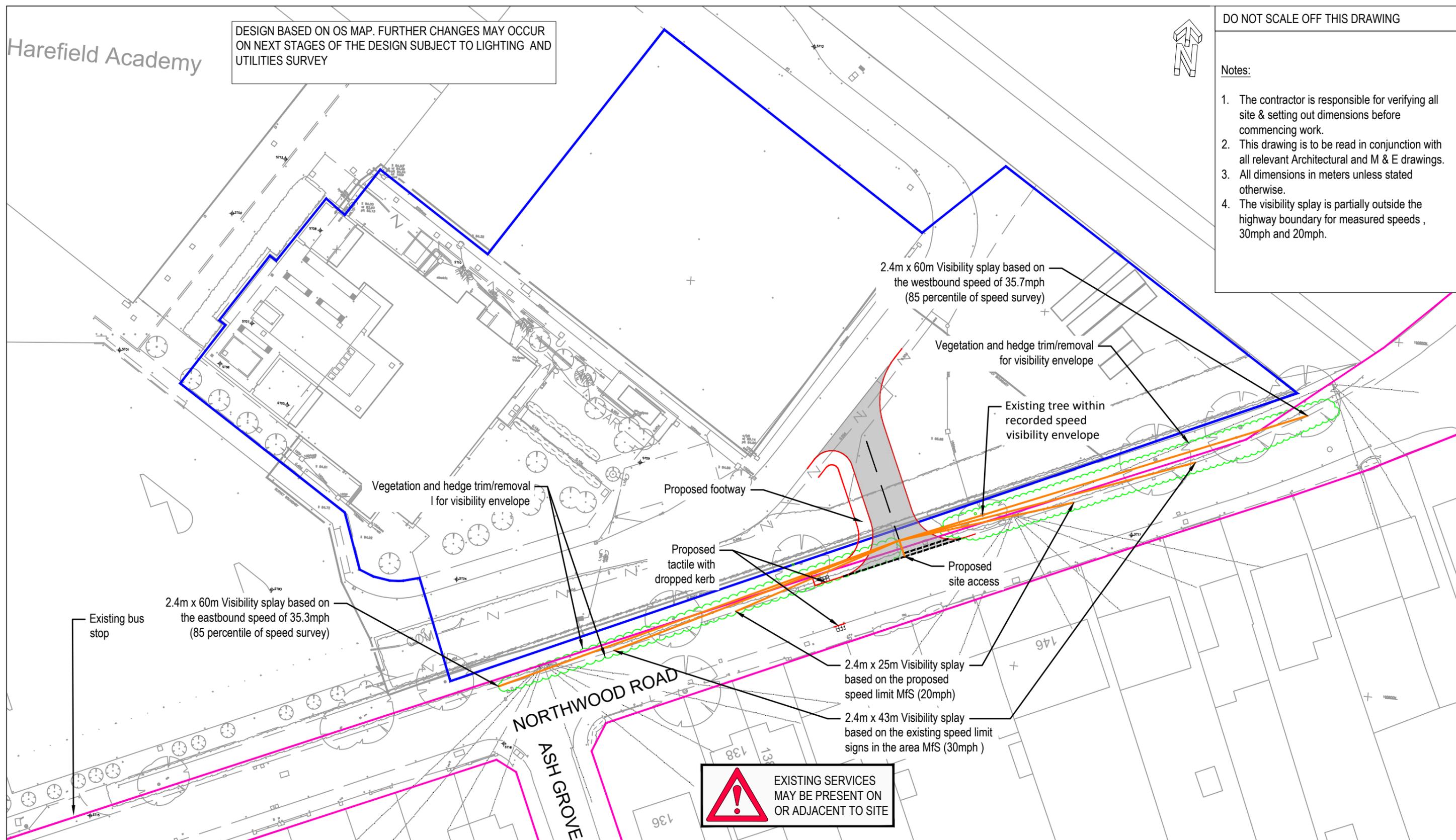
Harefield Academy

DESIGN BASED ON OS MAP. FURTHER CHANGES MAY OCCUR ON NEXT STAGES OF THE DESIGN SUBJECT TO LIGHTING AND UTILITIES SURVEY



DO NOT SCALE OFF THIS DRAWING

- Notes:
1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
  2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
  3. All dimensions in meters unless stated otherwise.
  4. The visibility splay is partially outside the highway boundary for measured speeds, 30mph and 20mph.



- Key :
- Property Boundary
  - Highway Boundary
  - Proposed access pavement
  - Proposed kerbing
  - Visibility splays (see plan for speeds)
  - Vegetation and hedge trim/removal

