

APPENDIX A

2014 Planning Application Transport Assessment

The Girls' Day School Trust

Northwood College, Maxwell Road, Hillingdon



Transport Statement

February 2014

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1 INTRODUCTION

- 1.1 Vectos has been commissioned by the Girls' Day School Trust (GDST) to provide the traffic and transport advice in relation to a proposal to provide temporary accommodation at Northwood College in order to accommodate more pupils up to a maximum of 1,089 (based on the 100% transfer of pupils from Heathfield School, which is unlikely). The development proposals involve the relocation of existing pupils from Heathfield School for Girls, which is located approximately 6 km to the south-east of Northwood College.
- 1.2 It is anticipated that initial installation of modular buildings and the remodelling of the interior will be undertaken over a 12-13 week period. It is intended that the temporary science laboratories will be utilised for approximately 3 years, providing interim accommodation prior to the provision of permanent building structures at the site.
- 1.3 This Transport Statement provides details in relation to the accessibility of Northwood College and the proposed operation of the school in accommodating an increase in pupil numbers. The scope of this Transport Statement included at **Appendix A** was discussed with Officers at the London Borough of Hillingdon and has been generally agreed. The comments raised by Officers in response to the scoping note have been incorporated into this Transport Statement.
- 1.4 The remainder of the Transport Statement will be set out as follows:
- Section 2 – Outlines the existing situation;
 - Section 3 – Outlines the policy context of the proposals;
 - Section 4 – Outlines the development proposals;
 - Section 5 – Outlines the trip generation of the campus;
 - Section 6 – Outlines the traffic impact of the proposals;
 - Section 7 – Outlines the construction traffic impact both at the Northwood College; and
 - Section 8 – Outlines our summary and conclusions.

2 EXISTING CONDITIONS

Site Location

- 2.1 Northwood College is located on Maxwell Road, to the south of the junction with Anthus Mews and north of the junction with Leaf Close. The location of the site in a regional and local context is presented in **Figure 1** and **Figure 2** respectively.
- 2.2 The area surrounding the Northwood campus is characterised by residential dwellings. It is bound by residential properties on Anthus Mews to the north, properties on The Glen and Myrtleside Close to the west, and properties on Maxwell Road and Rickmansworth Road to the south. In addition, a council-operated car park accessed via Green Lane bounds the site to the north (via a section of council owned woodland) and Maxwell Road forms the eastern boundary of the school site.

Northwood College

Existing Use and Operation

- 2.3 Northwood College is an independent day school for girls aged 3 to 18 years. The school is located on a single 3.3 hectare site and offers a wide range of facilities to its students and to the local community.
- 2.4 As well as normal teaching and learning spaces, a number of facilities are also offered at the site, including the following:
- Sports hall
 - Indoor swimming pool
 - Tennis Courts (x4)
 - All-weather pitch
 - Sports field
 - Fitness suite
 - Dance studio
 - Recital hall

- 2.5 Swimming lessons for a variety of ages and abilities are available to the public on weekday evenings and on Saturdays throughout the day. Users of the swimming pool and other on-site facilities park on-site, with ample parking available outside of school operational hours.
- 2.6 There are currently 162 staff employed at Northwood College. A total of 745 pupils are currently enrolled, of which 64 attend the nursery, 242 attend the Junior School, 318 attend the Senior School and 121 attend the Sixth Form. There is no limit on the number of pupils permitted to the school other than the size of the available educational facilities. It should be noted that pupil numbers have been historically higher than at present.
- 2.7 Pupils are currently permitted to arrive at the school from 07:45, and are allowed access into the school buildings from 08:00. Staggered departure times are currently in operation at the school, with nursery and reception pupils finishing at 15:00 and older pupils subsequently departing at regular intervals. Before and after school care is provided for the youngest children from 08:00 to 09:00 and from 15:00 to 18:00.

Heathfield School for Girls

- 2.8 Heathfield School is an independent day school for girls aged 3 to 18 years and became a member of the GDST in 1987. The school is located in Pinner, in the London Borough of Harrow and is accessed from Beaulieu Drive. The site is approximately 1.1km from Eastcote Underground Station and a number of bus stops are located along Eastern Avenue, within close proximity to the site.
- 2.9 As of January 2012, 39 full time and 17 part time staff were employed at Heathfield School. It is not considered that the staff numbers have significantly changed since 2012. A total of 344 pupils are currently enrolled, of which 18 attend the nursery, 109 attend the Junior School, 157 attend the Senior School and 60 attend the Sixth Form.

Site Accessibility

Walking

- 2.10 Pedestrian footways are provided along both sides of Maxwell Road and connect with the surrounding footway network present along Rickmansworth Road, Green Lane, Murray Road

and the adjoining residential streets. Adequate street lighting is provided and dropped kerbs are present at crossing points, enabling safe movement by those with mobility impairments.

- 2.11 Tactile information is provided at some crossing points, although not all, and in particular is deficient towards the south of Maxwell Road within the vicinity of the site. The surface quality of the footway is considered to be sufficient at the north of Maxwell Road, within the immediate vicinity of the business and retail units. A Zebra Crossing is provided at the junction with Green Lane, allowing safe movement across the carriageway.
- 2.12 The site is located within easy walking distance of a variety of retail units, businesses and services located along both Maxwell Road and Green Lane. Northwood Underground station is within 5 minutes walking distance of the entirety of the campus, meaning that it is easily accessible to staff and students.

Cycling

- 2.13 There are no formal cycle lanes provided within the vicinity of the site, however a number of local roads are designated as 'quieter routes recommended by other cyclists' in TfL Cycle Guide 3.
- 2.14 A plan indicating the location of these routes is presented in **Figure 3**.
- 2.15 In addition, 24 cycle and 6 scooter parking spaces are provided on-site, for use by students and staff. These are provided in three separate locations, including at the main reception, where storage lockers are also provided.

Public Transport Access

Local Bus Services

- 2.16 The nearest bus stops to the Campus are located on Maxwell Road, within the immediate vicinity of the site. A southbound stop is located directly opposite the vehicular access at the main building and a northbound stop is located approximately 45 metres north of this. Alternatively, there are additional north and southbound stops located on Maxwell Road, to the immediate south of the infant and nursery school buildings.

- 2.17 Bus stops are also located along Green Lane which provide access to additional destinations. A summary of the bus services available and the bus stop these services are accessed from is summarised in **Table 2.5** below.

Table 2.5 – Bus Services Accessible from the Cumberland Campus

Bus Service Number	Destinations Served	Frequency (Daytime)	Bus Stop
331	Ruislip – Harefield – Uxbridge	20 Minutes	Maxwell Road
282	Ealing Hospital – Eastcote – Mount Vernon Hospital	12 Minutes	Green Lane
H11	Harrow – Pinner – Mount Vernon Hospital	15 Minutes	Green Lane
8	Abbots Langley – Watford – Mount Vernon Hospital	30 Minutes	Green Lane

- 2.18 Transport for London has produced bus plans for Northwood, which include the bus stops referred to above. The bus plans are included at **Appendix B**.

London Underground Services

- 2.19 Northwood tube station is the closest Underground station to the site, situated approximately 380 metres to the north-east. Northwood is served by the Metropolitan line.
- 2.20 Metropolitan line trains run north and southbound at a frequency of one train every nine minutes during the peak periods. Northbound services call at destinations including Watford, Amersham and Chesham. Southbound services provide links to Baker Street, Liverpool Street, Aldgate and London Kings Cross.

Public Transport Accessibility Level (PTAL)

- 2.21 According to Transport for London, Public Transport Accessibility Levels (PTAL) are:
- 2.22 “A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability.”
- 2.23 The PTAL level of a site takes into consideration the walk time from the site to the public transport access, the reliability of services available, the number of services and the average wait time over the weekday morning peak hour. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

- 2.24 Applying the PTAL calculator has identified that the Northwood College site has a PTAL of 3, which represents a moderately good level of access to public transport from the site. The outputs from the PTAL calculations are included at **Appendix C**.

School Bus Provision

- 2.25 There are four existing school bus services which provide a morning and evening service typically departing around 7.20am-7.40am in the morning and departing from Northwood College at 4pm-4.20pm in the afternoon. The services operate the following routes:

- Edgware via Mill Hill Broadway and Uxbridge Road;
- Kenton via Neasdon and Preston Road;
- Chalfont via Gerrards Cross and Hillingdon tube station; and
- Ealing via South Ruislip and Pinner.

Local Highway Network

Maxwell Road

- 2.26 Northwood College is accessed from Maxwell Road, which is a predominantly residential road connecting the B469 Green Lane to the north and the A404 Rickmansworth Road to the south.
- 2.27 Maxwell Road is a 30 mph zone within the vicinity of the site, with direct crossover access to residential properties and dedicated on-street parking bays. Immediately to the north of the junction with Murray Road, Maxwell Road becomes a 20 mph zone.
- 2.28 A review of ATC traffic flow data on Maxwell Road indicates two-way traffic flows of up to 330 vehicle movements along Maxwell Road during the weekday morning peak (0800-0900). Mean average speeds are relatively low, fluctuating between 20-24mph during the 7 days of traffic flow analysis undertaken (9th-15th January 2014). This data is contained within **Appendix D**.
- 2.29 Maxwell Road falls within a Parking Management Area, designated by the London Borough of Hillingdon as a 'Residents Zone' (Zone N). A Parking Management Area (PMA) is an area

where parking controls apply throughout a specified time period, and is formed where there is strong groundswell from local residents that parking is a problem in their area.

- 2.30 There are a number of on-street parking bays provided along Maxwell Road, which are restricted to resident permit holders only from Monday to Friday between the hours of 13:00-14:00. In addition, to the north of Maxwell Road, a number of pay & display bays are provided, with restrictions applicable from Monday to Saturday from 08:30-18:30 and a maximum stay of 2 hours permitted.
- 2.31 Stopping restrictions are in place in the form of School Keep Clear (SKC) markings within direct proximity of Northwood College vehicular access points. The presence of SKC markings restricts vehicles from stopping between 08:00-10:00 and 14:30-16:30 from Monday to Friday.

A404 Rickmansworth Road

- 2.32 The A404 Rickmansworth Road is a wide, two-way single carriageway local distributor road which runs to Amersham in the northwest and Harrow in the southwest. In addition, it provides limited direct access to residential properties and is subject to a 30mph speed limit.
- 2.33 A formal pedestrian crossing is provided approximately 15 metres to the west of the junction with Maxwell Road, in the form of a Zebra Crossing. Parking is unrestricted along both sides of the carriageway and vehicles were observed parking within the vicinity of the Northwood Golf Course and the junction with Maxwell Road.

Myrtleside Close

- 2.34 Myrtleside Close is a residential cul-de-sac which is designated within the TfL low emission zone. Existing access is currently provided to the rear of the College campus and is utilised for the access/egress of college mini-buses, although it does not form a general purpose vehicular access for staff and pupils at the college.

B469 Green Lane

- 2.35 The B469 Green Lane is a two-way single carriageway road operating under a 30mph speed limit, which takes the form of a High Street close to the junction with Maxwell Road. A

limited availability of on-street parking is available and single/ double yellow line markings are present along the majority of the length of the carriageway.

Green Lane Car Park

- 2.36 The B469 provides access to the Green Lane Car Park, which is operated by Hillingdon Council and situated approximately 150 metres to the west of the junction with Maxwell Road. The car park operates from Monday to Sunday, with charges applying between Monday and Saturday from 08:00-18:30.
- 2.37 The car park provides 157 parking spaces, including 9 disabled bays, 6 brown badge bays and 2 electric vehicle bays. A marked pedestrian route is provided along the edge of the car park; however this is not raised or segregated from vehicles in any way.
- 2.38 As part of the development appraisal, car park occupancy surveys have been undertaken and ticket sales data has been obtained from the Green Lane Car Park manager on behalf of Hillingdon Borough Council. Analysis of this data is provided within **Section 6** of this report.

Car Parking

- 2.39 The main Northwood College car park provides a total of 58 spaces, including 1 disabled space which is kept clear for emergency service vehicles when not in use by a Blue Badge Holder.
- 2.40 A small area of parking is provided to the east of the school kitchen and has space for 6 cars, although it should be noted that cars were observed double parking during a Site Audit.
- 2.41 Wray Lodge provides 8 car parking spaces and again, cars regularly double park in order to maximise parking capacity on-site.
- 2.42 The crescent at the front of the main entrance to the school has capacity for up to 9 vehicles, including two designated spaces for Blue Badge Holders and the Headmistress.
- 2.43 In addition, space for two mini-buses is provided at the rear gate to the site, accessed via Myrtleside Close and up to three vehicles were observed parking on the area of hard standing in front of the access onto the playing fields, accessed via Maxwell Road.

- 2.44 In total, 81 spaces are provided on-site, not including those vehicles that were observed to be double-parked.

Site Audit

- 2.45 A site audit was conducted on Thursday 9th January 2014, in order to observe the vehicle activity at the school associated with the drop-off and pick-up periods.

AM Period Observations

- 2.46 It was observed that the main period of activity associated with drop-offs in the AM period occurred between 08:00 and 08:35, although it should be noted that several vehicles were observed departing the site after this. The majority of vehicle activity occurs towards the south of Maxwell Road, within the vicinity of the nursery and Junior School entrances.
- 2.47 Parents were observed parking in on-street bays along Maxwell Road, Dormans Close and Leaf Close, as well as along sections of single yellow lines. It should be noted that parents generally tended to park their vehicle when escorting younger children into the school site. In comparison, drop-off activity at the north of Maxwell Road, generally associated with older pupils, was observed to be significantly quicker, with most vehicles undertaking a drop-off in less than 30 seconds. This ensured the high turnover of spaces and reduced the impact on traffic flow along Maxwell Road.
- 2.48 The main issues observed during the AM peak period associated with vehicle activity at the school include:
- Parents undertaking drop-offs on the School Keep Clear (SKC) markings;
 - Children crossing the carriageway in between moving traffic;
 - Some queuing at the south of Maxwell Road, exacerbated by the narrow carriageway width; and
 - Some congestion between public buses and school traffic.

PM Period Observations

- 2.49 In an attempt to reduce potential congestion on Maxwell Road, staggered finishing times have been implemented for pupils throughout the school, based on year group. The main

period of queuing was observed between 16:00 and 16:20, however congestion was observed prior to this for less extensive periods of time.

- 2.50 During the PM pick-up period, vehicle activity was observed commencing at 14:40, 20 minutes prior to the end of the afternoon nursery session. Parents were observed arriving from 14:40 onwards and parking as close as possible to the nursery school access. The number of arrivals began to increase significantly from 14:55 onwards, however this was not observed to result in congestion as sufficient capacity was available for on-street bays.
- 2.51 At 15:15, it was observed that there was little available capacity in on-street parking bays along Maxwell Road and in Dormans Close. A small number of vehicles were observed waiting on-street for a space to become unoccupied, therefore causing obstruction to vehicles travelling along Maxwell Road.
- 2.52 Maxwell Road was observed to not become overly congested, with the vast majority of motorists observed good driving behaviour. There were only three examples of poor driving behaviour observed (e.g. reversing from a side road into the main road or parking on double yellow line).
- 2.53 While the vast majority of motorists observed good driving behaviour, the main issues associated with afternoon pick-up activity, which are common to all schools, include:
- Vehicles reversing into parallel parking bays and undertaking U-turn manoeuvres on-street;
 - Parking on double yellow lines and School Keep Clear markings;
 - Vehicles blocking school accesses and local residents' driveways;
 - Higher volume of traffic and longer pick-up times (than during the AM Peak) causing congestion; and
 - Narrow carriageway width exacerbates conflict between northbound and southbound vehicles, including school and public buses.

Section Summary

- 2.54 The site is located within an accessible location in terms of public transport, walking and cycling. A number of bus stops are located within a short walking distance of the site, providing access to four services with destinations including Uxbridge, Ruislip, Ealing and Harrow.
- 2.55 In addition, Northwood Underground Station is located approximately 340 metres walking distance from the north of the school. The footway network is comprehensive and formal crossings are provided at junctions to allow safe pedestrian movement.
- 2.56 There are some short term issues at the start and end of the school day that the School seeks to manage. These kinds of issues are common in the majority of schools.

3 POLICY CONTENT

- 3.1 Transport and planning policies relevant to the proposed school development have been examined and a summary is provided below.

National Policy

National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how these are expected to be applied.
- 3.3 One of the 12 core land-use principles within the NPPF includes the need to 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'.
- 3.4 Specifically, the 'transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel...The Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas' (para. 29).
- 3.5 Where development generates a significant amount of traffic, consideration should be given to (para. 32):
- *whether the opportunities for sustainable transport modes have been taken up with reference to the nature and the location of the site;*
 - *whether safe and suitable access can be achieved by all people;*
 - *whether improvements can be undertaken which mitigate the impact of development.*
- 'Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.*
- 3.6 Paragraph 35 states that developments should be located and designed where practical to, among other things:
- *accommodate the efficient delivery of goods and supplies;*

- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter...; and*
- *consider the needs of people with disabilities by all modes of transport.*

Regional Policy

The London Plan

- 3.7 The London Plan, Spatial Development Strategy for Greater London (July 2011) sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The revised minor amendments to the London Plan were release in October 2013, updating certain policies in line with the NPPF introduced in March 2012, and the 2011 Localism Act.

One of the Mayor's six objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

- 3.8 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

i. promoting walking by ensuring an improved urban realm."

Local Policy

Hillingdon Local Plan: Part 1- Strategic Policies

- 3.9 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy. The Plan sets out the long-term vision and objectives for the Borough. It should be noted that the Plan does not set guidelines for decisions regarding planning applications, which will be included within Part 2 of the Local Plan.
- 3.10 As part of the Plan, a Vision for Hillingdon was developed through discussion with Hillingdon's Local Strategic Partnership, and a number of Strategic Objectives were created to deliver this Vision.
- 3.11 The Vision is made up of seven points, which includes one point on the importance of improving public transport as a way of increasing accessibility and reducing dependence on the cars. This in turn is reflected in Strategic Objectives SO21 and SO22 which state the following:
- SO21: Improve public transport services between the north and the south of the borough to ensure easier access between residential areas such as Northwood and South Ruislip, Stockley Park and Heathrow Airport;
 - SO22: Promote efficient use of public transport and in particular the enhancement of Underground services to Uxbridge and faster services into central London.
- 3.12 Chapters 5-9 of the Plan contain a series of Core Policies, which are designed to achieve the Vision and Strategic Objectives. The transport policies promote sustainable forms of transport with an overall aim of improving quality of life and reducing private car dependency.
- 3.13 It is stated that "new development will be steered towards locations with minimal impact on the transport system and all developments will have good cycling and pedestrian provision." The importance of ensuring that local destinations are accessible by good quality, safe and convenient transport is noted as being essential to achieving sustainable development.