Client  
London Borough of Hillingdon

Project  
Meadow High School and Harefield Academy

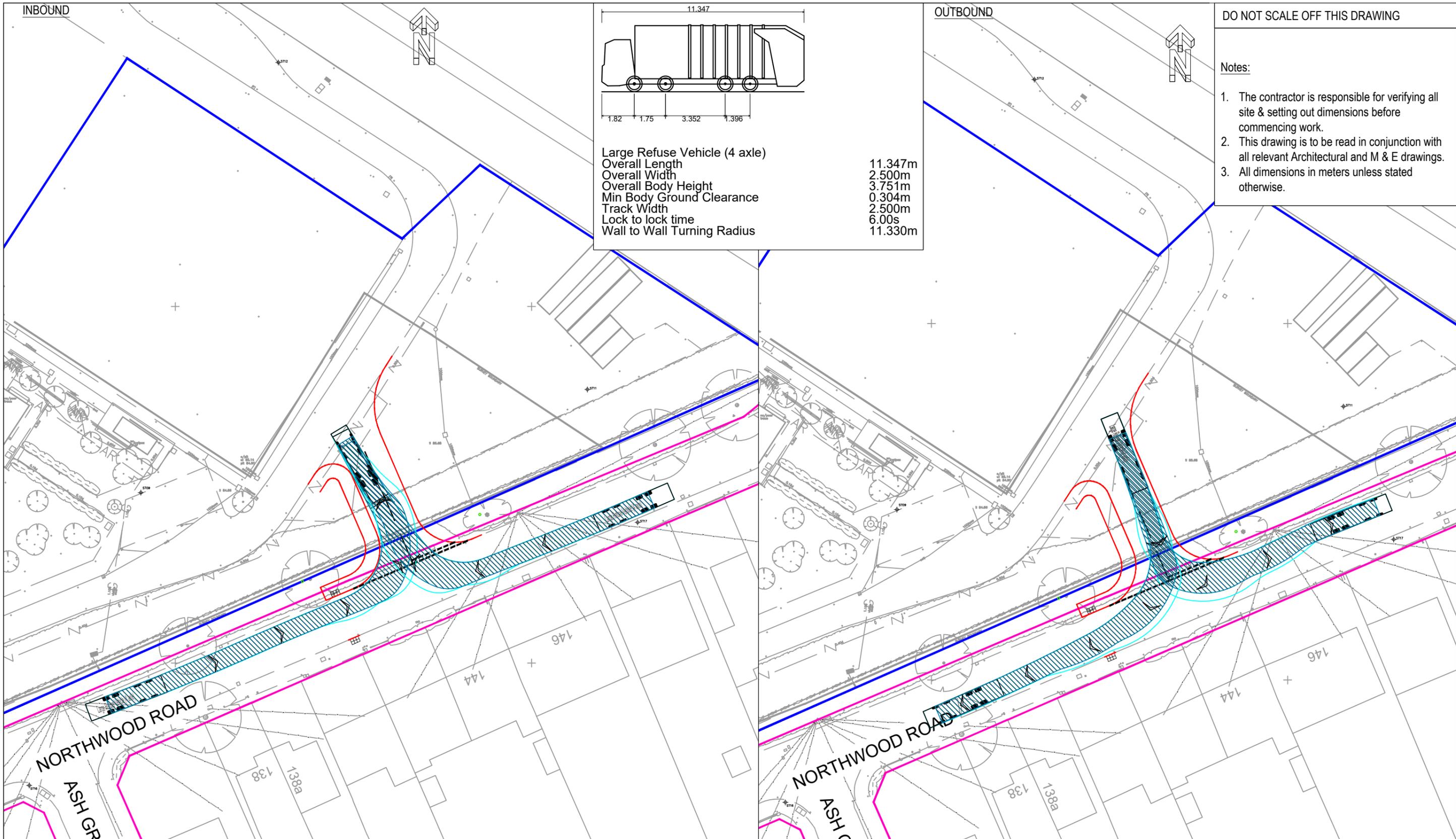
Status  
**PRELIMINARY**

**Robert West**  
Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
www.robertwest.co.uk

Drawing Title  
PROPOSED ACCESS  
VISIBILITY SPLAY  
SHEET 01 OF 01

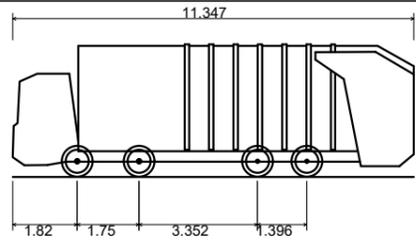
Drawn	Checked	Approved	Scale	
By CP	By A-MI	By A-MI	1:500 @ A1	
Date 03/05/22	Date 03/05/22	Date 03/05/22		
Client No. 3249	Project No. 007	Discipline T	Drawing No. 007	Rev -

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

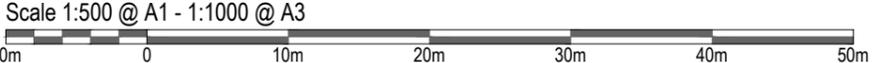


DO NOT SCALE OFF THIS DRAWING

- Notes:
1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
  2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
  3. All dimensions in meters unless stated otherwise.



Large Refuse Vehicle (4 axle)  
 Overall Length 11.347m  
 Overall Width 2.500m  
 Overall Body Height 3.751m  
 Min Body Ground Clearance 0.304m  
 Track Width 2.500m  
 Lock to lock time 6.00s  
 Wall to Wall Turning Radius 11.330m



Client  
 London Borough of Hillingdon

Project  
 Meadow High School and Harefield Academy

Status  
**PRELIMINARY**

**Robert West**  
 Delta House  
 175-177  
 Borough High St  
 London SE1 1HR  
 t: 020 7939 9916  
 f: 020 7939 9909  
 www.robertwest.co.uk

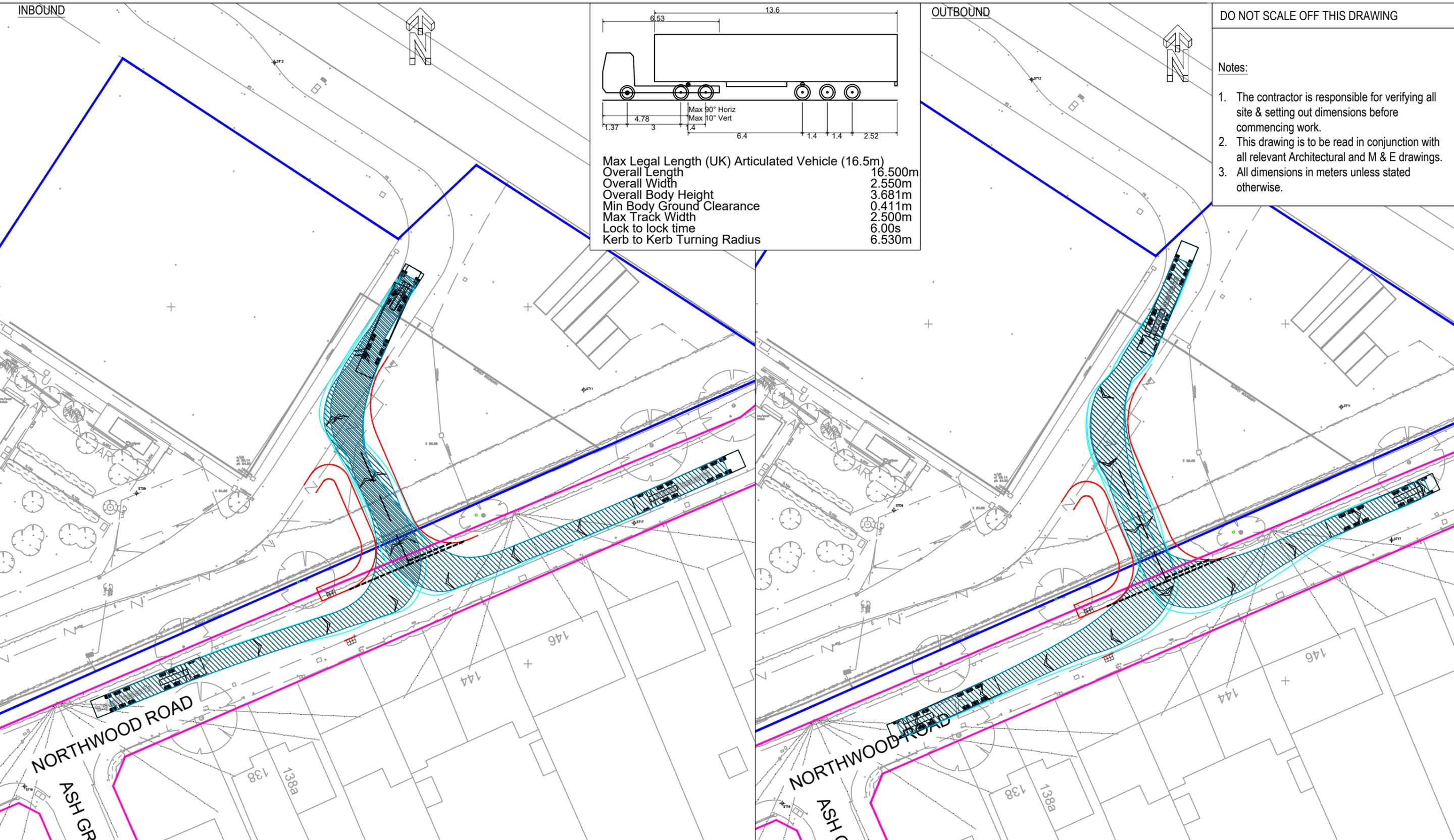
Drawing Title  
 SWEEP PATH ANALYSIS  
 REFUSE VEHICLE  
 SHEET 01 OF 01

Drawn		Checked		Approved		Scale
By	CP	By	A-MI	By	A-MI	1:500 @ A1
Date	03/05/22	Date	03/05/22	Date	03/05/22	
Client No.	Project No.	Discipline	Drawing No.	Rev		
3249	007	T	008	-		

Key :

- Property Boundary
- Highway Boundary
- Wheel track (forward manoeuvre) Shows outer limits of wheel entirely within the carriageway. Not encroaching on any kerbs.
- Body track- Shows outer limit of the body generally within carriageway. May overhang on verge when turning necessary.

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-



Scale 1:500 @ A1 - 1:1000 @ A3

Client  
London Borough of Hillingdon

Project  
Meadow High School and Harefield Academy

Status  
**PRELIMINARY**

**Robert West**  
Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
www.robertwest.co.uk

Drawing Title  
SWEPT PATH ANALYSIS  
16.5m ARTIC. VEHICLE  
SHEET 01 OF 01

Drawn		Checked		Approved		Scale
By	CP	By	A-MI	By	A-MI	1:500 @ A1
Date	03/05/22	Date	03/05/22	Date	03/05/22	
Client No.	Project No.	Discipline	Drawing No.	Rev		
3249	007	T	009	-		

Key:

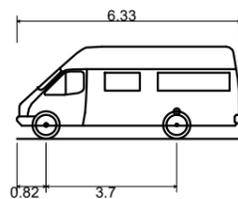
- Property Boundary
- Highway Boundary
- Wheel track (forward manoeuvre) Shows outer limits of wheel entirely within the carriageway. Not encroaching on any kerbs.
- Body track- Shows outer limit of the body generally within carriageway. May overhang on verge when turning necessary.