- 3.14 The Council is working with schools to introduce sustainable means of transport to and from school through engineering works, education and encouragement of walking and cycling. Schools are encouraged to prepare and implement Travel Plans to reduce congestion and improve safety.
- 3.15 Policy C11 relates specifically to the provision of social infrastructure, which includes educational land uses. It is stated that the Council *“will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations.”* This will be achieved through the following actions:
- **Supporting extensions to existing schools and the development of new schools and facilities;**
 - Encouraging the development of multi-purpose facilities that can provide a range of services and facilities to the community at one accessible location;
 - Locating facilities in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity.

Hillingdon Saved Unitary Development Plan

- 3.16 Part 2, Section 4 of the Saved Unitary Development Plan (UDP) sets out three types of policy in relation to transport. The first are policies to reduce the demand for travel, the second are policies which aim to stabilise new vehicle trip generation, by limiting the availability of parking in new development and promoting the uptake of sustainable travel modes. The third involves managing day-to-day demand for travel through traffic management techniques.
- 3.17 Policy AM1 relates to new development, and states that development will only be permitted for uses which serve or draw upon more than a walking based catchment area if:
- *“It is or can be made accessible by public transport from the areas from which it is likely to draw the majority of its employees/customers/visitors: and*
 - *The existing or proposed public transport system has sufficient capacity to absorb the additional journeys generated by people travelling to the completed development.”*
- 3.18 Policy AM2 sets out assessment criteria for new development proposals. These include:

- *“Their contribution to traffic generation and their impact on congestion, particularly on the principle road network; and*
- *The present and potential availability of public transport and its capacity to meet increased demand.”*

3.19 Policy AM9 states the council’s commitments. It is stated that the council will:

- Provide a network of well-signposted cycle routes throughout the Borough using predominantly either quiet roads or purpose built cycleways, with particular attention paid to the provision of suitable routes to schools;
- Take into account the needs of cyclists in the design of highway improvement schemes;
- Promote secure, attractive and adequate cycle parking facilities in town centres and public transport interchanges. Development proposals will be required to include clearly visible, well-designed, covered and secure cycle parking.

3.20 Policy AM14 states that “new development will only be permitted where it is in accordance with the council’s adopted car parking standards, as set out in Annex 1” (pages 312-318). These standards have been saved from the UDP and are presented in **Table 3.1**.

Table 3.1 Saved UDP Parking Standards

Land Use	Hillingdon Car Parking Standard	London Plan Standard (February 2004)	Cycle Parking Standard
D1 (day schools: nursery, primary, secondary and Special)	-[There are no specific Hillingdon car parking standards, therefore the London Plan and Cycle Parking Standard applies]	On an individual basis using transport assessment and travel plan	0.3 spaces per child aged 5-12 years 0.6 spaces per child over 12 years of age

Section Summary

3.21 The proposed re-location of up to 344 pupils to Northwood College is consistent with relevant national, regional and local transport policies.

4 DEVELOPMENT PROPOSALS

- 4.1 The development proposals involve the merging of Northwood College and Heathfield School for Girls. The temporary short and long term plans will accommodate the transfer of pupils from Heathfield.
- 4.2 The proposals involve re-modelling the existing science rooms and installing temporary science facilities. The proposals include:
- The remodelling and refurbishing parts of Vincent House, Bryden Brown (the Junior School for Years 3-6), the Arts & Science block, the Upper School and the Old School internally to create more general classrooms and a Sixth Form area; and
 - The installation of temporary science accommodation containing 11 labs.
- 4.3 As part of the school merger the current pupil numbers of 745 will increase. In the short term, up to 1,089 pupils could be accommodated in September 2014 assuming that 100% of the 344 Heathfield pupils transfer to Northwood College. In the medium term this number is expected to reduce.
- 4.4 As stated above, there are no planning restrictions on the number of pupils at the school being increased.

Access Arrangements

Pedestrian Access

- 4.5 It is proposed that pedestrian access into the site will involve retaining the existing access points. As pedestrian accesses are separated from the main vehicle access points it is not anticipated that any issues will occur between user groups.

Vehicular Access

- 4.6 It is proposed that the existing vehicular accesses via Maxwell Road will be retained. It is anticipated that the gateway via Maxwell Road and onto the playing field will provide the construction access to install the temporary accommodation.

- 4.7 The rear entrance via Myrleside Close will be retained as an emergency access and for access/egress by the mini-buses used by the college.

Visitor Arrangements

- 4.8 No visitor parking is provided on-site. On-street parking is only restricted from Monday to Friday between the hours of 13:00-14:00. It is therefore expected that visitors will continue to park on-street when necessary.

Parking Arrangements

Car Parking

- 4.9 It is not proposed to change the existing parking arrangements as part of the temporary development proposals. An uplift of approximately 20 staff is expected in relation to the existing Northwood College staff numbers following the merger of both schools, and it is considered that additional vehicles can be accommodated on-street. It should be noted that Rickmansworth Road provides unrestricted on-street parking.
- 4.10 In addition, the School Travel Plan and its initiatives will be promoted in order to encourage a take-up of more sustainable modes of travel, including public transport use. This reflects the accessible nature of the site.

Cycle Parking

- 4.11 As noted previously, 24 cycle and 6 scooter parking spaces are provided on-site, for use by students and staff.
- 4.12 The 2014 hands up pupil questionnaire surveys indicate a very low existing cycle mode share, albeit the uptake of cycling as a mode is anticipated to be lowest during the winter months due to inclement weather and a lack of available daylight in the mornings and evenings.
- 4.13 The existing level of cycle parking is adequate to meet the needs of those wishing to cycle to Northwood College and it is also adequate to accommodate the predicted additional cyclists associated with the students transferring from Heathfield School.

- 4.14 Historical surveys undertaken in September 2012 for the Travel Plans associated with each school indicated a mode share of 0.4%. Extrapolated to 1,089 pupils would result in fewer than 5 pupils cycling to school. It is acknowledged that this is particularly low and measures which will include cycle training will be promoted to encourage a greater take up of cycling.
- 4.15 The Travel Plan will monitor cycle parking demand over time and additional cycle parking facilities will be provided if demand requires.

Servicing Arrangements

- 4.16 Servicing and refuse collection will occur off-street and will be made from the existing vehicular access along Maxwell Road in the same manner that is currently undertaken.

5 TRIP GENERATION & MODE CHOICE

- 5.1 This section of the report provides an assessment of the predicted level of trips to and from the site by all modes of transport, which will be used in turn to assess the effect of the proposals on the local highway and public transport networks.

School Catchment

- 5.2 Analysis has been undertaken in this Transport Statement to establish the postcodes of the existing pupils at each school. This information has been derived from the hands up and staff questionnaire surveys. This data shows that the catchment area of each school is relatively extensive, although a high proportion of pupils live within 8km of each school.
- 5.3 The postcodes for existing pupils at Northwood College are concentrated both within 2km of the school, to the north of the site and to the southeast, within 2 – 8km from the school. The majority of postcodes are within 8km however a number are outside of this boundary, located between the area of Wembley to the southeast and Edgware to the east. **Figure 5.1** and **Figure 5.2** below illustrate the distribution of Northwood College and Heathfield School pupil postcodes respectively, relative to Northwood College.

Figure 5.1 Northwood College Pupil Postcodes

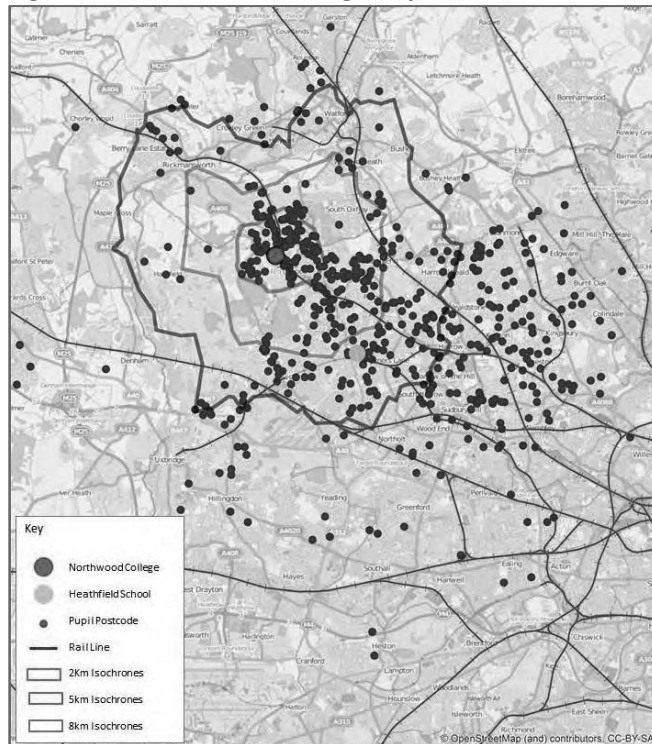
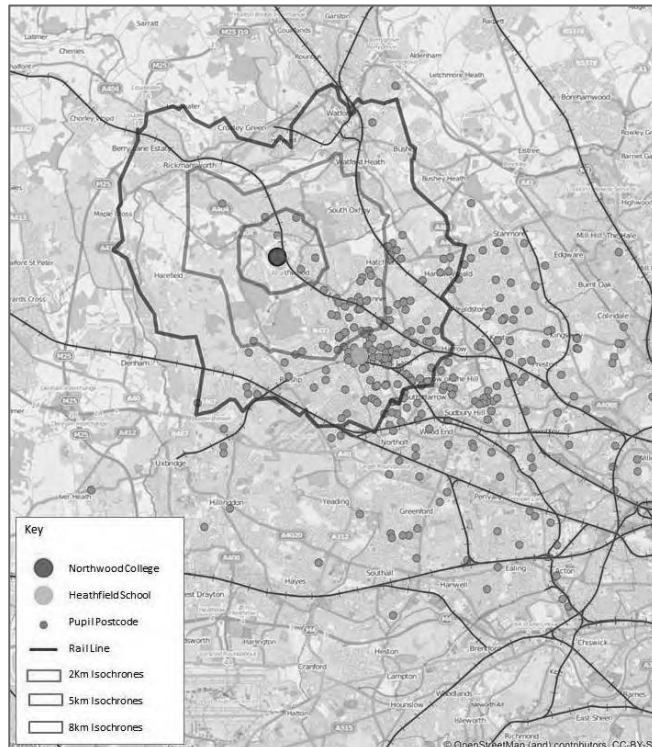


Figure 5.2 Heathfield School Pupil Postcodes



5.4 The postcodes for existing pupils at Heathfield School are typically located to the southeast of both schools, with a slightly greater dispersion of postcodes to the south than was recorded for existing pupils at Northwood College.

5.5 **Table 5.1** illustrates the percentage of pupils that live within set distances of Northwood College. A total of 722 pupils responded of the 745, equating to a 97% response rate.

Table 5.1 – Pupil Distances from Northwood College Campus

Distance	Northwood College Pupils		Heathfield School Pupils		Total	
	Count	%	Count	%	Count	%
Pupils within 2 kilometre	151	20.9%	4	1%	155	14.6%
Pupils within 2-5 kilometres	149	20.6%	49	14%	198	18.6%
Pupils within 5-8 kilometres	170	23.5%	98	29%	268	25.2%
Pupils outside of 8 kilometres	252	34.9%	192	56%	444	41.7%
Total	722	100%	343	100%	1065	100%

5.6 Government guidance states that walking offers a practical, desirable option for journeys up to 2 kilometres and for cycling journeys up to 5 kilometres. **Table 5.1** illustrates that up to 42% of existing pupils at Northwood College live within an acceptable walking or cycling distance of the school. The DfT's 'Cycle Infrastructure Design' (October 2008) states that *"in common with other modes, many utility cycle journeys are under three miles (4.8km), although, for commuter journeys, a trip distance of over five miles (7.2km) is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey... Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose"*.

5.7 When taking into account the additional pupils from Heathfield School, a combined (Heathfield & Northwood) total of 34% of all potential pupils reside within this 5km catchment.

5.8 It has been noted previously that Northwood College is located within close proximity to Northwood Underground Station, served by the Metropolitan Line. The location of the Metropolitan line stations and other nearby stations have also been plotted on the pupil postcode plot and catchments of 960 metre plots have been undertaken from each tube

stop. A distance of 960m is defined by TfL's PTAL calculator as an acceptable walking distance to access an Underground station.

- 5.9 The number of pupils within an accessible walking distance of a tube station for both existing Heathfield and Northwood pupils is presented in **Table 5.2**.

Table 5.2 Number of Pupils within Walking Distance of an Underground Station

Station	Northwood Pupils	Heathfield Pupils	Total Pupils	Total Pupils (%)
Eastcote	6	10	16	2%
Croxley	1	0	1	0%
Rickmansworth	2	0	2	0%
Moor Park	24	1	25	2%
Ickenham	4	2	6	1%
Ruislip	5	3	8	1%
Ruislip Manor	11	3	14	1%
North Harrow	11	10	21	2%
West Harrow	10	7	17	2%
Harrow on the Hill	8	2	10	1%
Northwick Park	11	4	15	1%
South Kenton	7	6	13	1%
Kenton	12	4	16	2%
Harrow & Wealdstone	9	0	9	1%
Headstone Lane	1	2	3	0%
Hatch End	13	8	21	2%
Rayners Lane	17	33	50	5%
Northwood	29	1	30	3%
Northwood Hill	18	1	19	2%
Pinner	10	17	27	3%
Total	209	114	323	30%

- 5.10 As can be observed from **Table 5.2**, the number of pupils residing within each 960m catchment was determined. Subsequently, a percentage factor was applied to pupils at each school in order to reflect the likely number of pupils aged 12 and over. It is considered that pupils below this age are unlikely to be permitted to travel unaccompanied to/ from the site using public transport. However, pupils of less than 12 years of age could travel by public transport if accompanied by an adult/older sibling.

- 5.11 These factors were obtained by calculating the number of pupils in years 7-13 as a percentage of the total number of pupils enrolled at each school. This equated to 59% at Northwood College and 63% at Heathfield School.
- 5.12 The results of the analysis show that a total of 323 pupils attending both schools, reside within an acceptable walking distance of an Underground Station, 209 of which attend Northwood College and 114 currently attend Heathfield School.
- 5.13 Subsequently the proportion determined for each school was applied to the total number of pupils. Approximately 123 pupils at Northwood College and 72 pupils at Heathfield School reside within walking distance of a station and could therefore be reasonably encouraged to travel to/ from the site by public transport. This equates to 18% of the total number of pupils at either school.
- 5.14 The number of staff within an accessible walking distance of a tube station for both existing Heathfield and Northwood staff is presented in **Table 5.3**.

Table 5.3 Number of Staff within Walking Distance of an Underground Station

Station	Northwood Staff	Heathfield Staff	Total Staff	Total Staff (%)
Eastcote	3	1	4	2%
Croxley	0	1	1	0%
Rickmansworth	2	0	2	1%
Moor Park	2	0	2	1%
Ickenham	2	0	2	1%
Ruislip	4	0	4	2%
Ruislip Manor	3	1	4	2%
North Harrow	0	1	1	0%
West Harrow	1	2	3	1%
Harrow on the Hill	0	1	1	0%
Northwick Park	0	0	0	0%
South Kenton	0	0	0	0%
Kenton	0	0	0	0%
Harrow & Wealdstone	1	1	2	1%
Headstone Lane	2	1	3	1%
Hatch End	2	1	3	1%
Rayners Lane	1	1	2	1%
Northwood	0	0	0	0%
Northwood Hill	0	0	0	0%

Pinner	0	5	5	2%
Total	23	16	39	16%

5.15 It can be observed from **Table 5.3** that 16% of staff currently employed at both Northwood College and Heathfield School reside within an acceptable walking distance of an Underground Station, and could therefore reasonably be encouraged to use public transport to access the site.

5.16 Plots of the pupil and staff postcode isochrones in relation to tube station accessibility are provided at **Appendix F**.

Pupil Modal Split

5.17 The modal split information has been obtained from “Hands Up” questionnaire survey responses which were distributed amongst the pupils of both Northwood College and Heathfield School. The responses indicate how pupils currently travel to/from each of the schools and how the re-location of some pupils from Heathfield School to Northwood College would influence the way in which the pupils would travel to Northwood College following the merger/amalgamation.

5.18 The modal split percentages obtained from the surveys have been applied to the existing 745 pupils who are based on Northwood College and the 344 pupils based at the Heathfield School Campus, as shown in **Table 5.4** below.

Table 5.4 – Existing Pupil Modal Split to Heathfield School and Northwood College

Mode	Northwood College		Heathfield School	
	Mode Share (%)	Pupils (745)	Modal Split (%)	Pupils (344)
Walk	8%	63	6%	22
Cycle	-	-	-	-
Car Alone	51%	376	65%	223
Car Share	9%	66	4%	15
Taxi	0.2%	1	-	-
Public Bus	4%	31	11%	37
School Bus	8%	61	8%	27
Rail	16%	117	5%	16
Park & Stride/ Walking Bus	4%	29	1%	5
Total	100%	745	100%	344

- 5.19 It is assumed that the car share category will result in 22 and 5 vehicle drop-off/pick-up trips to the Northwood College and Heathfield School sites respectively. This is based on the assumption that three pupils will be dropped off per vehicle.

Future Mode Split

- 5.20 Whilst it is accepted that a small proportion of pupils transferring from Heathfield School to Northwood College will alter their mode of transport in accessing the site, it is anticipated that the vast majority of those transferring will maintain the same mode of transport as they currently use to access the Heathfield site. As such, **Table 5.5** indicates the revised mode share for the amalgamated Northwood College Campus based on a maximum 1,089 pupils.

Table 5.5 – Anticipated Pupil Modal Split at Amalgamated Northwood College

Mode	Pupils (Northwood College & Heathfield School)	Mode Share (%)
Walk	87	8%
Cycle	-	-
Car Alone	599	55%
Car Share	87	8%
Taxi	0	0%
Public Bus	65	6%
School Bus	87	8%
Rail	131	12%
Park & Stride/Walking Bus	33	3%
Total	1,089	100%

- 5.21 It is assumed that the car share category will result in 29 vehicle drop-off/pick-up trips to Northwood College following the merger. This is based on the assumption that three pupils will be dropped off per vehicle.

Parent Travel Surveys

- 5.22 Travel surveys were distributed to parents of pupils at both schools, as part of the preparation for the merger of Heathfield School with Northwood College. Parents were

asked a number of questions regarding their journey to school including, but not limited to the following:

- If you could choose, how would you prefer your child to travel to school?
- If suitable parking was available would you be prepared to 'park and walk'?
- Would you consider using a car share scheme?
- Would you be interested in your child using a walking bus?
- Would you be willing to be a parent volunteer on a walking bus once a week?

5.23 In addition, parents of pupils currently enrolled at Heathfield School were asked whether they would consider using a private bus service between Heathfield School and Northwood College.

5.24 The results of these surveys, based on 150 completed questionnaire surveys are summarised below in **Table 5.6** and **Table 5.7**.