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

INBOUND

OUTBOUND

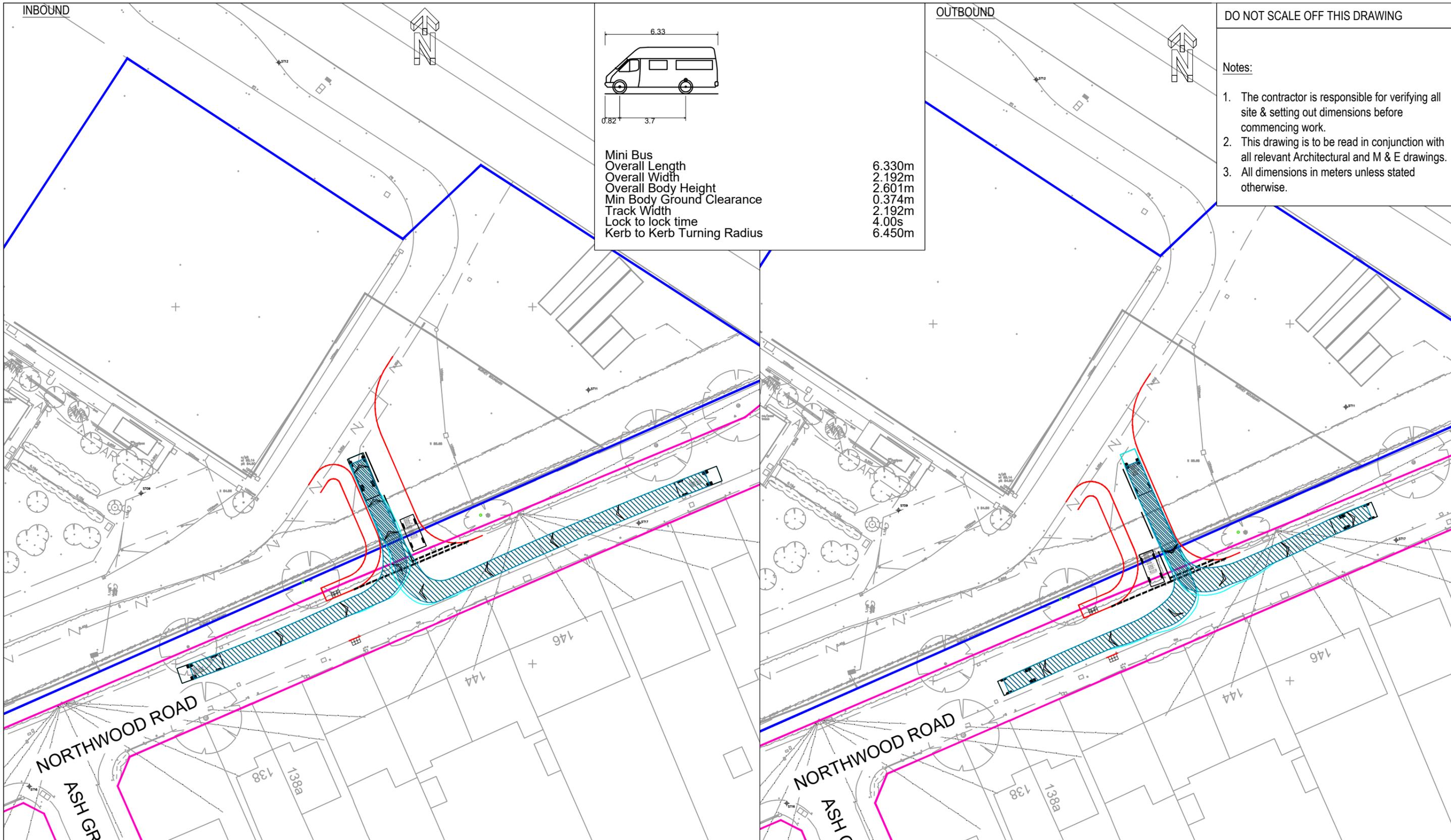
DO NOT SCALE OFF THIS DRAWING



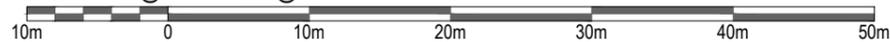
Mini Bus  
 Overall Length 6.330m  
 Overall Width 2.192m  
 Overall Body Height 2.601m  
 Min Body Ground Clearance 0.374m  
 Track Width 2.192m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.450m

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in meters unless stated otherwise.



Scale 1:500 @ A1 - 1:1000 @ A3



Key :

- Property Boundary
- Highway Boundary
- Wheel track (forward manoeuvre) Shows outer limits of wheel entirely within the carriageway. Not encroaching on any kerbs.
- Body track- Shows outer limit of the body generally within carriageway. May overhang on verge when turning necessary.

Client  
 London Borough of Hillingdon

Project  
 Meadow High School and Harefield Academy

Status  
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 Delta House  
 175-177  
 Borough High St  
 London SE1 1HR  
 t: 020 7939 9916  
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Drawing Title  
 SWEPT PATH ANALYSIS  
 MINIBUS  
 SHEET 01 OF 01

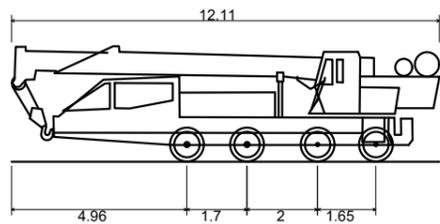
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By	CP	By	A-MI	By	A-MI	1:500 @ A1
Date	03/05/22	Date	03/05/22	Date	03/05/22	
Client No.	Project No.	Discipline	Drawing No.	Rev		
3249	007	T	010	-		

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-

INBOUND

OUTBOUND

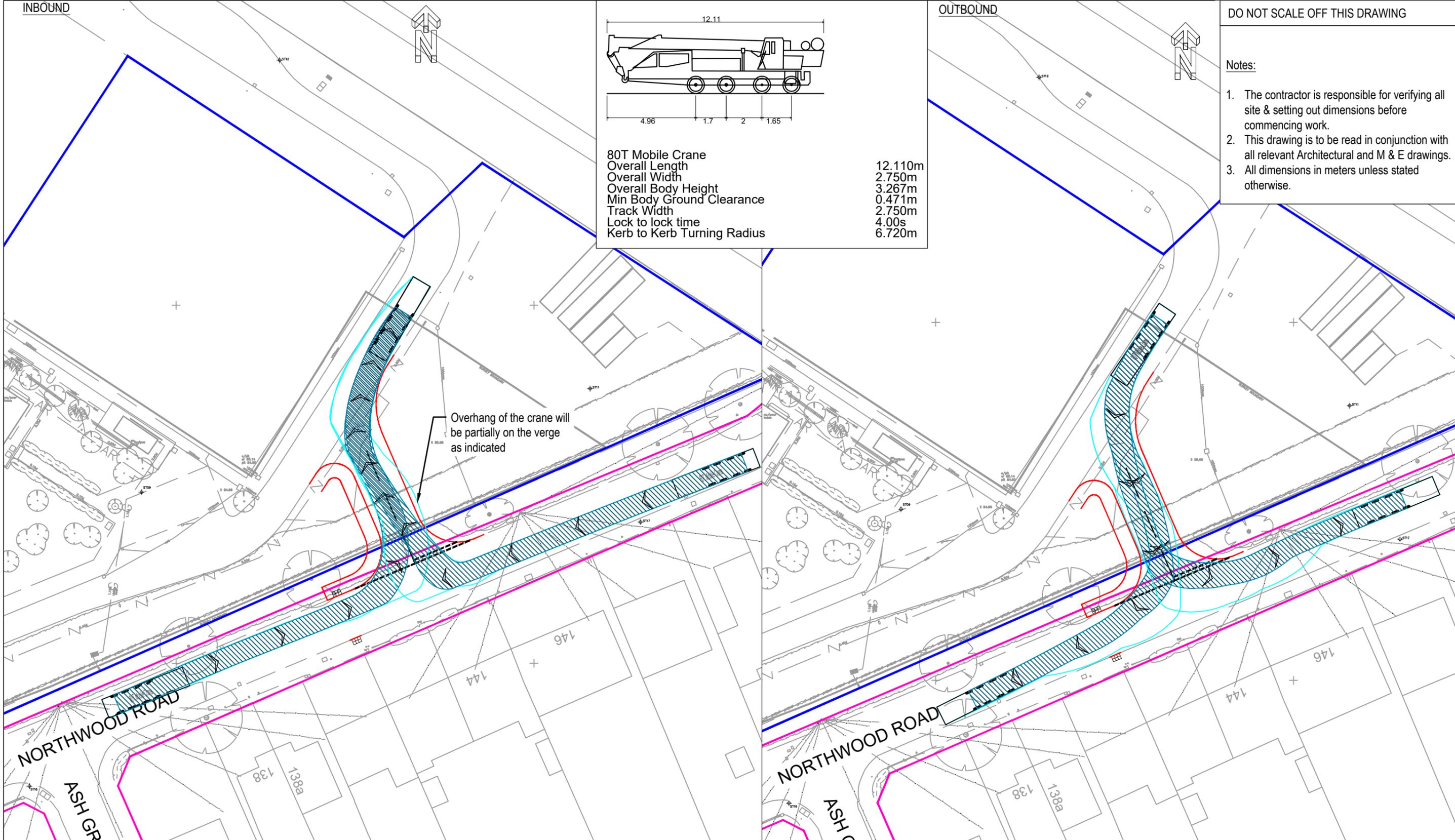
DO NOT SCALE OFF THIS DRAWING



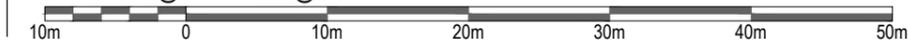
80T Mobile Crane  
 Overall Length 12.110m  
 Overall Width 2.750m  
 Overall Body Height 3.267m  
 Min Body Ground Clearance 0.471m  
 Track Width 2.750m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.720m

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Scale 1:500 @ A1 - 1:1000 @ A3



Key :

- Property Boundary
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- Wheel track (forward manoeuvre) Shows outer limits of wheel entirely within the carriageway. Not encroaching on any kerbs.
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Client  
 London Borough of Hillingdon

Project  
 Meadow High School and Harefield Academy

Status  
**PRELIMINARY**

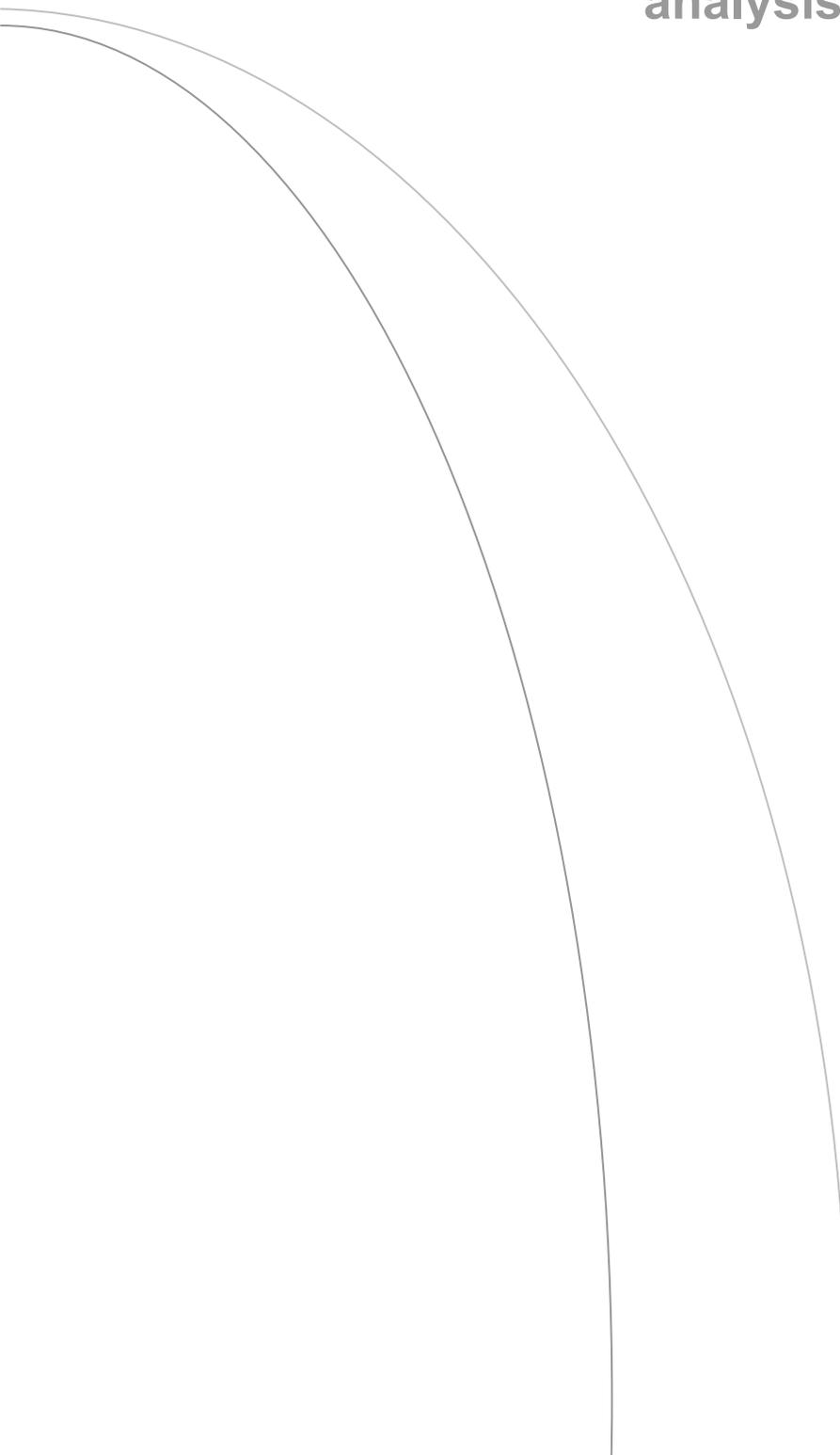
**Robert West**  
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 175-177  
 Borough High St  
 London SE1 1HR  
 t: 020 7939 9916  
 f: 020 7939 9909  
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Drawing Title  
 SWEPT PATH ANALYSIS  
 80T MOBILE CRANE  
 SHEET 01 OF 01