Table 5.6 – Parent Travel Survey Summary Results (Travel Mode Preference)

	Northwood College	Heathfield School	Total (Count)	Total (%)
On foot	14	5	19	13%
By car	26	19	45	30%
By bicycle	5	1	6	4%
By rail	12	4	16	11%
By school bus	17	35	52	35%
By public bus	4	8	12	8%
Total	78	72	150	100%

5.25 It can be observed that from the sample of 150 responses, from the results presented in **Table 5.6** that up to 70% of parents at both schools would prefer for their child to travel to/from school using a sustainable mode of travel, including walking, cycling, private and public bus. A high proportion of parents (35%) would prefer for their child to travel using a dedicated school bus, indicating that should effective travel plan measures be implemented; a potentially significant modal shift away from private car use could be achieved.

Table 5.7 – Parent Travel Survey Summary Results

	Northwood College			Heathfield School		
	Yes	No	Maybe	Yes	No	Maybe
Would you be prepared to 'park and walk'	29	8	11	14	18	21
Would you consider a car sharing scheme	21	26	-	23	29	-
Would you consider using a walking bus	10	22	16	8	38	11
Would you be willing to be a volunteer for the walking bus	6	34	8	2	45	12
Are you considering using a private bus service between Heathfield School and Northwood College	-	-	-	22	21	16

5.26 It can be observed from **Table 5.7** that the majority of parents are interested in considering alternative travel options for their child's journey to school, including car sharing, 'park and walk' and the walking bus.

5.27 In addition, it should be noted that 64% of parents at Heathfield School are definitely or maybe considering using a private bus service to Northwood College.

Staff Modal Split

5.28 The staff modal split has also been obtained from questionnaire surveys submitted to all members of staff at Northwood College, and from the 2012 School Travel Plan at Heathfield School. The surveyed modal split information has been applied to the 162 staff based at Northwood College and the 85 based at Heathfield School and presented within **Table 5.8**.

Table 5.8 – Staff Modal Split to Heathfield School and Northwood College

Mode	Northwood College		Heathfield School (derived from 2012 Travel Plan survey)		Average mode Share (%)
	Modal Split (%)	Total Staff	Modal Split (%)	Total Staff	
Walk	3%	5	6%	5	4%
Cycle	1%	2	-	-	0%
Motorcycle	1%	2	-	-	0%
Car Driver Alone	60%	97	80%	68	67%
Car Share	12%	19	6%	5	10%
Public Bus	8%	13	0%	0	5%
Rail	15%	25	6%	5	12%
Other	-	0	2%	2	1%
Total	100%	162	100%	85	100%

5.29 It can be observed from the results presented in **Table 5.8** that the majority of staff employed at both schools currently choose to drive to/ from the sites, although it should be noted that the proportion of staff driving to school is lower at Northwood College. Public transport accounts for 23% of staff journeys at Northwood College, in comparison to just 6% of journeys at Heathfield School, reflecting the more accessible location of Northwood College.

5.30 As a result of the development proposals, following staff restructuring, it is anticipated that the merger of the two schools will result in an overall increase of 20 staff at Northwood College. **Table 5.9** indicates the mode share proportion in relation to the 20 additional staff based on an average mode share.

Table 5.9 – Staff Modal Split to Heathfield School and Northwood College

Mode	Average mode Share (%)	Additional Staff Mode Share Numbers
Walk	4%	1
Cycle	0%	0
Motorcycle	0%	0
Car Driver Alone	67%	13
Car Share	10%	2
Public Bus	5%	1
Rail	12%	2

Other	1%	0
Total	100%	20

- 5.31 **Table 5.9** indicates that an additional 13 car driver alone trips could result from the development proposals. However, it is considered that members of staff transferring to Northwood College could reasonably be encouraged to use public transport to access the site, and therefore the public transport mode share would be anticipated to be higher with a resulting reduction in car based journeys.

School Peak Hour Vehicular Trips

- 5.32 A typical school has two distinct peak periods in terms of arrivals and departures, which coincide with the start and end of the school days. The modal split information identified a total of **628** vehicle based trips in each peak period would be made for all 1,089 pupils if they arrived within the hour. It should be noted that this is based on an average mode share based on existing Northwood and Heathfield School pupil travel behaviour.
- 5.33 **Table 5.10** provides an indication of the total peak hour vehicle movements. It should be noted that after discussions with the school, staff are not expected to arrive/ depart the site during the peak hours. The additional vehicle movements are presented based on both the **absolute maximum of 1,089 pupils**. The actual number of additional pupils to Northwood College will not be known until the beginning of the final term (early May); however, it is acknowledged that for various reasons, it is likely that less than 100% of Heathfield pupils will transfer to Northwood College. Whilst the pupil numbers in the medium term is unknown, a scenario of 900 pupils as included within **Table 5.10** has been identified for the purposes of this assessment.

Table 5.10 –School Peak Drop-off/Pick-up Vehicle Movements

	Maximum Uplift (1,089 pupils)		Potential Medium-term Uplift (900 pupils)	
	Morning Peak (08:00-09:00)	Afternoon Peak (15:00-16:00)	Morning Peak (08:00-09:00)	Afternoon Peak (15:00-16:00)
Existing Vehicle Movements	398	398	398	398
Proposed Vehicle Movements	628	628	519	519
Net Change	+230	+230	+121	+121

- 5.34 The results presented in **Table 5.10** indicate that up to 398 vehicle movements currently occur along Maxwell Road during the morning and evening peak periods. However, it should be noted that during the site audit, conducted on Thursday 9th January 2014, not all vehicle movements associated with pupil pick-up/ drop-off were conducted within these time periods.
- 5.35 A number of pupils were observed being dropped off at the school before 08:00 and during the afternoon, a significant amount of activity occurred between 16:00 and 16:20, due to the staggered departure times in place at the school.
- 5.36 In addition, a dedicated school bus service between Heathfield School and Northwood College is proposed, in order to promote sustainable travel by transferring pupils. The parents travel surveys indicate that a good level of uptake of this service can be anticipated. It is proposed that the school bus service will accommodate approximately 72 pupils and be free for 12 months. On this basis and the responses from parents, 35% would wish their child to travel by school bus (without knowledge that the service would be free for 12 months), it is feasible that 72 vehicle drop off trips will be removed in favour of school bus travel. If the pupil travel demand is greater than 72 places, additional services will be provided to accommodate the demand.
- 5.37 **Table 5.11** indicates the net increase following the implementation of the Heathfield School to Northwood College school bus service.

Table 5.11 –School Peak Drop-off/Pick-up Vehicle Movements

	Maximum Uplift (1,089 pupils)		Potential Medium-term Uplift (900 pupils)	
	Morning Peak (08:00-09:00)	Afternoon Peak (15:00-16:00)	Morning Peak (08:00-09:00)	Afternoon Peak (15:00- 16:00)
Proposed Vehicle Movements	628	628	519	519
Proposed Vehicle Movements (with School Bus)	556	556	447	447
Net Change	+158 [230-72]	+158	+49 (121-72)	+49

5.38 It can therefore be concluded that the results presented in **Table 5.11** present a worst-case scenario, based on all movements occurring within a one hour period and all pupils who currently drive to Heathfield School continuing to do so once transferring to Northwood College. In reality, vehicle movements are likely to be more dispersed than this and the provision of the school bus service is likely to reduce the number of pupils travelling by car to/ from the school.

Summary

- 5.39 It has been identified in Section 3 that the site is accessible by a range of sustainable travel modes due to its close proximity to local bus services and Northwood Underground station.
- 5.40 An analysis of pupil postcodes using GIS determined that 34% of all pupils (Heathfield and Northwood College) reside within a 5km catchment of Northwood College. It is considered that these pupils could reasonably be encouraged to walk or cycle to school, depending on their age.
- 5.41 The locations of pupils and staff in relation to London Underground stations were also assessed. It was determined that 18% of pupils (aged 12 and over) and 16% of staff at both schools currently reside within 960m of an underground station and could therefore be encouraged to use public transport to access the school. The small increase in staff numbers will not a material impact on the local highway network and those travelling by car arrive and leave before the pick up/drop off peak periods.

- 5.42 Parents of pupils enrolled at each school were also undertaken. The results indicate that the majority of parents are amenable to using other modes of travel including the walking bus, car sharing and 'park and stride'.
- 5.43 Following the implementation of the dedicated school bus between Heathfield School and Northwood College, a maximum increase of **158 vehicle movements** would result based on the maximum threshold of 1,089 pupils and **49 vehicle movements** would result based on the medium term potential scenario of 900 pupils.
- 5.44 A number of existing and proposed initiatives described in **Section 6** will further explain how any net increase in pick up/drop off trips will be managed to ensure that existing vehicle activity on Maxwell Road is not increased.

6 SCHOOL TRAVEL PLAN

Existing Measures in Place

6.1 The initiatives and measures which are currently adopted at the school to mitigate the short term traffic congestion at the start and end of the school day include:

- Staggered departure times are in place in order to distribute vehicle activity across a longer time period. Nursery and reception pupils finish at 15:00, Year 1 and Year 2 at 15:20 and Years 3 and 4 at 15:25. Years 5 and 6 and the senior school leave at 16:00.
- Four existing school bus services which provide a morning and evening service typically departing around 7.20am-7.40am in the morning and departing from Northwood College at 4pm-4.20pm in the afternoon. The services operate the following routes:
 - Edgware via Mill Hill Broadway and Uxbridge Road;
 - Kenton via Neasdon and Preston Road;
 - Chalfont via Gerrards Cross and Hillingdon tube station; and
 - Ealing via South Ruislip and Pinner.
- Before and after-school care, sports clubs and other extracurricular activities are currently in operation which phase pupil arrivals and departures over a longer period, helping to alleviate congestion.
- Gate marshals are present at peak times in order to ensure the designated School Keep Clear markings remain free of vehicles. Signs are also placed on the markings as a further measure to prevent illegal parking.
- Four school bus services are in place which drop off/ collect pupils from the crescent at the front of the old school.
- The College has recently increased the frequency of the “walking bus” from 3 days to 5 days a week; allowing parents to drop off/pick up their children from the Green Lane car park. From here, a representative from the school walks a group of typically junior school age girls from the car park to Northwood College, negating the need for parking on Maxwell Road. Usually 18-20 pupils are in attendance and stamps are given to each participant which can be collected to claim incentives, such as free hot chocolate.

- Several Junior School girls are enrolled as 'road safety officers' and regularly meet with pupils in similar roles at schools across the borough. This is organised by Hillingdon Council.
- Weekly e-newsletters remind parents to park considerately and also encourage parking on Rickmansworth Road in order to alleviate congestion within the vicinity of the school. Junior school girls who walk from Rickmansworth Road are rewarded with badges.
- Bike and scooter pods are located behind the Junior School, with lockers for helmets;
- 'Bikeability' cycling proficiency courses are available at the school on Saturdays for pupils, organised by Hillingdon Borough Council. The courses take place over four or five Saturdays and offer level 1 certificate's to Years 3 and 4 and Level 2 to Years 5 & 6.

Additional Measures to be Implemented

6.2 There are a number of additional measures which are considered feasible to implement at the school:

- Further to the existing four school bus services, there will be an amalgamation of all the existing routes of both schools which will be compiled once it is known who is joining the school from Heathfield and elsewhere in September and is interested in using the service. This will result in a total of 4 or 5 school bus services which will be paid services.
- In addition, a private bus service, funded by the GDST, between Heathfield School and Northwood College will be provided;
- Investigating the possibility of providing a pedestrian link through the southwest of Green Lane car park into the school site;
- An interview or letter from a pupil currently using the walking bus will be published in the school e-newsletter. This will aim to address some parents' concerns regarding the walking bus and will include points on appropriate clothing to wear when participating and the benefits provided by the walking bus, such as fresh air and exercise;
- The School Travel Plan Co-ordinator (STPC) will investigate the feasibility of introducing a staff presence during pick-up and drop-off times;
- A code of conduct has been developed for parents picking up and dropping off which provides clear guidance on behaving considerately. This will be circulated to parents via

the school's e-newsletter. The code of conduct is presented at **Appendix G** for information;

- Liaising with the police Safer Neighbourhood team to investigate the possibility of providing a police presence during pick-up and drop-off periods; and
- Investigating whether traffic wardens/Police Community Support Officer (PCSO's) could undertake additional rounds during the morning and afternoon peak periods, in conjunction with police.

Transport by School Bus

- 6.3 The GDST will fund a private school bus service to offer collection and drop-off for transferring pupils from Heathfield School to Northwood College at the beginning and end of the school day. This will provide additional transport options for pupils who may otherwise have been more likely to travel to the school by private car.
- 6.4 It should be noted that this service will be free to pupils during the first year of operation; however, a charge may be required thereafter. It is anticipated that this will allow 70-80 transferring pupils to travel to Northwood College by school bus from the Heathfield School site. From the survey of parents a school bus would be the preferred mode of transport for the parents.

Car Sharing

- 6.5 Car sharing is an excellent way to reduce the number of cars arriving at the school / the local area as the scheme reduces the total number of vehicular trips and the number of single family vehicle trips generated by the school.
- The school can design and operate a car share database / spread sheet. This would be run and set up by the STPC;
 - The STPC will liaise with external car share organisations (www.school-carshare.co.uk) regarding the ability to offer an online matching service for the school;
 - Year 7 parent representatives will introduce car sharing to all new parents to the school, making use of the database to introduce parents at events held by the school; and
 - The economic, social and environmental benefits of car sharing will be communicated to parents and staff.

Green Lane Car Park

- 6.6 As noted previously the Green Lane car park is located within close proximity to the school site. Surveys of occupancy have been undertaken on four neutral weekdays, and the results indicate that the car park does not experience a high demand.
- 6.7 Parents will therefore continue to be encouraged to park or undertake pick-up/ drop-off movements in the Green Lane car park. It is proposed that the use of the car park for drop-off trips is further encouraged through investigating the possibility of providing a pedestrian link through the southwest of the car park into the school site, allowing direct pedestrian access and reducing the need to drop-off on Maxwell Road. This is a medium term aspiration and cannot be delivered within the timescales of this application.

Walking

- 6.8 An interview or letter from a pupil currently using the walking bus will be published in the school e-newsletter. This will aim to address some parents' concerns regarding the walking bus and will include points on appropriate clothing to wear when participating and the benefits provided by the walking bus, such as fresh air and exercise.
- 6.9 Additionally, 'Park and Stride', whereby parents park further away from the College and walk pupils to the site, will also be encouraged.

Green Lane Car Park Analysis

- 6.10 As noted previously, Green Lane Car Park provides a total of 157 parking bays, including 6 brown badge bays, 9 disabled bays and 2 electric vehicle bays.

Parking Beat Surveys

- 6.11 In order to determine the general usage of the car park, parking beat surveys were undertaken on Thursday 9th, 16th, 23rd and Tuesday 28th January, considered to be neutral weekdays. The following time periods were covered for each of the dates:
- 9th January – 10:00, 12:30 and 15:15;
 - 16th January – 15:30
 - 23rd January – 07:30 – 09:30 and 14:45 – 16:45, in 10 minute beats; and

- 28th January – 07:30 – 09:30 and 14:45 – 16:45, in 10 minute beats.

6.12 A summary of the car parking accumulation during the AM and PM periods for the 23rd and 28th January are presented in **Table 6.1** and **Table 6.2** respectively.

Table 6.1: Parking Beat Survey Summary Results (AM)

Time Period	Thursday 23 rd January		Tuesday 28 th January	
	Car Park Accumulation	Occupancy (%)	Car Park Accumulation	Occupancy (%)
07:30	1	1%	1	1%
07:40	2	1%	3	2%
07:50	5	3%	2	1%
08:00	7	5%	7	4%
08:10	9	6%	7	4%
08:20	10	6%	7	4%
08:30	12	8%	10	6%
08:40	15	10%	14	9%
08:50	20	13%	21	13%
09:00	29	19%	29	18%
09:10	32	20%	33	21%
09:20	34	22%	37	24%
09:30	38	24%	40	25%
Average Occupancy	11	7%	16	10%
Maximum Occupancy (09:30)	38	24%	40	25%

Table 6.2: Parking Beat Survey Summary Results (PM)

Time Period	Thursday 23 rd January		Tuesday 28 th January	
	Car Park Accumulation	Occupancy (%)	Car Park Accumulation	Occupancy (%)
14:45	79	50%	73	46%
14:55	72	46%	69	44%
15:05	76	48%	64	41%
15:15	74	47%	58	37%
15:25	68	43%	59	38%
15:35	70	45%	57	36%
15:45	73	47%	53	34%
15:55	69	44%	47	30%
16:05	63	40%	47	30%
16:15	62	40%	47	30%
16:25	58	37%	49	31%
16:35	55	35%	48	31%
16:45	52	33%	45	29%
Average Occupancy	71	45%	55	35%
Maximum Occupancy (14.45)	79	50%	73	46%

6.13 It can be observed from the results shown in **Table 6.1** and **Table 6.2** that the car park experiences a low level of usage during both the AM and PM survey periods. This was also confirmed by previous counts undertaken during site visits, the results for which are presented below in **Table 6.3**.

Table 6.3: Parking Beat Survey Summary Results (Site Audit)

Date	Time Period	Car Park Accumulation	Occupancy (%)
Thursday 9 January 2014	10:00	52	33%
	12:30	61	39%
	14:15	69	44%
Thursday 16 January 2014	15:30	58	37%

6.14 The results presented in **Tables 6.1** and **6.2** confirm that the car park does not experience a high volume of parking demand. The typical maximum occupancy levels during the weekday morning school peak hours (07:30-09:30) are less than 35%, with a maximum demand of 50% recorded during the afternoon school peak (14:45-16:45).

- 6.15 In addition, during the site audits noted in **Table 6.3**, it was observed that the car parking bays located within the southwest of the car park (closest to Northwood College) generally remained unoccupied.
- 6.16 In conclusion, a minimum of 78 parking spaces are available during the weekday and afternoon school peak periods, allowing for a greater proportion of drop-off/pick up trips to be undertaken via the Green Lane car park.

Ticket Sales Data

- 6.17 Ticket sales data for Green Lane Car Park was obtained for December 2013 and January 2014, showing the total number of tickets sold per day.
- 6.18 The data shows that an average of 306 tickets was sold per day, excluding weekends and public holidays. A maximum of 446 ticket sales were recorded on Friday 20th December. Based on a total of 140 standard parking bays (excluding disabled and brown badge bays), each bay would have to be utilised three times in one day to accommodate 446 vehicles. In reality, the turnover of spaces is likely to be significantly higher than this, as vehicles use the car park to access the small number of local shops located along the high street.
- 6.19 This is further confirmed by the car parking accumulation data presented in **Tables 6.1** and **6.2**, which shows that the car park does not reach above 50% in the afternoon peak period. This indicates a high turnover of spaces.
- 6.20 It can therefore be concluded that the use of the Green Lane Car Park for school pick-up and drop-off movements is unlikely to cause inconvenience to existing car park users. There is considered to be sufficient capacity of parking spaces to accommodate additional users.