Drawn		Checked		Approved		Scale
By	CP	By	A-MI	By	A-MI	1:500 @ A1
Date	03/05/22	Date	03/05/22	Date	03/05/22	
Client No.	Project No.	Discipline	Drawing No.	Rev		
3249	007	T	011	-		

Rev	Date	By	Comment	Chkd	Appr
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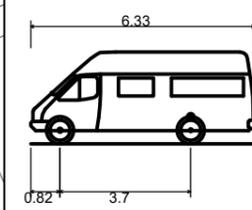
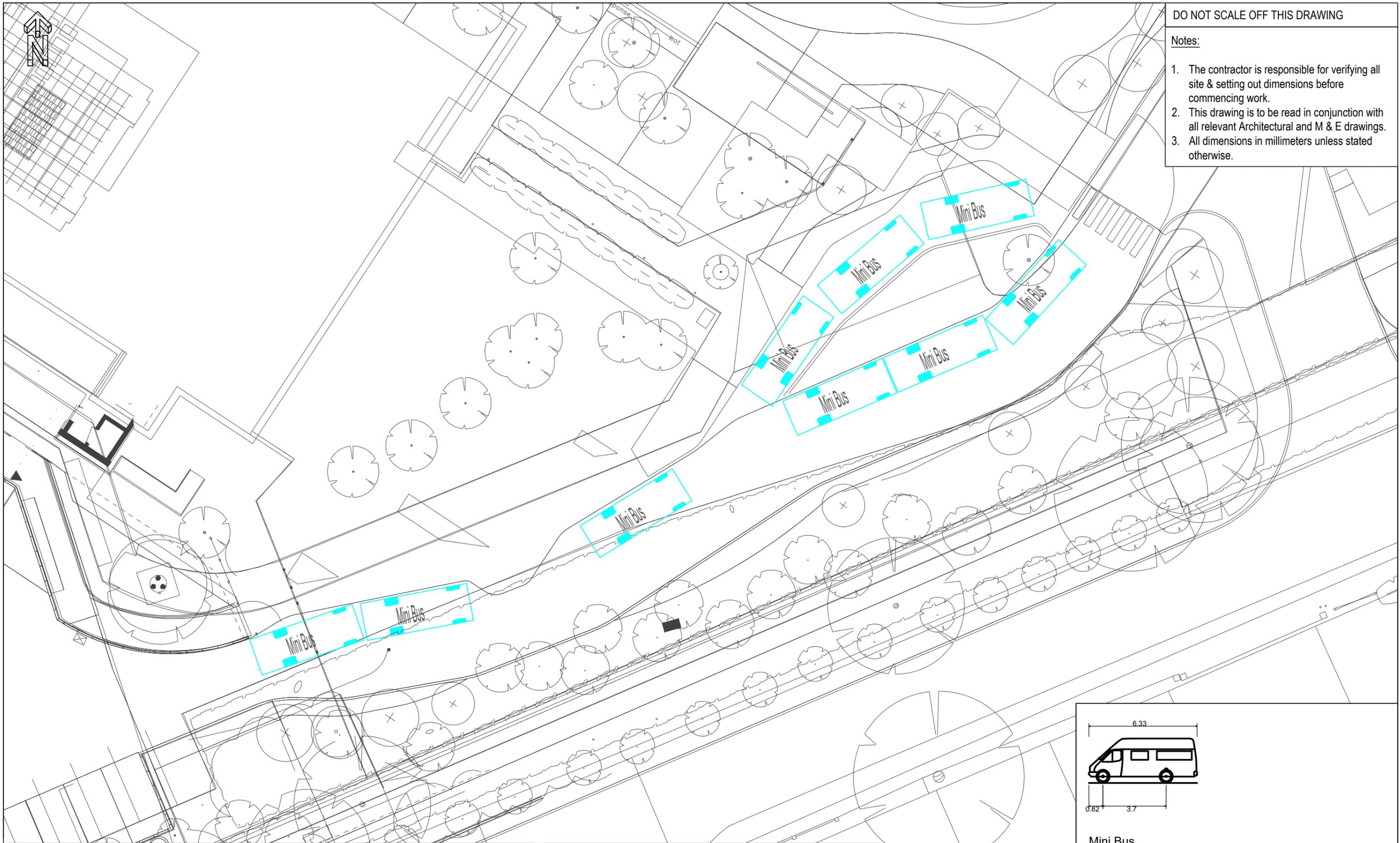
## Appendix I – Swept path analysis



DO NOT SCALE OFF THIS DRAWING

Notes:

1. The contractor is responsible for verifying all site & setting out dimensions before commencing work.
2. This drawing is to be read in conjunction with all relevant Architectural and M & E drawings.
3. All dimensions in millimeters unless stated otherwise.



Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

Client  
LONDON BOROUGH OF HILLINGDON

Project  
MEADOW HIGH SCHOOL EXPANSION  
AT HAREFIELD ACADEMY

Status  
**PRELIMINARY**

Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
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Drawing Title  
SWEEP PATH ANALYSIS  
SCHOOL MINIBUS  
PARKING BAYS

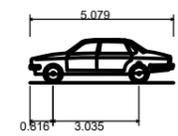
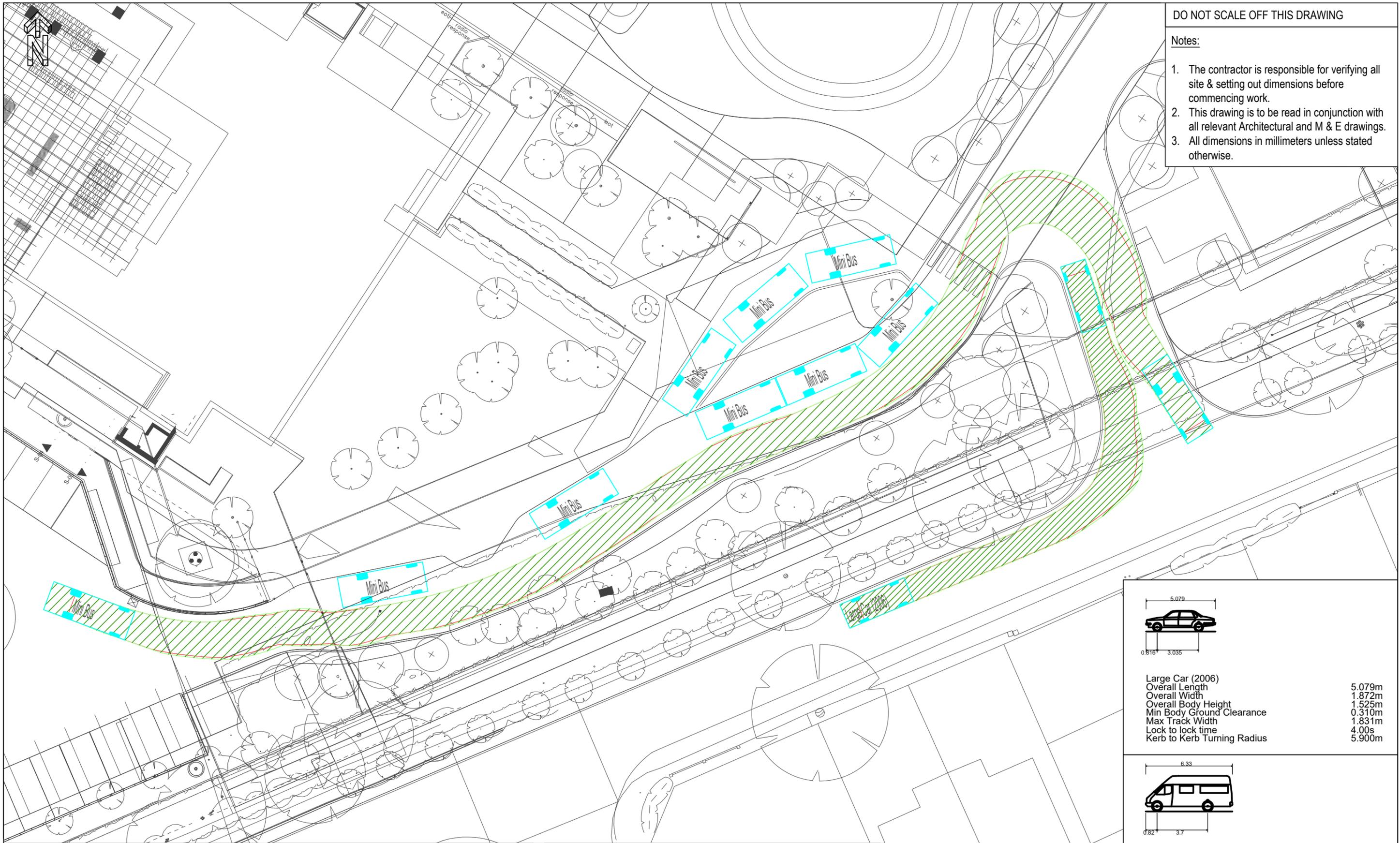
Drawn		Checked		Approved		Scale			
By	NK	By	SG	By	AMI	1:200 @ A3			
Date	05/05/22	Date	05/05/22	Date	05/05/22				
Client No.	3249	Project No.	007	Discipline	T	Drawing No.	012	Rev	-

Rev	Date	By	Comment	Chkd	Appr
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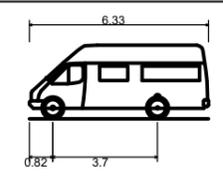
DO NOT SCALE OFF THIS DRAWING

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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m

Client  
LONDON BOROUGH OF HILLINGDON

Project  
MEADOW HIGH SCHOOL EXPANSION  
AT HAREFIELD ACADEMY

Status  
**PRELIMINARY**

**Robert West**  
Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
www.robertwest.co.uk

Drawing Title  
SWEEP PATH ANALYSIS  
SCHOOL MINIBUS  
ACCESS & AGRESS

Drawn	Checked	Approved	Scale	
By NK	By SG	By AMI	1:250 @ A3	
Date 05/05/22	Date 05/05/22	Date 05/05/22		
Client No. 3249	Project No. 007	Discipline T	Drawing No. 013	Rev -

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-



ACCESS



EGRESS

DO NOT SCALE OFF THIS DRAWING

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Client  
LONDON BOROUGH OF HILLINGDON

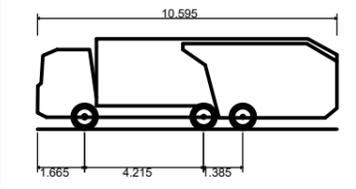
Project  
MEADOW HIGH SCHOOL EXPANSION  
AT HAREFIELD ACADEMY

Status  
**PRELIMINARY**

**Robert West**  
Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
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Drawing Title  
SWEPT PATH ANALYSIS  
REFUSE VEHICLE  
ACCESS & EGRESS

Drawn		Checked		Approved		Scale	
By	NK	By	SG	By	AMI	1:250 @ A3	
Date	05/05/22	Date	05/05/22	Date	05/05/22		
Client No.	3249	Project No.	007	Discipline	T	Drawing No.	014
Rev	-	Date	-	By	-	Comment	-



Phoenix 2-23W (with Elite 2 6x4 chassis)  
Overall Length 10.595m  
Overall Width 2.530m  
Overall Body Height 3.205m  
Min Body Ground Clearance 0.410m  
Track Width 2.500m  
Lock to lock time 4.00s  
Kerb to Kerb Turning Radius 9.250m

Rev	Date	By	Comment	Chkd	Appr
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ACCESS