Travel Plan

- 6.21 The school has an operational Travel Plan and Travel Plan Co-ordinator employed with the aim of reducing net car usage to Northwood College. The current school Travel Plan is included at **Appendix H**.

- 6.22 The Travel Plan and associated measures will be extended at the Northwood Campus and a new Travel Plan has been produced to update the Travel Plan with specific measures and initiatives for the campus and provision for travel between the two sites. These initiatives include the provision of dedicated coach services between Heathfield School and Northwood College, allowing transferring Heathfield pupils to travel by school bus. The updated Travel Plan is presented at **Appendix I** for information.
- 6.23 It should be noted that the school is part of the STARS Accreditation scheme. STARS (Sustainable Travel: Active, Responsible, Safe) is Transport for London's (TfL) strategic framework that encourages and rewards schools for adopting safer and more active travel behaviour.
- 6.24 The STARS Accreditation Scheme recognises and rewards schools at one of three levels that have travel plans that not only promote safe and active travel but achieve it as well. Northwood College is currently accredited at Bronze level and is attempting to improve this to silver.

7 TRAFFIC IMPACT

- 7.1 A typical school day is likely to only have an impact on the local road network for a short period during the morning period around the time when school commences and for the short afternoon period at the end of the school day. This section will consider the potential impact of pick-up/drop-off of pupils on Maxwell Road.

Maxwell Road

- 7.2 The Northwood College Campus day typically begins at 08:35 hours with registration and finishes between 15:00 and 16:00. Pre-school activities begin from 08:00 and after school activities typically finish at 18:00 hours.
- 7.3 **Table 5.7** identified that during the peak school drop-off and collection times in the morning and afternoon, approximately 398 vehicles are involved in pick-up/drop-off trips. It is expected that following the merger of the schools, a maximum of 228 additional vehicles could be present, representing a pro-rata increase of 46% based on a pupil uplift from 745 to 1,089. However, as noted previously, the actual number of vehicles is expected to be significantly less than this.
- 7.4 The provision of a dedicated free school bus would reduce the number of additional vehicles to a maximum of 158 based on the upper limit of pupil numbers. Based upon the potential scenario of 900 pupils, the uplift following the implementation of the school bus would result in an additional 49 vehicle trips.
- 7.5 Through the further promotion of car sharing, use of Green Lane car park and other measures such as park and stride, the number of additional vehicle trips will be further mitigated, particularly in relation to the impact upon Maxwell Road.

Coach Transport

- 7.6 The school currently operates four school bus services per day, in the morning and afternoon. These services will continue to operate following the merger, with the additional Heathfield to Northwood service also operating.

Staff Travel

- 7.7 At present, car parking is provided on-site for 81 staff, as discussed previously in Section 2. The temporary development proposals will not alter the parking available and therefore there is not likely to be any change to the existing staff travel arrangements.
- 7.8 The small increase in staff that may drive to Northwood would be anticipated to park Rickmansworth Road, which provides unrestricted on-street parking and therefore staff parking will not have an impact upon the operation of Maxwell Road.

8 CONSTRUCTION IMPACT

- 8.1 The construction of the temporary accommodation will be managed by a full Construction Management Plan (CMP) agreed with the London Borough of Hillingdon. A framework, indicating the details to be included within the full CMP is included at **Appendix J**.

Construction Timetable

- 8.2 The construction of the temporary accommodation is programmed to take 11-12 weeks and will consist of the following sections:
- Enabling works – 2-3 weeks; and
 - Installation of the modular buildings, remodelling of the interior, and fit out period – 8-10 weeks.

Construction Access

- 8.3 Construction access into the sports field will be obtained from the existing vehicular gated access, which is situated immediately to the north-east of the crescent main entrance on Maxwell Road and currently operates as an emergency access. The gates are anticipated to be sufficiently wide to accommodate all anticipated construction and delivery vehicles requiring access onto the site during the construction phase, all construction vehicles will park on the site and not on Maxwell Road.
- 8.4 It should be noted that no deliveries will be undertaken from the road and all will be undertaken outside of peak periods i.e. not between 07:30 to 09:30 or 16:30 to 18:30 hours.
- 8.5 The modular accommodation could be delivered on specialised vehicles with the largest vehicle being a large mobile crane. Swept path analysis has been undertaken for this type of vehicle in addition to a large tipper and a 12.5 articulated vehicle using the existing main gated access onto the sports pitch via Maxwell Road – this is included at **Appendix K**. The access measures 4.68 metres in width, which is sufficient to accommodate all anticipated construction vehicles.
- 8.6 The works would not necessitate any temporary parking suspensions as the carriageway surrounding the access is marked with yellow zigzag “School Keep Clear” markings, allowing

unimpeded access to the site from Maxwell Road. A temporary roadway will be constructed over the playing field route to ensure that delivery vehicles and a crane can be operated to transport the modular buildings over two sets of 2-3 week periods.

9 SUMMARY & CONCLUSIONS

- 9.1 Vectos has been commissioned by the Girls' Day School Trust (GDST) to provide the traffic and transport advice in relation to a proposal to provide temporary accommodation at Northwood College on Maxwell Road, Hillingdon.
- 9.2 There are currently 162 staff employed at Northwood College and a total of 745 pupils are currently enrolled. The Northwood College Campus would accommodate up to 1,089 in the short term; however, the anticipated number of pupils in the medium term is anticipated to be lower than this. The proposals will result in an increase of approximately 20 staff.
- 9.3 Northwood tube station is the closest Underground station to the site, situated approximately 380 metres to the north-east. Northwood is served by the Metropolitan line. There are a number of bus services which operate on Maxwell Road and the site has a PTAL rating of 3. The footway network is comprehensive and formal crossings are provided at junctions to allow safe pedestrian movement.
- 9.4 The proposals involve re-modelling the existing science rooms and installing temporary science facilities. The proposals include the installation of temporary science accommodation containing 11 labs.
- 9.5 An analysis of pupil postcodes using GIS determined that 34% of all pupils (Heathfield and Northwood College) reside within a 5km catchment of Northwood College. It is considered that these pupils could reasonably be encouraged to walk or cycle to school, depending on their age.
- 9.6 The locations of pupils and staff in relation to London Underground stations were also assessed. It was determined that 18% of pupils (aged 12 and over) and 16% of staff at both schools currently reside within 960m of an underground station and could therefore be encouraged to use public transport to access the school. The small increase in staff numbers will not a material impact on the local highway network and those travelling by car arrive and leave before the pick-up/drop off peak periods.
- 9.7 Following the implementation of the dedicated school bus between Heathfield School and Northwood College, a maximum increase of 158 vehicle movements could result, based on

the maximum threshold of 1,089 pupils. Based on a scenario of approximately 900 pupils in total, an increase of 49 vehicle movements could result.

9.8 There are a number of additional measures which are considered feasible to implement at the school:

- A private bus service, funded by the GDST, between Heathfield School and Northwood College;
- investigate the possibility of providing a pedestrian link through the southwest of Green Lane car park into the school site; and
- A code of conduct has been developed for parents picking up and dropping off which provides clear guidance on behaving considerately.

9.9 These measures will act to bolster the range of initiatives which are currently in place and will provide additional transport options for pupils who may otherwise have been more likely to travel to the school by private car.

9.10 Parking beat surveys and ticket purchase information at the Green Lane car park demonstrates that the car park is currently under-utilised and was not recorded to be more than 50% occupied during any weekday peak period.

9.11 The construction programme is anticipated to require 12 weeks in total, the majority of which will involve internal fitting out of the temporary buildings, and all anticipated construction vehicles able to access the site via Maxwell Road.

9.12 As demonstrated above, the proposals are in accordance with national, regional and local transport related policies and can be accommodated without detriment to traffic conditions on the local highway network. There is no evidence to suggest that the proposals will result in demonstrable harm and therefore there is no highway or transport related reason why the development should not be granted planning consent.

FIGURES



Key:

- Northwood College Site
- Heathfield School Site

GDST

Northwood College

Site Location Plan
Strategic Context

SCALES:			
NTS			
DRAWN:	CHECKED:	DATE:	REVISION:
GS	CS	29/01/14	•



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

DRAWING REFERENCE:

Figure 1



- Key:**
- Northwood College Site
 - Quieter routes recommended by other cyclists (may connect with blue routes)

GDST

Northwood College

TfL Recommended
Cycle Routes

NTS			
DRAWN: GS	CHECKED: CS	DATE: 29/01/14	REVISION: •



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

DRAWING REFERENCE:

Figure 3

APPENDIX A

Agreed Scope of Work

Draft Transport Statement Scoping Note

From: Ian Dix/Chris Slack

To: Paul Harrison – London Borough of Hillingdon

Copies:

Job No: 131187

File Ref: X:\Projects\130000\131187 - Northwood College\WORD\N03-CS-TS Scoping Note - 15-01-2014.docx

Date: 15th January 2014

Job Title: Northwood College Merger with Heathfield School

Introduction

1. The purpose of this note is to present the proposed chapter headings and overall approach for the Transport Statement to be submitted with an application for the temporary accommodation at the Northwood College Campus, Maxwell Road, Northwood to increase the pupil numbers from 750 to up to 1,089 pupils following the merger of the site with Heathfield School, Beaulieu Drive, Pinner; and to provide some background to the proposed scheme.
2. The 1,089 total would represent a worst case in terms of transport impact; however, it is anticipated that initially the pupil population would increase to 1,000 pupils before settling to approximately 900 pupils in the medium term. An assessment of each pupil population scenario will be undertaken.
3. There are currently 162 staff members employed at Northwood College. Following the development proposals this number will increase by approximately 12% to 182 staff members.
4. There are currently 4 permanent vehicular access points to Northwood College via Maxwell Road in addition to several pedestrian accesses. An emergency access is also provided to the rear of the college via Mrytleside Close.
5. The site has 85 on-site vehicle parking spaces of which 3 are disabled spaces. For the temporary accommodation plans, there will be no change to the number of car parking spaces on the site.
6. There are a total of 16 cycle racks associated with the Senior School, a further 8 cycle racks associated with the Junior School and 6 scooter pods.

Background

7. The proposals will involve remodelling and refurbishing parts of Vincent House, Bryden Brown (the Junior School for Years 3-6), the Arts & Science block, the Upper School and the Old School internally to create more general classrooms and a Sixth Form area.
8. The proposals will also involve the installation of some temporary science accommodation containing 11 labs.
9. It is anticipated that the gated access via Maxwell Road and onto the playing field will be utilised to install the temporary accommodation. The pupils and staff will access the school in the usual way, via one of the three other entrances off Maxwell Road. It is not the intention to increase the number of permanent entrances on Maxwell Road.
10. Northwood College currently operates 4 coach routes. Each coach arrives at around 08:20 (+/- 10 minutes) in the morning. In the afternoon, the coaches arrive at 16:00 and depart at 16:15.
11. The existing servicing activities include:
 - 1 x weekly general refuse collection (15 mins am)
 - 1 x weekly recycling waste collection (15 mins am)
 - 1 x food refuse collection weekly (15 mins am)
 - 1 x daily dairy delivery (15 mins am)
 - 1 x daily fruit & veg delivery (30 mins am)
 - 3 x weekly grocery & frozen delivery (45 mins am)
 - 1 x daily mail delivery (5 mins am)
 - 1 x daily mail collection (5 mins pm)
 - Various daily courier deliveries & collection (5 mins each throughout)
 - 1 x weekly cash collection (15 mins pm)
 - 1 x 4 weekly Confidential shredding (30 mins)
 - Various Contractors throughout (adhoc)
 - Various Maintenance & Housekeeping Deliveries (adhoc)
 - 1 x 2 weekly Sanitary Hygiene Collection (2 hrs am)
 - Occasional theatre & musical production vehicles
 - Daily mini bus activity as per timetable, trips and fixtures.
12. There is not anticipated to be a material increase in the number of service vehicle movements. Any increase following the development proposals would be negligible.

13. No access for pupils would be allowed through the vehicular access to avoid any conflicts between pedestrians and vehicles. The existing pedestrian accesses onto Maxwell Road will be retained to provide access to the school for all of the pupils.
14. **Table 1** below sets out the modal split of pupils to the existing school site. This is based on questionnaire surveys undertaken as part of the School Travel Plan in 2009.

Table 1: Modal Split and Predicted Traffic – Based on 2009 Questionnaire Surveys

Mode	Proportion (%)	Predicted Pupils
Walk	8.2	60
Cycle	0.4	3
Car Alone	55	402
Car Share	11	80
Public Bus	4.7	34
School Bus	9.6	70
Rail	11.1	81
Total	100	730

15. As it can be seen, 45% of pupils travel to and from school by non-car modes of transport and there is no reason that this would not continue.

Proposed Surveys

16. Questionnaire surveys will be distributed and completed by pupils, staff and also issued to the parents of pupils in order to update the 2009 questionnaire survey responses in determining the travel to school mode share.
17. Once we have received the 2014 questionnaire survey responses, an update of the pupil and staff mode share will be undertaken. We would propose to extrapolate the results to determine how the proposed increase in staff and pupils would travel to the school.
18. The GDST and the school encourage sustainable transport amongst its staff, parents and students. The school also has a Green Travel Plan, which will be reviewed as part of the proposals to encourage further uptake of sustainable modes of transport through a range of initiatives.
19. Car Park occupancy surveys will be undertaken at the Green Lane Council operated car park to determine the level parking availability on a typical weekday. It is intended to obtain historic information from Hillingdon parking services to further validate the results of the single day survey.
20. A site visit and photographic audit of the site, Rickmansworth Road and Maxwell Road have been undertaken, with available parking spaces documented on Maxwell Road during the peak 20 minute pick up/drop off periods.

21. The results of the survey will highlight the availability of parking spaces on Maxwell Road to the north of the College site.
22. During construction all vehicles and activities will take place on the site to minimise disruption. There is likely to be a need to temporarily widen the vehicular access to allow larger construction vehicles on the site, but once construction is finished the access will be re-instated to its current layout with any necessary remedial works undertaken. The construction phase is anticipated to be completed within 12 weeks of commencement.

Transport Statement Structure and Content

23. The proposed format for the Transport Statement is as follows:-
 - INTRODUCTION
 - EXISTING SITUATION
A description of the existing sports campus including:
 - Nature of the Locality;
 - Local Highway Network;
 - Existing Use of the Site;
 - Accessing the Site on Foot;
 - Accessing the Site by Cycle;
 - Public Transport Access; and
 - Public Transport Accessibility Level (PTAL).
 - POLICY CONTEXT
An assessment of the development proposals in the context of local, regional and national policy.
 - DEVELOPMENT PROPOSALS
 - Full description of development proposals; and
 - Impact of proposals on operation of main school site.
 - TRIP GENERATION
 - Modal split of pupils attending the temporary accommodation;
 - Staff Modal Split; and
 - Visitor arrangements to the school.
 - TRAFFIC IMPACT
 - Parking on Maxwell Road and Rickmansworth Road;
 - Pick-up/Drop-off on Maxwell Road;
 - Parking Occupancy survey at the Green Lane Car Park;
 - Access Arrangements; and

- Servicing.
- CONSTRUCTION IMPACT
 - Impact on construction of main school site; and
 - Construction of temporary accommodation.
- SUMMARY AND CONCLUSIONS

Additional Submission Documents

24. It is anticipated that the following documents will also be submitted as appendices to the Transport Statement:-
- Draft Construction Management Plan; and
 - Travel Plan
25. The same Travel Plan measures and incentives will apply as are currently included within the existing Northwood College and Heathfield School campuses, which was prepared with the help of and then approved by LB Hillingdon. A Travel Plan will be prepared specifically for the merged Northwood College Campus to show a specific Action Plan for the site within the wider context of the existing Travel Plan.

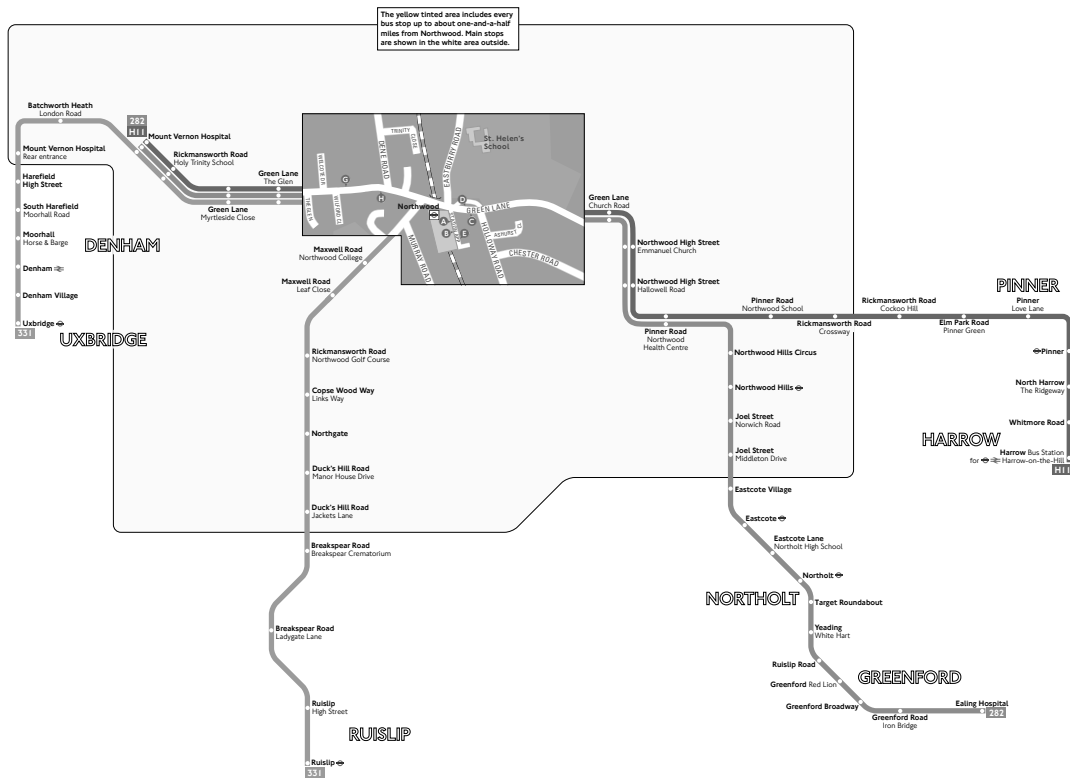
Discussions with LB Hillingdon

26. During the preparation of the Transport Statement it is proposed to continue discussions with LB Hillingdon Transport Officers to ensure that all potential concerns are considered in the report.

APPENDIX B

TfL Bus Route Plan

Buses from Northwood



Route finder

Day buses		
Bus route	Towards	Bus stops
282	Ealing Hospital	① ②
	Mount Vernon Hospital	③ ④
331	Ruislip	⑤ ⑥
	Uxbridge	⑦ ⑧
H11	Harrow	⑨ ⑩
	Mount Vernon Hospital	⑪ ⑫

Other buses		
Bus route	Towards	Bus stops
8	Abbots Langley	⑬ ⑭
	Mount Vernon Hospital	⑮ ⑯

APPENDIX C

PTAL Output

PTAL - Northwood College

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	331	20	3.0	46	10.0	0.6	12.6	2.39	1.00	2.39
	282	12	5.0	390	6.0	4.9	12.9	2.33	0.50	1.17
	H11	15	4.0	390	7.5	4.9	14.4	2.09	0.50	1.04
Train	0	30	2.0	379	15.0	4.7	21.7	1.39	1.50	2.07
	(Metropolitan Line) towards Watford	9	7.0	379	4.3	4.7	9.8	3.07	1.00	3.07
	(Metropolitan Line) towards Amersham	20	3.0	379	10.0	4.7	15.5	1.94	0.50	0.97
	(Metropolitan Line) towards Chesham	60	1.0	379	30.0	4.7	35.5	0.85	0.50	0.42
Total AI = 11.13										
PTAL = 3										

A total of 11 Metropolitan Line services/hour from 8am-9am towards Amersham

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
Reliability factor k = 2 for Bus, 0.75 for Rail
Access Time = Scheduled Wait Time + Walk Time + k
EDF = Equivalent Doorstop Frequency = 30/Access Time
AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75

Source of Methodology:
Measuring Public Transport Accessibility Levels, Transport for London (February 2003)

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

LOW
↓
HIGH

APPENDIX D

ATC Data

Traffic Watch (UK) Ltd
Phone: 01689 824292 Fax:
01689 824268

AUTOMATIC TRAFFIC COUNT REPORT

REF: Site No: 08011401

SITE LOCATION: Maxwell Road

Client: Northwood

DATE: Thursday 9th January - Wednesday 15th January

Requester: K&M



Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road o/s no.14 Northwood DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
Date	Time			10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus
Thursday	From	To																			
09/01/14	00:00	01:00	4	0	0	1	2	1	0	0	0	0	0	33	35	34	0	4	0	0	0
09/01/14	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	1	0	0	0
09/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	30	30	30	0	1	0	0	0
09/01/14	05:00	06:00	5	0	1	2	2	0	0	0	0	0	0	25	28	31	0	5	0	0	0
09/01/14	06:00	07:00	17	0	0	8	6	3	0	0	0	0	0	28	34	40	1	12	1	0	3
09/01/14	07:00	08:00	67	0	6	31	25	5	0	0	0	0	0	24	29	35	10	51	2	0	4
09/01/14	08:00	09:00	196	44	66	76	8	2	0	0	0	0	0	8	18	27	32	157	2	2	3
09/01/14	09:00	10:00	65	3	12	24	26	0	0	0	0	0	0	20	27	33	6	51	6	1	1
09/01/14	10:00	11:00	68	2	18	38	10	0	0	0	0	0	0	14	23	30	5	55	5	2	1
09/01/14	11:00	12:00	70	14	26	24	6	0	0	0	0	0	0	9	19	29	15	52	1	0	2
09/01/14	12:00	13:00	92	6	29	39	18	0	0	0	0	0	0	14	23	32	12	73	3	0	4
09/01/14	13:00	14:00	66	5	15	35	9	2	0	0	0	0	0	15	23	31	7	49	4	2	4
09/01/14	14:00	15:00	82	5	26	43	7	1	0	0	0	0	0	14	23	30	11	56	10	2	3
09/01/14	15:00	16:00	118	10	46	56	6	0	0	0	0	0	0	14	21	27	17	87	11	3	0
09/01/14	16:00	17:00	153	11	72	67	3	0	0	0	0	0	0	13	20	26	16	128	5	2	2
09/01/14	17:00	18:00	70	2	16	34	18	0	0	0	0	0	0	14	25	32	13	41	6	8	2
09/01/14	18:00	19:00	83	0	6	61	14	2	0	0	0	0	0	23	27	32	13	45	11	8	6
09/01/14	19:00	20:00	55	1	9	25	20	0	0	0	0	0	0	14	27	37	5	36	10	3	1
09/01/14	20:00	21:00	25	0	4	12	9	0	0	0	0	0	0	21	28	33	1	22	2	0	0
09/01/14	21:00	22:00	26	0	4	14	7	1	0	0	0	0	0	22	28	36	2	22	0	1	1
09/01/14	22:00	23:00	15	0	1	6	8	0	0	0	0	0	0	25	31	37	0	15	0	0	0
09/01/14	23:00	24:00	10	0	1	5	3	0	1	0	0	0	0	24	31	37	0	9	0	0	1
09/01/14		06:00-09:00	280	44	72	115	39	10	0	0	0	0	0	20	27	34	43	220	5	2	10
09/01/14		15:00-19:00	424	23	140	218	41	2	0	0	0	0	0	16	23	29	59	301	33	21	10
09/01/14		06:00-22:00	1253	103	355	587	192	16	0	0	0	0	0	17	25	32	166	937	79	34	37
09/01/14		00:00-24:00	1289	103	359	602	207	17	1	0	0	0	0	19	26	32	166	972	79	34	38

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 1

Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Friday	From	To																			
10/01/14	00:00	01:00	3	0	0	2	1	0	0	0	0	0	0	26	31	38	0	3	0	0	0
10/01/14	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	16	16	16	0	0	1	0	0
10/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/01/14	04:00	05:00	1	0	0	0	1	0	0	0	0	0	0	33	33	33	0	1	0	0	0
10/01/14	05:00	06:00	5	0	0	3	2	0	0	0	0	0	0	25	28	31	0	4	0	1	0
10/01/14	06:00	07:00	20	0	0	11	7	2	0	0	0	0	0	29	33	38	1	13	2	1	3
10/01/14	07:00	08:00	84	5	2	49	26	2	0	0	0	0	0	24	28	34	14	59	6	0	5
10/01/14	08:00	09:00	245	21	117	92	14	1	0	0	0	0	0	12	20	28	46	189	7	1	2
10/01/14	09:00	10:00	80	3	23	33	19	2	0	0	0	0	0	14	24	32	23	52	3	0	2
10/01/14	10:00	11:00	77	6	17	30	22	2	0	0	0	0	0	16	25	36	20	53	3	1	0
10/01/14	11:00	12:00	85	8	29	35	13	0	0	0	0	0	0	12	22	30	24	57	0	2	2
10/01/14	12:00	13:00	134	20	49	52	13	0	0	0	0	0	0	11	20	29	27	101	2	1	3
10/01/14	13:00	14:00	71	13	17	30	11	0	0	0	0	0	0	10	21	30	16	48	3	1	3
10/01/14	14:00	15:00	87	8	29	43	7	0	0	0	0	0	0	13	21	27	10	65	6	2	4
10/01/14	15:00	16:00	151	13	52	74	12	0	0	0	0	0	0	14	21	27	29	119	1	0	2
10/01/14	16:00	17:00	107	5	35	53	14	0	0	0	0	0	0	16	23	30	16	86	2	0	3
10/01/14	17:00	18:00	73	4	22	37	9	1	0	0	0	0	0	13	23	30	9	59	2	2	1
10/01/14	18:00	19:00	74	2	21	41	10	0	0	0	0	0	0	16	24	30	12	59	1	0	2
10/01/14	19:00	20:00	50	1	11	20	15	3	0	0	0	0	0	18	27	36	4	36	9	1	0
10/01/14	20:00	21:00	37	3	3	18	10	3	0	0	0	0	0	21	27	36	4	29	3	0	1
10/01/14	21:00	22:00	30	2	0	8	17	3	0	0	0	0	0	25	31	39	3	21	6	0	0
10/01/14	22:00	23:00	16	0	2	6	8	0	0	0	0	0	0	24	29	36	1	14	1	0	0
10/01/14	23:00	24:00	10	2	0	4	4	0	0	0	0	0	0	10	25	36	1	7	1	0	1
10/01/14	06:00-09:00		349	26	119	152	47	5	0	0	0	0	0	22	27	33	61	261	15	2	10
10/01/14	15:00-19:00		405	24	130	205	45	1	0	0	0	0	0	15	23	29	66	323	6	2	8
10/01/14	06:00-22:00		1405	114	427	626	219	19	0	0	0	0	0	17	24	32	258	1046	56	12	33
10/01/14	00:00-24:00		1441	116	430	641	235	19	0	0	0	0	0	18	25	32	260	1075	59	13	34

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 1

Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
11/01/14	00:00	01:00	4	0	1	1	1	1	0	0	0	0	0	28	29	32	0	3	1	0	0
11/01/14	01:00	02:00	5	0	0	2	3	0	0	0	0	0	0	30	31	31	0	5	0	0	0
11/01/14	02:00	03:00	4	0	0	1	1	2	0	0	0	0	0	34	36	41	0	4	0	0	0
11/01/14	03:00	04:00	1	0	0	0	1	0	0	0	0	0	0	35	35	35	0	1	0	0	0
11/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/01/14	05:00	06:00	2	0	0	0	2	0	0	0	0	0	0	31	35	39	0	2	0	0	0
11/01/14	06:00	07:00	6	3	0	3	0	0	0	0	0	0	0	6	18	30	3	3	0	0	0
11/01/14	07:00	08:00	13	0	1	6	4	2	0	0	0	0	0	26	30	38	0	12	0	0	1
11/01/14	08:00	09:00	34	0	2	17	14	1	0	0	0	0	0	22	29	34	5	27	0	0	2
11/01/14	09:00	10:00	100	6	16	60	17	1	0	0	0	0	0	17	25	31	12	73	13	1	1
11/01/14	10:00	11:00	100	14	34	47	5	0	0	0	0	0	0	11	20	27	14	72	12	2	0
11/01/14	11:00	12:00	111	16	39	47	8	1	0	0	0	0	0	11	20	27	19	79	9	3	1
11/01/14	12:00	13:00	125	6	33	72	14	0	0	0	0	0	0	14	23	29	14	92	15	3	1
11/01/14	13:00	14:00	105	7	27	54	15	2	0	0	0	0	0	15	23	31	15	75	11	4	0
11/01/14	14:00	15:00	86	1	12	58	15	0	0	0	0	0	0	21	25	31	4	70	8	3	1
11/01/14	15:00	16:00	73	1	22	37	12	1	0	0	0	0	0	13	24	32	9	48	11	4	1
11/01/14	16:00	17:00	64	6	15	32	11	0	0	0	0	0	0	14	24	31	9	40	15	0	0
11/01/14	17:00	18:00	76	6	15	45	9	1	0	0	0	0	0	16	24	30	8	43	22	2	1
11/01/14	18:00	19:00	48	6	11	23	7	1	0	0	0	0	0	11	22	31	7	28	8	4	1
11/01/14	19:00	20:00	45	3	9	20	11	2	0	0	0	0	0	18	25	34	5	28	12	0	0
11/01/14	20:00	21:00	31	5	3	14	7	2	0	0	0	0	0	11	25	33	3	19	8	1	0
11/01/14	21:00	22:00	22	0	2	14	5	1	0	0	0	0	0	23	28	34	3	13	6	0	0
11/01/14	22:00	23:00	13	3	3	6	1	0	0	0	0	0	0	10	20	30	3	7	2	1	0
11/01/14	23:00	24:00	21	2	2	8	7	2	0	0	0	0	0	20	28	36	3	12	6	0	0
11/01/14		06:00-09:00	53	3	3	26	18	3	0	0	0	0	0	18	26	34	8	42	0	0	3
11/01/14		15:00-19:00	261	19	63	137	39	3	0	0	0	0	0	14	23	31	33	159	56	10	3
11/01/14		06:00-22:00	1039	80	241	549	154	15	0	0	0	0	0	16	24	31	130	722	150	27	10
11/01/14		00:00-24:00	1089	85	247	567	170	20	0	0	0	0	0	19	26	32	136	756	159	28	10

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road o/s no.14 Northwood DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
Date		Time		10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus	
Sunday	From	To																				
12/01/14	00:00	01:00	7	0	0	1	4	2	0	0	0	0	0	31	36	41	0	6	1	0	0	
12/01/14	01:00	02:00	2	0	1	1	0	0	0	0	0	0	0	19	24	28	0	1	1	0	0	
12/01/14	02:00	03:00	5	2	0	1	2	0	0	0	0	0	0	5	23	37	0	4	1	0	0	
12/01/14	03:00	04:00	2	1	1	0	0	0	0	0	0	0	0	6	13	19	0	2	0	0	0	
12/01/14	04:00	05:00	3	0	0	2	1	0	0	0	0	0	0	22	28	37	0	1	2	0	0	
12/01/14	05:00	06:00	2	0	0	1	1	0	0	0	0	0	0	29	33	37	0	1	1	0	0	
12/01/14	06:00	07:00	4	1	1	1	1	0	0	0	0	0	0	11	18	25	1	3	0	0	0	
12/01/14	07:00	08:00	6	0	0	3	3	0	0	0	0	0	0	28	31	36	0	6	0	0	0	
12/01/14	08:00	09:00	10	0	0	2	8	0	0	0	0	0	0	26	34	38	0	8	2	0	0	
12/01/14	09:00	10:00	29	2	2	16	9	0	0	0	0	0	0	21	26	34	1	27	1	0	0	
12/01/14	10:00	11:00	53	6	9	33	4	1	0	0	0	0	0	13	22	29	7	37	8	1	0	
12/01/14	11:00	12:00	76	12	19	29	15	1	0	0	0	0	0	10	22	31	12	52	10	2	0	
12/01/14	12:00	13:00	97	12	23	41	19	2	0	0	0	0	0	12	23	32	13	59	20	2	3	
12/01/14	13:00	14:00	74	7	17	41	9	0	0	0	0	0	0	12	22	30	10	52	10	2	0	
12/01/14	14:00	15:00	60	6	12	33	9	0	0	0	0	0	0	12	23	30	8	41	10	0	1	
12/01/14	15:00	16:00	61	6	15	28	12	0	0	0	0	0	0	12	23	31	8	48	5	0	0	
12/01/14	16:00	17:00	61	5	15	31	9	1	0	0	0	0	0	14	23	31	11	44	6	0	0	
12/01/14	17:00	18:00	36	1	4	17	12	2	0	0	0	0	0	23	28	37	4	27	5	0	0	
12/01/14	18:00	19:00	41	3	6	23	8	1	0	0	0	0	0	19	25	31	4	31	5	1	0	
12/01/14	19:00	20:00	21	0	7	6	8	0	0	0	0	0	0	14	26	35	3	15	2	0	1	
12/01/14	20:00	21:00	20	1	3	2	12	2	0	0	0	0	0	16	30	38	3	15	1	0	1	
12/01/14	21:00	22:00	15	0	0	6	9	0	0	0	0	0	0	25	32	39	0	13	2	0	0	
12/01/14	22:00	23:00	9	0	0	3	5	1	0	0	0	0	0	27	33	39	0	6	2	0	1	
12/01/14	23:00	24:00	5	1	2	0	1	0	1	0	0	0	0	12	25	39	1	4	0	0	0	
12/01/14		06:00-09:00	20	1	1	6	12	0	0	0	0	0	0	22	28	33	1	17	2	0	0	
12/01/14		15:00-19:00	199	15	40	99	41	4	0	0	0	0	0	17	25	33	27	150	21	1	0	
12/01/14		06:00-22:00	664	62	133	312	147	10	0	0	0	0	0	17	26	33	85	478	87	8	6	
12/01/14		00:00-24:00	699	66	137	321	161	13	1	0	0	0	0	17	26	34	86	503	95	8	7	

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 1

Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Monday	From	To																			
13/01/14	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/01/14	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	13	13	13	0	0	1	0	0
13/01/14	02:00	03:00	1	0	0	0	1	0	0	0	0	0	0	32	32	32	0	0	1	0	0
13/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	27	27	27	0	0	1	0	0
13/01/14	05:00	06:00	5	0	0	3	1	0	1	0	0	0	0	26	33	31	0	4	0	1	0
13/01/14	06:00	07:00	18	1	2	2	8	5	0	0	0	0	0	23	33	42	1	15	2	0	0
13/01/14	07:00	08:00	68	2	6	33	26	1	0	0	0	0	0	22	28	33	6	57	2	1	2
13/01/14	08:00	09:00	182	35	50	85	12	0	0	0	0	0	0	8	20	27	30	146	2	2	2
13/01/14	09:00	10:00	66	3	15	30	16	2	0	0	0	0	0	17	25	33	6	53	3	2	2
13/01/14	10:00	11:00	67	3	18	28	18	0	0	0	0	0	0	15	24	32	9	46	8	3	1
13/01/14	11:00	12:00	70	5	21	34	9	1	0	0	0	0	0	13	23	30	10	50	5	3	2
13/01/14	12:00	13:00	66	11	20	23	12	0	0	0	0	0	0	10	21	32	21	38	5	1	1
13/01/14	13:00	14:00	80	8	19	40	13	0	0	0	0	0	0	12	23	31	9	62	3	3	3
13/01/14	14:00	15:00	66	2	21	31	12	0	0	0	0	0	0	16	24	31	9	50	4	2	1
13/01/14	15:00	16:00	110	14	35	50	11	0	0	0	0	0	0	11	21	29	24	82	2	1	1
13/01/14	16:00	17:00	146	38	62	39	7	0	0	0	0	0	0	8	17	25	24	113	7	0	2
13/01/14	17:00	18:00	158	39	44	62	12	1	0	0	0	0	0	9	19	29	57	90	4	3	4
13/01/14	18:00	19:00	40	0	5	24	11	0	0	0	0	0	0	22	27	31	4	34	0	0	2
13/01/14	19:00	20:00	50	0	7	26	17	0	0	0	0	0	0	21	26	32	10	38	0	1	1
13/01/14	20:00	21:00	28	0	0	10	17	1	0	0	0	0	0	26	31	37	2	23	2	0	1
13/01/14	21:00	22:00	30	0	0	18	11	1	0	0	0	0	0	24	30	36	3	26	0	0	1
13/01/14	22:00	23:00	9	0	1	3	5	0	0	0	0	0	0	27	31	36	0	9	0	0	0
13/01/14	23:00	24:00	5	0	1	2	2	0	0	0	0	0	0	22	27	38	1	4	0	0	0
13/01/14		06:00-09:00	268	38	58	120	46	6	0	0	0	0	0	18	27	34	37	218	6	3	4
13/01/14		15:00-19:00	454	91	146	175	41	1	0	0	0	0	0	13	21	29	109	319	13	4	9
13/01/14		06:00-22:00	1245	161	325	535	212	12	0	0	0	0	0	16	24	32	225	923	49	22	26
13/01/14		00:00-24:00	1267	161	328	544	221	12	1	0	0	0	0	18	25	31	226	940	52	23	26