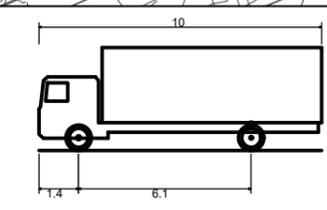
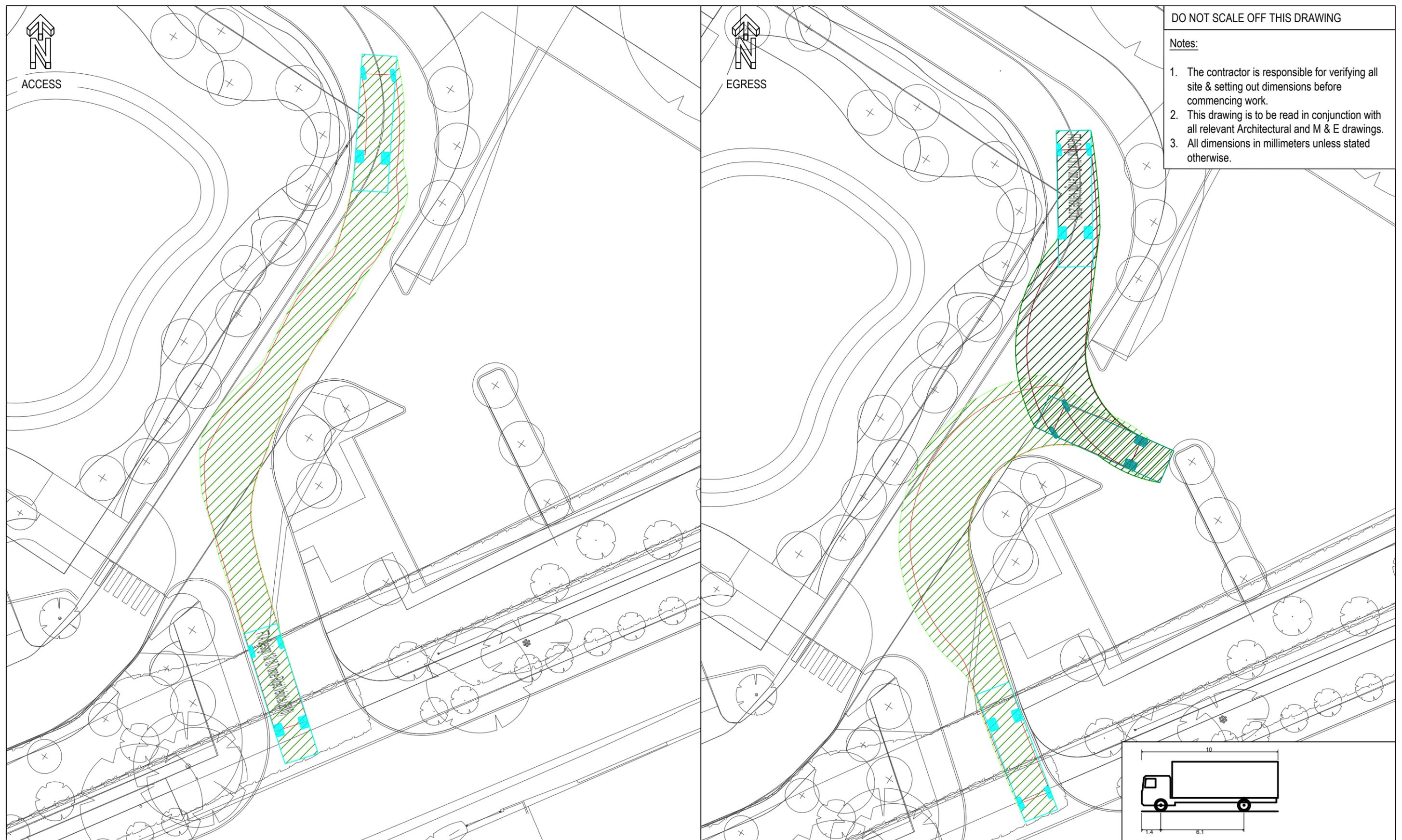


EGRESS

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FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Client  
LONDON BOROUGH OF HILLINGDON

Project  
MEADOW HIGH SCHOOL EXPANSION  
AT HAREFIELD ACADEMY

Status  
**PRELIMINARY**

**Robert West**  
Delta House  
175-177  
Borough High St  
London SE1 1HR  
t: 020 7939 9916  
f: 020 7939 9909  
www.robertwest.co.uk

Drawing Title  
SWEPT PATH ANALYSIS  
10m RIGID VEHICLE  
ACCESS & EGRESS

Drawn		Checked		Approved		Scale			
By	NK	By	SG	By	AMI	1:250 @ A3			
Date	05/05/22	Date	05/05/22	Date	05/05/22				
Client No.	3249	Project No.	007	Discipline	T	Drawing No.	015	Rev	-

Rev	Date	By	Comment	Chkd	Appr
-	-	-	-	-	-



ACCESS



EGRESS

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Client  
LONDON BOROUGH OF HILLINGDON

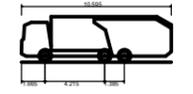
Project  
MEADOW HIGH SCHOOL EXPANSION  
AT HAREFIELD ACADEMY

Status  
PRELIMINARY

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175-177  
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Drawing Title  
SWEPT PATH ANALYSIS  
REFUSE VEHICLE  
ACCESS & EGRESS

Drawn		Checked		Approved		Scale	
By	NK	By	SG	By	AMI	1:500 @ A3	
Date	05/05/22	Date	05/05/22	Date	05/05/22		
Client No.	3249	Project No.	007	Discipline	T	Drawing No.	016
						Rev	-



Phoenix 2-23W (with Elite 2 6x4 chassis)  
Overall Length 10.595m  
Overall Width 2.530m  
Overall Body Height 3.205m  
Min Body Ground Clearance 0.410m  
Track Width 2.500m  
Lock to lock time 4.90s  
Kerb to Kerb Turning Radius 9.250m

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-	-	-	-	-	-