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road o/s no.14 Northwood DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0	
Date		Time															P/C Bike	Car	MGV	HGV	Artic/Bus	
Tuesday	From	To																				
14/01/14	00:00	01:00	1	1	0	0	0	0	0	0	0	0	0	10	10	10	0	1	0	0	0	
14/01/14	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	1	0	0	0	
14/01/14	02:00	03:00	1	0	0	0	1	0	0	0	0	0	0	34	34	34	0	1	0	0	0	
14/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	0	0	0	
14/01/14	04:00	05:00	2	1	0	1	0	0	0	0	0	0	0	5	18	30	0	2	0	0	0	
14/01/14	05:00	06:00	4	1	1	1	0	1	0	0	0	0	0	18	25	28	1	3	0	0	0	
14/01/14	06:00	07:00	17	0	1	7	8	1	0	0	0	0	0	26	31	35	0	15	1	1	0	
14/01/14	07:00	08:00	76	1	5	45	23	2	0	0	0	0	0	24	29	35	8	64	3	0	1	
14/01/14	08:00	09:00	218	11	94	96	15	2	0	0	0	0	0	15	21	29	16	188	9	1	4	
14/01/14	09:00	10:00	61	2	16	28	15	0	0	0	0	0	0	16	24	32	5	44	11	1	0	
14/01/14	10:00	11:00	66	6	13	34	13	0	0	0	0	0	0	14	24	31	9	47	6	3	1	
14/01/14	11:00	12:00	78	6	23	36	12	1	0	0	0	0	0	18	23	31	9	61	6	0	2	
14/01/14	12:00	13:00	87	8	20	48	10	1	0	0	0	0	0	14	23	30	12	70	3	0	2	
14/01/14	13:00	14:00	77	4	13	43	14	3	0	0	0	0	0	16	25	32	10	61	4	1	1	
14/01/14	14:00	15:00	82	10	20	34	18	0	0	0	0	0	0	12	23	32	13	62	7	0	0	
14/01/14	15:00	16:00	130	6	48	70	6	0	0	0	0	0	0	16	21	27	23	96	10	0	1	
14/01/14	16:00	17:00	111	20	37	47	6	1	0	0	0	0	0	10	19	27	14	83	12	1	1	
14/01/14	17:00	18:00	101	4	21	53	22	1	0	0	0	0	0	16	24	32	13	79	6	3	0	
14/01/14	18:00	19:00	66	5	10	39	11	1	0	0	0	0	0	17	24	32	6	53	2	2	3	
14/01/14	19:00	20:00	48	0	7	30	10	1	0	0	0	0	0	21	27	32	2	42	2	1	1	
14/01/14	20:00	21:00	40	0	5	23	11	1	0	0	0	0	0	22	27	34	1	33	3	2	1	
14/01/14	21:00	22:00	24	2	1	11	8	2	0	0	0	0	0	24	30	37	1	21	0	0	2	
14/01/14	22:00	23:00	21	2	0	10	7	2	0	0	0	0	0	24	29	36	2	17	0	0	2	
14/01/14	23:00	24:00	9	0	1	5	3	0	0	0	0	0	0	27	28	32	1	6	0	0	2	
14/01/14		06:00-09:00	311	12	100	148	46	5	0	0	0	0	0	22	27	33	24	267	13	2	5	
14/01/14		15:00-19:00	408	35	116	209	45	3	0	0	0	0	0	15	22	30	56	311	30	6	5	
14/01/14		06:00-22:00	1282	85	334	644	202	17	0	0	0	0	0	18	25	32	142	1019	85	16	20	
14/01/14		00:00-24:00	1321	90	337	661	213	20	0	0	0	0	0	18	24	30	146	1050	85	16	24	

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 1

Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Wednesday	From	To																			
15/01/14	00:00	01:00	4	0	0	1	2	1	0	0	0	0	0	33	35	34	0	4	0	0	0
15/01/14	01:00	02:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	1	0	0	0
15/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
15/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
15/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	30	30	30	0	1	0	0	0
15/01/14	05:00	06:00	5	0	1	1	3	0	0	0	0	0	0	24	29	36	0	4	1	0	0
15/01/14	06:00	07:00	17	0	2	9	5	1	0	0	0	0	0	25	30	36	2	13	0	0	2
15/01/14	07:00	08:00	90	1	9	48	29	3	0	0	0	0	0	22	28	34	16	69	2	0	3
15/01/14	08:00	09:00	210	25	44	112	28	1	0	0	0	0	0	11	22	30	26	172	6	3	3
15/01/14	09:00	10:00	65	5	10	30	19	1	0	0	0	0	0	14	26	33	5	49	8	1	2
15/01/14	10:00	11:00	62	6	22	27	7	0	0	0	0	0	0	11	20	29	14	41	5	1	1
15/01/14	11:00	12:00	71	6	25	32	8	0	0	0	0	0	0	12	21	28	12	51	5	1	2
15/01/14	12:00	13:00	88	13	30	33	12	0	0	0	0	0	0	11	21	30	20	59	5	2	2
15/01/14	13:00	14:00	65	4	12	37	12	0	0	0	0	0	0	18	24	31	13	45	4	0	3
15/01/14	14:00	15:00	66	9	21	29	7	0	0	0	0	0	0	11	21	29	16	45	4	1	0
15/01/14	15:00	16:00	110	15	37	48	10	0	0	0	0	0	0	11	21	29	9	92	7	0	2
15/01/14	16:00	17:00	127	26	30	63	8	0	0	0	0	0	0	9	20	27	20	101	3	1	2
15/01/14	17:00	18:00	90	1	17	51	21	0	0	0	0	0	0	18	25	32	4	80	2	0	4
15/01/14	18:00	19:00	62	1	10	40	11	0	0	0	0	0	0	19	25	31	5	55	0	0	2
15/01/14	19:00	20:00	65	0	7	37	20	1	0	0	0	0	0	21	27	33	4	60	1	0	0
15/01/14	20:00	21:00	40	3	9	17	10	1	0	0	0	0	0	14	25	34	5	26	7	1	1
15/01/14	21:00	22:00	23	1	4	13	5	0	0	0	0	0	0	16	25	32	3	19	0	0	1
15/01/14	22:00	23:00	17	0	2	10	5	0	0	0	0	0	0	22	27	31	1	15	0	0	1
15/01/14	23:00	24:00	13	0	3	4	5	1	0	0	0	0	0	19	28	34	1	11	0	0	1
15/01/14	06:00-09:00		317	26	55	169	62	5	0	0	0	0	0	19	27	33	44	254	8	3	8
15/01/14	15:00-19:00		389	43	94	202	50	0	0	0	0	0	0	14	23	30	38	328	12	1	10
15/01/14	06:00-22:00		1251	116	289	626	212	8	0	0	0	0	0	15	24	31	174	977	59	11	30
15/01/14	00:00-24:00		1292	116	296	643	227	10	0	0	0	0	0	18	25	31	176	1013	60	11	32
Total			8398	737	2134	3979	1434	111	3	0	0	0	0	18	25	32	1196	6309	589	133	171

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 2

Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Thursday	From	To																			
09/01/14	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	25	25	25	0	0	0	0	1
09/01/14	01:00	02:00	3	0	0	2	1	0	0	0	0	0	0	27	29	32	0	3	0	0	0
09/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/01/14	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0
09/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/01/14	05:00	06:00	4	0	1	2	1	0	0	0	0	0	0	25	25	28	0	1	1	2	0
09/01/14	06:00	07:00	16	0	0	9	6	1	0	0	0	0	0	27	31	38	3	11	0	1	1
09/01/14	07:00	08:00	82	0	6	54	21	1	0	0	0	0	0	23	27	32	1	75	2	2	2
09/01/14	08:00	09:00	157	8	62	81	6	0	0	0	0	0	0	16	21	27	7	58	76	15	1
09/01/14	09:00	10:00	58	4	14	31	8	1	0	0	0	0	0	16	23	30	5	9	21	21	2
09/01/14	10:00	11:00	55	2	16	30	7	0	0	0	0	0	0	16	23	29	2	16	22	11	4
09/01/14	11:00	12:00	57	9	13	32	3	0	0	0	0	0	0	11	21	26	5	16	20	13	3
09/01/14	12:00	13:00	81	9	19	45	7	1	0	0	0	0	0	13	22	28	6	43	21	9	2
09/01/14	13:00	14:00	74	6	16	41	10	1	0	0	0	0	0	17	23	30	4	61	3	2	4
09/01/14	14:00	15:00	89	8	24	50	7	0	0	0	0	0	0	13	22	28	9	30	40	9	1
09/01/14	15:00	16:00	141	18	54	60	9	0	0	0	0	0	0	12	20	27	8	25	93	15	0
09/01/14	16:00	17:00	109	21	25	53	9	1	0	0	0	0	0	9	20	29	11	53	43	2	0
09/01/14	17:00	18:00	97	11	15	59	12	0	0	0	0	0	0	13	23	29	6	68	19	2	2
09/01/14	18:00	19:00	70	3	11	45	11	0	0	0	0	0	0	18	24	31	2	14	47	7	0
09/01/14	19:00	20:00	39	4	9	19	7	0	0	0	0	0	0	13	23	31	1	21	11	4	2
09/01/14	20:00	21:00	35	0	7	17	11	0	0	0	0	0	0	20	27	32	0	21	12	1	1
09/01/14	21:00	22:00	28	1	4	17	5	1	0	0	0	0	0	17	26	32	1	17	7	1	2
09/01/14	22:00	23:00	22	0	3	12	4	3	0	0	0	0	0	21	29	37	0	16	4	0	2
09/01/14	23:00	24:00	8	0	1	4	3	0	0	0	0	0	0	22	29	37	1	5	0	0	2
09/01/14		06:00-09:00	255	8	68	144	33	2	0	0	0	0	0	22	27	32	11	144	78	18	4
09/01/14		15:00-19:00	417	53	105	217	41	1	0	0	0	0	0	13	22	29	27	160	202	26	2
09/01/14		06:00-22:00	1188	104	295	643	139	7	0	0	0	0	0	16	24	30	71	538	437	115	27
09/01/14		00:00-24:00	1227	104	300	665	148	10	0	0	0	0	0	18	24	30	72	564	442	117	32

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 2

Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Friday	From	To																			
10/01/14	00:00	01:00	3	0	1	0	1	1	0	0	0	0	0	18	34	45	0	3	0	0	0
10/01/14	01:00	02:00	2	0	1	0	1	0	0	0	0	0	0	17	28	39	1	1	0	0	0
10/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	—	—	—	0	0	0	0	0
10/01/14	03:00	04:00	3	1	0	1	1	0	0	0	0	0	0	6	22	33	1	2	0	0	0
10/01/14	04:00	05:00	1	0	0	0	0	1	0	0	0	0	0	42	42	42	0	1	0	0	0
10/01/14	05:00	06:00	3	0	0	1	2	0	0	0	0	0	0	26	31	34	0	0	2	0	1
10/01/14	06:00	07:00	14	0	0	11	2	1	0	0	0	0	0	26	30	35	0	11	0	3	0
10/01/14	07:00	08:00	68	1	5	41	21	0	0	0	0	0	0	23	28	32	0	28	17	20	3
10/01/14	08:00	09:00	183	13	64	95	11	0	0	0	0	0	0	14	21	27	9	27	74	69	4
10/01/14	09:00	10:00	72	6	13	40	12	1	0	0	0	0	0	14	24	31	5	11	25	29	2
10/01/14	10:00	11:00	62	6	16	29	10	1	0	0	0	0	0	14	23	31	2	7	29	22	2
10/01/14	11:00	12:00	92	15	25	46	6	0	0	0	0	0	0	10	20	29	8	10	28	39	7
10/01/14	12:00	13:00	101	20	41	37	3	0	0	0	0	0	0	9	18	25	12	32	17	40	0
10/01/14	13:00	14:00	74	11	25	35	3	0	0	0	0	0	0	11	20	27	9	57	5	2	1
10/01/14	14:00	15:00	117	11	32	62	12	0	0	0	0	0	0	16	22	29	5	73	34	4	1
10/01/14	15:00	16:00	132	18	44	59	11	0	0	0	0	0	0	13	20	27	14	100	11	4	3
10/01/14	16:00	17:00	96	8	23	51	14	0	0	0	0	0	0	15	23	30	8	69	12	4	3
10/01/14	17:00	18:00	89	8	18	55	6	2	0	0	0	0	0	14	23	28	10	57	19	1	2
10/01/14	18:00	19:00	70	3	24	26	17	0	0	0	0	0	0	15	23	32	1	60	7	1	1
10/01/14	19:00	20:00	50	0	11	20	18	1	0	0	0	0	0	19	27	32	2	38	8	0	2
10/01/14	20:00	21:00	32	3	6	18	5	0	0	0	0	0	0	18	23	29	2	28	1	0	1
10/01/14	21:00	22:00	30	1	2	19	6	2	0	0	0	0	0	22	27	35	1	26	1	1	1
10/01/14	22:00	23:00	22	1	1	11	8	1	0	0	0	0	0	21	28	34	0	17	2	2	1
10/01/14	23:00	24:00	25	1	6	16	1	1	0	0	0	0	0	16	24	29	2	21	1	0	1
10/01/14		06:00-09:00	265	14	69	147	34	1	0	0	0	0	0	21	26	31	9	66	91	92	7
10/01/14		15:00-19:00	387	37	109	191	48	2	0	0	0	0	0	14	22	29	33	286	49	10	9
10/01/14		06:00-22:00	1282	124	349	644	157	8	0	0	0	0	0	16	23	30	88	634	288	239	33
10/01/14		00:00-24:00	1341	127	358	673	171	12	0	0	0	0	0	17	25	32	92	679	293	241	36

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 2

Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
Date	Time			10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus
Saturday	From	To																			
11/01/14	00:00	01:00	9	1	2	3	3	0	0	0	0	0	0	19	25	34	0	8	0	0	1
11/01/14	01:00	02:00	3	0	0	1	2	0	0	0	0	0	0	23	28	31	0	3	0	0	0
11/01/14	02:00	03:00	2	0	0	2	0	0	0	0	0	0	0	27	29	30	0	2	0	0	0
11/01/14	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0
11/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/01/14	05:00	06:00	2	0	1	0	1	0	0	0	0	0	0	20	30	39	0	1	1	0	0
11/01/14	06:00	07:00	5	0	2	2	1	0	0	0	0	0	0	20	26	28	0	3	0	0	2
11/01/14	07:00	08:00	29	0	1	16	12	0	0	0	0	0	0	24	29	35	0	25	1	1	2
11/01/14	08:00	09:00	40	3	0	21	12	4	0	0	0	0	0	24	29	38	1	17	21	1	0
11/01/14	09:00	10:00	111	12	22	57	19	1	0	0	0	0	0	14	23	31	5	22	80	3	1
11/01/14	10:00	11:00	106	10	41	47	8	0	0	0	0	0	0	12	20	27	6	27	67	5	1
11/01/14	11:00	12:00	135	19	48	56	12	0	0	0	0	0	0	11	20	28	7	27	97	4	0
11/01/14	12:00	13:00	112	14	31	58	9	0	0	0	0	0	0	11	21	29	8	38	63	2	1
11/01/14	13:00	14:00	108	10	33	50	15	0	0	0	0	0	0	12	22	30	5	34	67	2	0
11/01/14	14:00	15:00	90	6	21	54	8	1	0	0	0	0	0	16	23	29	3	29	55	3	0
11/01/14	15:00	16:00	63	10	17	32	4	0	0	0	0	0	0	10	20	28	3	17	37	4	2
11/01/14	16:00	17:00	91	10	23	42	16	0	0	0	0	0	0	12	22	31	5	22	61	3	0
11/01/14	17:00	18:00	84	7	15	51	10	1	0	0	0	0	0	14	24	30	1	21	57	5	0
11/01/14	18:00	19:00	47	3	13	25	5	1	0	0	0	0	0	14	22	29	1	26	14	5	1
11/01/14	19:00	20:00	44	9	9	20	6	0	0	0	0	0	0	9	20	28	6	23	9	6	0
11/01/14	20:00	21:00	34	5	7	18	3	1	0	0	0	0	0	11	22	29	1	19	10	3	1
11/01/14	21:00	22:00	23	4	4	7	6	1	1	0	0	0	0	8	24	34	1	11	11	0	0
11/01/14	22:00	23:00	22	3	5	11	3	0	0	0	0	0	0	14	22	29	0	13	6	3	0
11/01/14	23:00	24:00	17	0	4	12	1	0	0	0	0	0	0	20	25	28	0	14	2	1	0
11/01/14		06:00-09:00	74	3	3	39	25	4	0	0	0	0	0	23	28	34	1	45	22	2	4
11/01/14		15:00-19:00	285	30	68	150	35	2	0	0	0	0	0	13	22	30	10	86	169	17	3
11/01/14		06:00-22:00	1122	122	287	556	146	10	1	0	0	0	0	14	23	30	53	361	650	47	11
11/01/14		00:00-24:00	1178	126	299	586	156	10	1	0	0	0	0	16	24	30	53	403	659	51	12

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road o/s no.14 Northwood DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
Date		Time		10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus	
Sunday	From	To																				
12/01/14	00:00	01:00	6	0	1	2	2	1	0	0	0	0	0	22	29	38	1	4	0	1	0	
12/01/14	01:00	02:00	4	1	0	0	3	0	0	0	0	0	0	31	28	36	0	4	0	0	0	
12/01/14	02:00	03:00	2	0	0	2	0	0	0	0	0	0	0	27	27	27	0	2	0	0	0	
12/01/14	03:00	04:00	2	0	1	1	0	0	0	0	0	0	0	13	21	29	0	2	0	0	0	
12/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	26	26	26	0	1	0	0	0	
12/01/14	05:00	06:00	3	0	1	1	1	0	0	0	0	0	0	16	27	37	0	3	0	0	0	
12/01/14	06:00	07:00	3	0	0	3	0	0	0	0	0	0	0	23	27	30	0	3	0	0	0	
12/01/14	07:00	08:00	7	0	0	6	1	0	0	0	0	0	0	27	28	29	0	7	0	0	0	
12/01/14	08:00	09:00	24	1	1	16	6	0	0	0	0	0	0	24	27	31	1	18	2	0	3	
12/01/14	09:00	10:00	30	1	3	17	9	0	0	0	0	0	0	21	26	33	1	28	0	0	1	
12/01/14	10:00	11:00	62	5	16	35	5	1	0	0	0	0	0	11	22	29	2	39	15	5	1	
12/01/14	11:00	12:00	70	12	17	34	7	0	0	0	0	0	0	10	21	29	2	35	20	12	1	
12/01/14	12:00	13:00	89	12	28	41	7	1	0	0	0	0	0	11	20	29	4	38	44	3	0	
12/01/14	13:00	14:00	76	12	18	35	9	2	0	0	0	0	0	10	21	30	5	55	15	0	1	
12/01/14	14:00	15:00	98	7	16	55	17	2	1	0	0	0	0	18	25	32	5	71	20	1	1	
12/01/14	15:00	16:00	75	11	14	36	14	0	0	0	0	0	0	11	23	31	7	43	15	9	1	
12/01/14	16:00	17:00	55	5	15	27	8	0	0	0	0	0	0	16	23	30	3	17	24	11	0	
12/01/14	17:00	18:00	39	6	10	21	2	0	0	0	0	0	0	11	20	26	1	22	13	2	1	
12/01/14	18:00	19:00	28	4	8	8	7	1	0	0	0	0	0	14	24	35	2	20	5	1	0	
12/01/14	19:00	20:00	24	5	4	11	4	0	0	0	0	0	0	10	21	30	2	19	0	2	1	
12/01/14	20:00	21:00	24	5	5	10	4	0	0	0	0	0	0	10	21	27	3	19	1	1	0	
12/01/14	21:00	22:00	25	1	4	13	7	0	0	0	0	0	0	20	25	32	1	22	1	1	0	
12/01/14	22:00	23:00	10	0	1	6	3	0	0	0	0	0	0	24	29	36	0	7	3	0	0	
12/01/14	23:00	24:00	7	1	0	5	0	1	0	0	0	0	0	21	26	29	0	5	1	1	0	
12/01/14		06:00-09:00	34	1	1	25	7	0	0	0	0	0	0	25	27	30	1	28	2	0	3	
12/01/14		15:00-19:00	197	26	47	92	31	1	0	0	0	0	0	13	22	31	13	102	57	23	2	
12/01/14		06:00-22:00	729	87	159	368	107	7	1	0	0	0	0	15	23	30	39	456	175	48	11	
12/01/14		00:00-24:00	764	89	163	386	116	9	1	0	0	0	0	18	25	31	40	484	179	50	11	

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 2

Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Monday	From	To																			
13/01/14	00:00	01:00	4	0	1	3	0	0	0	0	0	0	0	22	23	25	0	3	0	0	1
13/01/14	01:00	02:00	4	1	1	1	1	0	0	0	0	0	0	15	23	29	1	3	0	0	0
13/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/01/14	04:00	05:00	1	0	1	0	0	0	0	0	0	0	0	14	14	14	0	1	0	0	0
13/01/14	05:00	06:00	3	0	1	2	0	0	0	0	0	0	0	16	24	30	0	0	1	2	0
13/01/14	06:00	07:00	16	0	1	11	4	0	0	0	0	0	0	22	27	33	0	13	1	1	1
13/01/14	07:00	08:00	82	3	16	43	17	3	0	0	0	0	0	18	25	33	2	77	1	0	2
13/01/14	08:00	09:00	145	9	39	85	12	0	0	0	0	0	0	17	22	29	5	72	63	5	0
13/01/14	09:00	10:00	73	7	14	38	14	0	0	0	0	0	0	16	24	31	4	44	21	3	1
13/01/14	10:00	11:00	65	5	11	45	4	0	0	0	0	0	0	19	23	28	1	24	32	6	2
13/01/14	11:00	12:00	86	13	20	43	10	0	0	0	0	0	0	13	22	29	6	21	45	11	3
13/01/14	12:00	13:00	80	8	17	48	7	0	0	0	0	0	0	15	22	29	3	42	27	8	0
13/01/14	13:00	14:00	83	12	20	42	9	0	0	0	0	0	0	11	22	29	3	61	16	1	2
13/01/14	14:00	15:00	83	5	15	50	12	1	0	0	0	0	0	18	24	31	4	35	44	0	0
13/01/14	15:00	16:00	119	13	41	59	6	0	0	0	0	0	0	13	21	27	3	57	52	6	1
13/01/14	16:00	17:00	139	11	41	79	7	1	0	0	0	0	0	15	22	27	1	52	59	26	1
13/01/14	17:00	18:00	82	6	18	47	10	1	0	0	0	0	0	16	23	30	14	60	3	5	0
13/01/14	18:00	19:00	64	4	10	40	10	0	0	0	0	0	0	18	24	30	4	55	3	0	2
13/01/14	19:00	20:00	56	0	5	41	10	0	0	0	0	0	0	21	26	31	0	51	2	0	3
13/01/14	20:00	21:00	36	2	6	19	9	0	0	0	0	0	0	18	25	32	1	26	9	0	0
13/01/14	21:00	22:00	15	0	2	7	4	2	0	0	0	0	0	21	29	37	0	11	4	0	0
13/01/14	22:00	23:00	12	0	1	5	6	0	0	0	0	0	0	24	29	34	0	6	6	0	0
13/01/14	23:00	24:00	7	0	0	4	3	0	0	0	0	0	0	25	30	34	0	4	3	0	0
13/01/14		06:00-09:00	243	12	56	139	33	3	0	0	0	0	0	19	25	32	7	162	65	6	3
13/01/14		15:00-19:00	404	34	110	225	33	2	0	0	0	0	0	16	22	29	22	224	117	37	4
13/01/14		06:00-22:00	1224	98	276	697	145	8	0	0	0	0	0	17	24	30	51	701	382	72	18
13/01/14		00:00-24:00	1255	99	281	712	155	8	0	0	0	0	0	18	24	30	52	718	392	74	19

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road o/s no.14 Northwood DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0	
Date		Time															P/C Bike	Car	MGV	HGV	Artic/Bus	
Tuesday	From	To																				
14/01/14	00:00	01:00	4	0	0	4	0	0	0	0	0	0	0	27	26	27	0	1	0	2	1	
14/01/14	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
14/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
14/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
14/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	27	27	27	0	0	1	0	0	
14/01/14	05:00	06:00	4	0	0	1	2	1	0	0	0	0	0	32	35	34	0	2	0	2	0	
14/01/14	06:00	07:00	13	0	2	5	6	0	0	0	0	0	0	22	28	34	0	6	4	2	1	
14/01/14	07:00	08:00	83	2	7	45	27	2	0	0	0	0	0	22	28	35	1	18	49	13	2	
14/01/14	08:00	09:00	155	8	39	99	9	0	0	0	0	0	0	16	23	29	5	39	91	18	2	
14/01/14	09:00	10:00	72	6	19	36	10	1	0	0	0	0	0	13	23	30	1	22	38	9	2	
14/01/14	10:00	11:00	66	7	15	34	10	0	0	0	0	0	0	14	23	30	1	21	32	11	1	
14/01/14	11:00	12:00	69	8	13	36	11	1	0	0	0	0	0	16	24	31	2	24	29	11	3	
14/01/14	12:00	13:00	101	8	23	56	13	1	0	0	0	0	0	14	23	30	4	58	30	8	1	
14/01/14	13:00	14:00	88	9	11	46	21	1	0	0	0	0	0	16	25	31	5	61	17	5	0	
14/01/14	14:00	15:00	104	9	26	56	13	0	0	0	0	0	0	17	23	29	4	39	29	29	3	
14/01/14	15:00	16:00	115	2	43	57	12	1	0	0	0	0	0	16	22	29	3	28	41	41	2	
14/01/14	16:00	17:00	110	8	36	55	11	0	0	0	0	0	0	12	21	27	4	25	47	34	0	
14/01/14	17:00	18:00	95	5	23	57	9	1	0	0	0	0	0	18	23	28	3	19	42	29	2	
14/01/14	18:00	19:00	76	6	16	42	12	0	0	0	0	0	0	16	24	31	3	46	18	8	1	
14/01/14	19:00	20:00	40	1	3	23	12	1	0	0	0	0	0	24	28	34	0	24	12	4	0	
14/01/14	20:00	21:00	45	3	4	31	6	1	0	0	0	0	0	21	25	30	0	29	14	2	0	
14/01/14	21:00	22:00	20	1	2	14	3	0	0	0	0	0	0	21	26	30	1	14	3	1	1	
14/01/14	22:00	23:00	20	0	3	12	5	0	0	0	0	0	0	22	27	31	2	15	0	3	0	
14/01/14	23:00	24:00	8	0	0	7	1	0	0	0	0	0	0	22	27	29	3	4	0	1	0	
14/01/14																						
14/01/14		06:00-09:00	251	10	48	149	42	2	0	0	0	0	0	20	26	33	6	63	144	33	5	
14/01/14		15:00-19:00	396	21	118	211	44	2	0	0	0	0	0	16	23	29	13	118	148	112	5	
14/01/14		06:00-22:00	1252	83	282	692	185	10	0	0	0	0	0	17	24	31	37	473	496	225	21	
14/01/14		00:00-24:00	1289	83	285	717	193	11	0	0	0	0	0	19	25	30	42	495	497	233	22	

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011401

Site: Maxwell Road

o/s no.14

Northwood

DIRECTION: 2

Southwest Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0	
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus	
Wednesday	From	To																				
15/01/14	00:00	01:00	3	0	0	2	0	1	0	0	0	0	0	28	35	47	0	2	0	0	1	
15/01/14	01:00	02:00	15	0	11	4	0	0	0	0	0	0	0	16	19	22	0	15	0	0	0	
15/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
15/01/14	03:00	04:00	1	1	0	0	0	0	0	0	0	0	0	8	8	8	1	0	0	0	0	
15/01/14	04:00	05:00	1	1	0	0	0	0	0	0	0	0	0	9	9	9	0	1	0	0	0	
15/01/14	05:00	06:00	7	0	2	3	2	0	0	0	0	0	0	15	25	32	1	3	1	1	1	
15/01/14	06:00	07:00	13	0	1	8	4	0	0	0	0	0	0	25	28	32	0	10	2	0	1	
15/01/14	07:00	08:00	83	1	6	48	23	5	0	0	0	0	0	23	28	35	4	72	2	2	3	
15/01/14	08:00	09:00	148	7	34	85	22	0	0	0	0	0	0	18	24	30	10	101	30	5	2	
15/01/14	09:00	10:00	74	6	15	42	11	0	0	0	0	0	0	15	23	30	6	62	3	0	3	
15/01/14	10:00	11:00	68	9	9	44	6	0	0	0	0	0	0	11	22	27	3	32	25	8	0	
15/01/14	11:00	12:00	70	9	19	31	10	1	0	0	0	0	0	11	22	31	6	20	33	10	1	
15/01/14	12:00	13:00	84	14	16	46	8	0	0	0	0	0	0	10	21	29	6	74	1	2	1	
15/01/14	13:00	14:00	76	4	12	45	15	0	0	0	0	0	0	18	25	32	6	57	7	4	2	
15/01/14	14:00	15:00	88	11	21	45	10	1	0	0	0	0	0	11	22	29	7	50	26	4	1	
15/01/14	15:00	16:00	113	12	24	61	16	0	0	0	0	0	0	15	22	29	7	42	53	10	1	
15/01/14	16:00	17:00	125	9	39	63	14	0	0	0	0	0	0	14	22	29	5	60	54	6	0	
15/01/14	17:00	18:00	76	5	15	46	10	0	0	0	0	0	0	18	23	29	6	23	43	3	1	
15/01/14	18:00	19:00	77	2	10	54	10	1	0	0	0	0	0	21	25	29	3	32	40	2	0	
15/01/14	19:00	20:00	60	1	6	40	13	0	0	0	0	0	0	21	26	31	1	18	37	4	0	
15/01/14	20:00	21:00	31	2	6	15	7	1	0	0	0	0	0	19	24	33	1	17	10	3	0	
15/01/14	21:00	22:00	30	1	2	18	9	0	0	0	0	0	0	22	27	35	0	22	7	0	1	
15/01/14	22:00	23:00	21	0	4	9	7	1	0	0	0	0	0	18	27	33	0	17	1	0	3	
15/01/14	23:00	24:00	10	1	4	4	1	0	0	0	0	0	0	11	21	29	1	8	0	0	1	
15/01/14	06:00-09:00		244	8	41	141	49	5	0	0	0	0	0	22	27	32	14	183	34	7	6	
15/01/14	15:00-19:00		391	28	88	224	50	1	0	0	0	0	0	17	23	29	21	157	190	21	2	
15/01/14	06:00-22:00		1216	93	235	691	188	9	0	0	0	0	0	17	24	31	71	692	373	63	17	
15/01/14	00:00-24:00		1274	96	256	713	198	11	0	0	0	0	0	16	23	29	74	738	375	64	23	
Total			8328	724	1942	4452	1137	71	2	0	0	0	0	17	24	30	425	4081	2837	830	155	

Traffic Watch (UK) Ltd
Phone: 01689 824292 Fax:
01689 824268

AUTOMATIC TRAFFIC COUNT REPORT

REF: Site No: 08011402

SITE LOCATION: Maxwell Road

Client: Northwood

DATE: Thursday 9th January - Wednesday 15th January

Requester: K&M



Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Thursday	From	To																			
09/01/14	00:00	01:00	4	0	0	1	3	0	0	0	0	0	0	31	30	33	0	4	0	0	0
09/01/14	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	25	25	25	0	1	0	0	0
09/01/14	02:00	03:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	0	1	0	0
09/01/14	03:00	04:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	23	23	23	0	0	0	1	0
09/01/14	05:00	06:00	3	0	1	2	0	0	0	0	0	0	0	14	21	26	0	3	0	0	0
09/01/14	06:00	07:00	21	2	5	9	3	2	0	0	0	0	0	14	24	33	1	18	0	2	0
09/01/14	07:00	08:00	106	14	58	32	2	0	0	0	0	0	0	11	18	24	8	94	0	3	1
09/01/14	08:00	09:00	207	76	113	17	1	0	0	0	0	0	0	8	13	19	14	177	12	2	2
09/01/14	09:00	10:00	69	1	15	45	8	0	0	0	0	0	0	19	24	29	0	64	1	3	1
09/01/14	10:00	11:00	70	3	17	47	3	0	0	0	0	0	0	17	23	28	0	60	5	3	2
09/01/14	11:00	12:00	71	4	21	37	9	0	0	0	0	0	0	14	22	29	3	58	3	4	3
09/01/14	12:00	13:00	81	6	19	47	8	0	1	0	0	0	0	18	23	30	3	72	0	4	2
09/01/14	13:00	14:00	70	1	15	41	13	0	0	0	0	0	0	19	25	31	7	58	1	3	1
09/01/14	14:00	15:00	79	2	28	44	4	1	0	0	0	0	0	16	22	27	2	65	5	2	5
09/01/14	15:00	16:00	133	21	97	15	0	0	0	0	0	0	0	10	15	20	4	115	8	2	4
09/01/14	16:00	17:00	106	44	44	16	2	0	0	0	0	0	0	8	14	21	8	80	14	3	1
09/01/14	17:00	18:00	73	5	26	35	7	0	0	0	0	0	0	13	22	29	1	66	3	1	2
09/01/14	18:00	19:00	66	7	18	34	7	0	0	0	0	0	0	13	21	27	3	59	1	2	1
09/01/14	19:00	20:00	50	0	5	31	13	1	0	0	0	0	0	24	28	34	0	48	0	2	0
09/01/14	20:00	21:00	34	1	5	23	5	0	0	0	0	0	0	20	24	30	0	31	1	1	1
09/01/14	21:00	22:00	24	1	3	16	3	1	0	0	0	0	0	21	25	29	0	22	0	2	0
09/01/14	22:00	23:00	19	0	2	12	4	1	0	0	0	0	0	24	28	31	0	17	0	1	1
09/01/14	23:00	24:00	10	0	1	8	1	0	0	0	0	0	0	21	25	29	0	8	0	1	1
09/01/14		06:00-09:00	334	92	176	58	6	2	0	0	0	0	0	11	18	25	23	289	12	7	3
09/01/14		15:00-19:00	378	77	185	100	16	0	0	0	0	0	0	11	18	24	16	320	26	8	8
09/01/14		06:00-22:00	1260	188	489	489	88	5	1	0	0	0	0	15	21	28	54	1087	54	39	26
09/01/14		00:00-24:00	1299	188	493	515	96	6	1	0	0	0	0	18	23	27	54	1120	55	42	28

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
Date	Time			10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus
Friday	From	To																			
10/01/14	00:00	01:00	3	0	0	2	1	0	0	0	0	0	0	22	29	37	0	3	0	0	0
10/01/14	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/01/14	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	22	22	22	0	0	1	0	0
10/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
10/01/14	05:00	06:00	4	0	1	3	0	0	0	0	0	0	0	24	22	24	0	3	0	1	0
10/01/14	06:00	07:00	27	3	7	14	3	0	0	0	0	0	0	13	22	29	0	21	1	5	0
10/01/14	07:00	08:00	111	8	58	40	5	0	0	0	0	0	0	12	19	26	1	104	3	1	2
10/01/14	08:00	09:00	245	112	123	9	1	0	0	0	0	0	0	7	12	16	33	195	11	2	4
10/01/14	09:00	10:00	72	6	22	35	9	0	0	0	0	0	0	16	22	29	2	56	10	2	2
10/01/14	10:00	11:00	65	1	12	44	8	0	0	0	0	0	0	19	24	30	0	58	2	5	0
10/01/14	11:00	12:00	66	8	18	37	3	0	0	0	0	0	0	13	21	27	1	57	3	2	3
10/01/14	12:00	13:00	112	6	48	52	6	0	0	0	0	0	0	14	21	28	4	89	15	2	2
10/01/14	13:00	14:00	65	2	6	49	7	1	0	0	0	0	0	21	25	30	4	56	2	1	2
10/01/14	14:00	15:00	76	11	24	37	4	0	0	0	0	0	0	11	20	26	3	65	4	2	2
10/01/14	15:00	16:00	125	34	77	14	0	0	0	0	0	0	0	9	14	20	12	110	1	0	2
10/01/14	16:00	17:00	84	6	25	47	6	0	0	0	0	0	0	16	22	29	4	74	3	1	2
10/01/14	17:00	18:00	96	11	34	46	4	1	0	0	0	0	0	12	20	27	0	89	3	3	1
10/01/14	18:00	19:00	70	5	23	38	4	0	0	0	0	0	0	12	21	27	3	63	1	2	1
10/01/14	19:00	20:00	47	0	8	27	11	1	0	0	0	0	0	20	26	32	1	42	2	2	0
10/01/14	20:00	21:00	43	0	3	31	8	1	0	0	0	0	0	21	27	31	1	39	0	3	0
10/01/14	21:00	22:00	31	0	2	20	9	0	0	0	0	0	0	22	27	33	0	29	0	2	0
10/01/14	22:00	23:00	16	0	1	10	5	0	0	0	0	0	0	22	27	33	0	14	0	2	0
10/01/14	23:00	24:00	12	0	1	8	3	0	0	0	0	0	0	24	27	31	0	10	0	2	0
10/01/14	06:00-09:00		383	123	188	63	9	0	0	0	0	0	0	11	18	24	34	320	15	8	6
10/01/14	15:00-19:00		375	56	159	145	14	1	0	0	0	0	0	12	19	26	19	336	8	6	6
10/01/14	06:00-22:00		1335	213	490	540	88	4	0	0	0	0	0	15	21	28	69	1147	61	35	23
10/01/14	00:00-24:00		1371	213	493	564	97	4	0	0	0	0	0	17	22	28	69	1177	62	40	23

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
11/01/14	00:00	01:00	5	0	1	3	1	0	0	0	0	0	0	21	26	30	1	4	0	0	0
11/01/14	01:00	02:00	5	0	0	5	0	0	0	0	0	0	0	24	25	25	0	5	0	0	0
11/01/14	02:00	03:00	5	0	0	4	0	1	0	0	0	0	0	25	28	27	0	5	0	0	0
11/01/14	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	23	23	23	0	1	0	0	0
11/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
11/01/14	05:00	06:00	3	0	1	2	0	0	0	0	0	0	0	20	24	30	0	3	0	0	0
11/01/14	06:00	07:00	5	0	1	4	0	0	0	0	0	0	0	22	23	27	0	3	0	1	1
11/01/14	07:00	08:00	13	0	0	9	2	2	0	0	0	0	0	21	29	36	0	11	0	2	0
11/01/14	08:00	09:00	70	3	32	26	9	0	0	0	0	0	0	13	22	30	1	62	4	1	2
11/01/14	09:00	10:00	116	10	54	43	9	0	0	0	0	0	0	13	20	28	6	100	7	0	3
11/01/14	10:00	11:00	99	9	49	38	3	0	0	0	0	0	0	11	19	26	4	92	2	0	1
11/01/14	11:00	12:00	93	17	42	34	0	0	0	0	0	0	0	10	18	25	13	74	3	0	3
11/01/14	12:00	13:00	109	10	50	45	4	0	0	0	0	0	0	11	19	26	12	94	0	2	1
11/01/14	13:00	14:00	106	11	43	42	10	0	0	0	0	0	0	13	20	28	6	96	1	1	2
11/01/14	14:00	15:00	74	6	31	35	2	0	0	0	0	0	0	13	20	27	4	64	4	1	1
11/01/14	15:00	16:00	49	0	10	34	5	0	0	0	0	0	0	18	24	30	0	45	0	4	0
11/01/14	16:00	17:00	58	1	9	43	5	0	0	0	0	0	0	20	24	29	0	54	1	3	0
11/01/14	17:00	18:00	73	5	35	27	6	0	0	0	0	0	0	11	20	28	5	60	4	3	1
11/01/14	18:00	19:00	44	0	3	37	3	1	0	0	0	0	0	22	26	29	0	40	1	2	1
11/01/14	19:00	20:00	45	1	8	25	10	1	0	0	0	0	0	19	26	32	1	41	1	0	2
11/01/14	20:00	21:00	34	0	7	21	6	0	0	0	0	0	0	19	25	31	0	32	0	2	0
11/01/14	21:00	22:00	19	0	1	16	2	0	0	0	0	0	0	21	25	28	0	17	0	2	0
11/01/14	22:00	23:00	11	0	2	6	3	0	0	0	0	0	0	21	26	31	0	9	0	1	1
11/01/14	23:00	24:00	23	0	3	17	3	0	0	0	0	0	0	21	26	30	0	21	0	1	1
11/01/14		06:00-09:00	88	3	33	39	11	2	0	0	0	0	0	19	25	31	1	76	4	4	3
11/01/14		15:00-19:00	224	6	57	141	19	1	0	0	0	0	0	18	23	29	5	199	6	12	2
11/01/14		06:00-22:00	1007	73	375	479	76	4	0	0	0	0	0	16	22	29	52	885	28	24	18
11/01/14		00:00-24:00	1060	73	382	517	83	5	0	0	0	0	0	18	23	29	53	933	28	26	20

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]												v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0		
Date		Time															P/C Bike	Car	MGV	HGV	Artic/Bus		
Sunday	From	To																					
12/01/14	00:00	01:00	7	0	1	2	3	1	0	0	0	0	0	27	31	35	0	7	0	0	0		
12/01/14	01:00	02:00	4	0	0	3	0	1	0	0	0	0	0	23	28	26	0	4	0	0	0		
12/01/14	02:00	03:00	5	0	0	3	2	0	0	0	0	0	0	25	27	31	0	5	0	0	0		
12/01/14	03:00	04:00	1	0	1	0	0	0	0	0	0	0	0	20	20	20	0	1	0	0	0		
12/01/14	04:00	05:00	4	0	1	2	1	0	0	0	0	0	0	22	25	29	0	4	0	0	0		
12/01/14	05:00	06:00	3	0	0	2	1	0	0	0	0	0	0	21	26	36	0	2	1	0	0		
12/01/14	06:00	07:00	2	0	1	1	0	0	0	0	0	0	0	16	20	23	0	2	0	0	0		
12/01/14	07:00	08:00	9	1	1	5	2	0	0	0	0	0	0	19	25	31	0	8	0	0	1		
12/01/14	08:00	09:00	15	1	0	9	5	0	0	0	0	0	0	23	27	34	0	13	0	1	1		
12/01/14	09:00	10:00	51	4	26	17	3	1	0	0	0	0	0	11	19	28	0	48	1	1	1		
12/01/14	10:00	11:00	63	3	32	24	4	0	0	0	0	0	0	12	20	27	0	56	4	1	2		
12/01/14	11:00	12:00	74	2	27	36	9	0	0	0	0	0	0	13	22	30	0	61	10	1	2		
12/01/14	12:00	13:00	85	4	25	44	11	1	0	0	0	0	0	14	23	30	2	79	2	1	1		
12/01/14	13:00	14:00	71	1	22	35	12	1	0	0	0	0	0	14	23	31	2	67	0	2	0		
12/01/14	14:00	15:00	63	2	16	35	10	0	0	0	0	0	0	15	24	31	5	55	0	3	0		
12/01/14	15:00	16:00	52	2	7	33	10	0	0	0	0	0	0	20	25	31	0	50	0	0	2		
12/01/14	16:00	17:00	64	7	11	39	6	1	0	0	0	0	0	14	23	29	1	60	1	1	1		
12/01/14	17:00	18:00	32	1	4	18	9	0	0	0	0	0	0	21	26	31	1	29	0	1	1		
12/01/14	18:00	19:00	45	0	7	29	9	0	0	0	0	0	0	21	26	31	0	43	0	2	0		
12/01/14	19:00	20:00	21	0	3	14	4	0	0	0	0	0	0	21	27	32	0	19	0	2	0		
12/01/14	20:00	21:00	22	0	3	12	5	2	0	0	0	0	0	21	28	34	1	19	0	2	0		
12/01/14	21:00	22:00	19	0	1	14	4	0	0	0	0	0	0	22	27	31	1	16	0	2	0		
12/01/14	22:00	23:00	14	0	1	10	3	0	0	0	0	0	0	24	28	32	0	12	0	2	0		
12/01/14	23:00	24:00	6	0	2	2	2	0	0	0	0	0	0	19	26	31	0	4	0	2	0		
12/01/14	06:00-09:00		26	2	2	15	7	0	0	0	0	0	0	19	24	29	0	23	0	1	2		
12/01/14	15:00-19:00		193	10	29	119	34	1	0	0	0	0	0	19	25	31	2	182	1	4	4		
12/01/14	06:00-22:00		688	28	186	365	103	6	0	0	0	0	0	17	24	30	13	625	18	20	12		
12/01/14	00:00-24:00		732	28	192	389	115	8	0	0	0	0	0	19	25	30	13	664	19	24	12		

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]												v15	vm	v85	Length bins [m]				
Date	Time			10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus		
Monday	From	To																					
13/01/14	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0		
13/01/14	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	23	23	23	0	1	0	0	0		
13/01/14	02:00	03:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0		
13/01/14	03:00	04:00	1	0	1	0	0	0	0	0	0	0	0	20	20	20	0	0	1	0	0		
13/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0		
13/01/14	05:00	06:00	5	0	1	3	1	0	0	0	0	0	0	22	25	24	0	4	1	0	0		
13/01/14	06:00	07:00	26	0	5	15	6	0	0	0	0	0	0	20	27	37	0	23	1	2	0		
13/01/14	07:00	08:00	99	13	48	36	2	0	0	0	0	0	0	11	19	25	5	91	1	0	2		
13/01/14	08:00	09:00	210	88	94	27	1	0	0	0	0	0	0	8	13	20	20	174	9	4	3		
13/01/14	09:00	10:00	70	5	16	40	9	0	0	0	0	0	0	17	23	30	1	62	3	0	4		
13/01/14	10:00	11:00	59	0	12	40	7	0	0	0	0	0	0	20	25	30	0	54	3	2	0		
13/01/14	11:00	12:00	59	1	20	35	3	0	0	0	0	0	0	18	22	28	3	47	7	1	1		
13/01/14	12:00	13:00	60	2	21	36	1	0	0	0	0	0	0	16	22	27	1	52	3	4	0		
13/01/14	13:00	14:00	79	1	13	51	14	0	0	0	0	0	0	20	25	31	1	71	1	6	0		
13/01/14	14:00	15:00	45	6	14	20	5	0	0	0	0	0	0	13	21	27	4	39	1	1	0		
13/01/14	15:00	16:00	125	27	81	17	0	0	0	0	0	0	0	9	15	20	7	102	13	1	2		
13/01/14	16:00	17:00	117	29	72	16	0	0	0	0	0	0	0	9	15	20	4	104	5	0	4		
13/01/14	17:00	18:00	91	14	38	32	6	0	1	0	0	0	0	11	19	27	7	78	0	5	1		
13/01/14	18:00	19:00	57	2	19	28	7	1	0	0	0	0	0	14	22	29	1	52	1	0	3		
13/01/14	19:00	20:00	62	6	26	28	2	0	0	0	0	0	0	12	19	29	2	55	3	1	1		
13/01/14	20:00	21:00	24	0	3	19	2	0	0	0	0	0	0	22	25	28	0	22	0	0	2		
13/01/14	21:00	22:00	21	1	5	9	6	0	0	0	0	0	0	18	25	31	1	18	0	1	1		
13/01/14	22:00	23:00	13	0	1	10	2	0	0	0	0	0	0	23	27	30	1	10	0	2	0		
13/01/14	23:00	24:00	5	0	1	2	2	0	0	0	0	0	0	21	26	31	0	3	0	1	1		
13/01/14		06:00-09:00	335	101	147	78	9	0	0	0	0	0	0	13	20	27	25	288	11	6	5		
13/01/14		15:00-19:00	390	72	210	93	13	1	1	0	0	0	0	11	18	24	19	336	19	6	10		
13/01/14		06:00-22:00	1204	195	487	449	71	1	1	0	0	0	0	15	21	27	57	1044	51	28	24		
13/01/14		00:00-24:00	1230	195	491	466	76	1	1	0	0	0	0	17	22	27	58	1063	53	31	25		

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
Date	Time			10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus
Tuesday	From	To																			
14/01/14	00:00	01:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
14/01/14	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
14/01/14	02:00	03:00	1	0	0	0	1	0	0	0	0	0	0	31	31	31	0	1	0	0	0
14/01/14	03:00	04:00	2	0	2	0	0	0	0	0	0	0	0	19	20	20	0	1	0	1	0
14/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	27	27	27	0	1	0	0	0
14/01/14	05:00	06:00	4	0	2	1	1	0	0	0	0	0	0	19	23	24	0	3	0	1	0
14/01/14	06:00	07:00	23	0	7	12	4	0	0	0	0	0	0	13	24	31	0	21	0	0	2
14/01/14	07:00	08:00	116	12	68	32	4	0	0	0	0	0	0	12	18	24	1	109	2	2	2
14/01/14	08:00	09:00	215	81	111	22	1	0	0	0	0	0	0	8	13	19	15	178	16	4	2
14/01/14	09:00	10:00	72	3	16	51	2	0	0	0	0	0	0	19	23	28	0	55	13	1	3
14/01/14	10:00	11:00	61	1	12	45	3	0	0	0	0	0	0	19	24	29	1	53	4	0	3
14/01/14	11:00	12:00	69	2	13	41	12	1	0	0	0	0	0	19	25	32	2	61	3	1	2
14/01/14	12:00	13:00	85	4	26	50	4	1	0	0	0	0	0	16	22	28	6	75	1	3	0
14/01/14	13:00	14:00	73	0	11	47	14	1	0	0	0	0	0	21	26	32	2	68	0	3	0
14/01/14	14:00	15:00	89	6	32	45	6	0	0	0	0	0	0	13	22	29	3	79	2	4	1
14/01/14	15:00	16:00	132	28	69	32	3	0	0	0	0	0	0	10	17	22	5	108	13	4	2
14/01/14	16:00	17:00	105	31	54	19	1	0	0	0	0	0	0	9	15	23	10	85	5	3	2
14/01/14	17:00	18:00	106	8	36	46	15	1	0	0	0	0	0	13	22	30	8	88	5	1	4
14/01/14	18:00	19:00	62	2	16	38	6	0	0	0	0	0	0	18	23	29	1	51	5	2	3
14/01/14	19:00	20:00	52	2	17	25	8	0	0	0	0	0	0	13	22	30	0	45	5	0	2
14/01/14	20:00	21:00	33	2	12	15	4	0	0	0	0	0	0	16	22	28	0	30	1	1	1
14/01/14	21:00	22:00	21	0	1	14	6	0	0	0	0	0	0	22	26	32	0	19	0	2	0
14/01/14	22:00	23:00	19	0	1	12	5	1	0	0	0	0	0	22	28	32	1	16	0	1	1
14/01/14	23:00	24:00	11	0	0	9	2	0	0	0	0	0	0	24	27	29	0	9	0	2	0
14/01/14		06:00-09:00	354	93	186	66	9	0	0	0	0	0	0	11	18	25	16	308	18	6	6
14/01/14		15:00-19:00	405	69	175	135	25	1	0	0	0	0	0	13	19	26	24	332	28	10	11
14/01/14		06:00-22:00	1314	182	501	534	93	4	0	0	0	0	0	15	21	28	54	1125	75	31	29
14/01/14		00:00-24:00	1352	182	506	557	102	5	0	0	0	0	0	17	23	28	55	1156	75	36	30

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 1 Northeast Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Wednesday	From	To																			
15/01/14	00:00	01:00	5	0	0	4	1	0	0	0	0	0	0	24	27	29	0	5	0	0	0
15/01/14	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
15/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
15/01/14	03:00	04:00	2	0	0	2	0	0	0	0	0	0	0	22	22	22	0	1	1	0	0
15/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	24	24	24	0	1	0	0	0
15/01/14	05:00	06:00	7	0	4	2	1	0	0	0	0	0	0	13	19	25	0	5	1	0	1
15/01/14	06:00	07:00	25	0	8	13	4	0	0	0	0	0	0	13	23	30	0	23	0	1	1
15/01/14	07:00	08:00	121	8	71	36	6	0	0	0	0	0	0	13	19	26	3	112	2	0	4
15/01/14	08:00	09:00	212	89	87	36	0	0	0	0	0	0	0	7	13	21	17	181	11	1	2
15/01/14	09:00	10:00	56	0	13	35	8	0	0	0	0	0	0	20	25	29	0	47	5	2	2
15/01/14	10:00	11:00	50	1	4	43	2	0	0	0	0	0	0	22	25	30	0	38	8	3	1
15/01/14	11:00	12:00	65	1	16	41	7	0	0	0	0	0	0	19	24	29	2	57	2	1	3
15/01/14	12:00	13:00	67	4	17	35	11	0	0	0	0	0	0	17	23	31	1	57	4	4	1
15/01/14	13:00	14:00	57	0	8	40	9	0	0	0	0	0	0	21	25	30	1	52	1	3	0
15/01/14	14:00	15:00	65	4	19	33	9	0	0	0	0	0	0	15	23	30	2	59	2	0	2
15/01/14	15:00	16:00	130	26	80	24	0	0	0	0	0	0	0	9	16	21	9	113	4	3	1
15/01/14	16:00	17:00	111	29	64	17	1	0	0	0	0	0	0	8	15	21	14	91	4	0	2
15/01/14	17:00	18:00	97	13	44	33	6	1	0	0	0	0	0	11	19	27	5	87	1	0	4
15/01/14	18:00	19:00	72	4	28	32	8	0	0	0	0	0	0	13	22	30	1	65	2	1	3
15/01/14	19:00	20:00	60	2	10	29	19	0	0	0	0	0	0	18	26	32	1	55	2	1	1
15/01/14	20:00	21:00	34	0	5	20	8	0	1	0	0	0	0	22	28	32	0	32	0	2	0
15/01/14	21:00	22:00	18	1	2	10	5	0	0	0	0	0	0	22	27	32	2	14	0	2	0
15/01/14	22:00	23:00	17	0	3	13	1	0	0	0	0	0	0	22	26	30	0	15	0	1	1
15/01/14	23:00	24:00	12	0	2	6	3	1	0	0	0	0	0	21	28	36	0	10	0	2	0
15/01/14	06:00-09:00		358	97	166	85	10	0	0	0	0	0	0	11	18	26	20	316	13	2	7
15/01/14	15:00-19:00		410	72	216	106	15	1	0	0	0	0	0	10	18	25	29	356	11	4	10
15/01/14	06:00-22:00		1240	182	476	477	103	1	1	0	0	0	0	16	22	28	58	1083	48	24	27
15/01/14	00:00-24:00		1284	182	485	505	109	2	1	0	0	0	0	17	23	28	58	1120	50	27	29
Total			8328	1061	3042	3513	678	31	3	0	0	0	0	18	23	28	360	7233	342	226	167

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
Date		Time		10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus
Thursday	From	To																			
09/01/14	00:00	01:00	1	0	0	1	0	0	0	0	0	0	0	22	22	22	0	0	0	1	0
09/01/14	01:00	02:00	3	0	0	2	1	0	0	0	0	0	0	27	29	32	0	3	0	0	0
09/01/14	02:00	03:00	1	0	1	0	0	0	0	0	0	0	0	20	20	20	0	1	0	0	0
09/01/14	03:00	04:00	2	0	2	0	0	0	0	0	0	0	0	16	18	20	0	1	1	0	0
09/01/14	04:00	05:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
09/01/14	05:00	06:00	2	0	0	2	0	0	0	0	0	0	0	21	24	26	0	1	1	0	0
09/01/14	06:00	07:00	9	0	3	3	2	1	0	0	0	0	0	20	28	37	1	6	1	1	0
09/01/14	07:00	08:00	76	5	27	39	5	0	0	0	0	0	0	14	21	27	4	67	0	4	1
09/01/14	08:00	09:00	127	57	43	26	1	0	0	0	0	0	0	6	13	22	23	96	3	4	1
09/01/14	09:00	10:00	51	1	21	26	2	1	0	0	0	0	0	18	22	26	2	44	2	2	1
09/01/14	10:00	11:00	51	4	22	23	2	0	0	0	0	0	0	16	20	26	3	38	6	4	0
09/01/14	11:00	12:00	60	2	26	28	4	0	0	0	0	0	0	15	21	26	6	46	2	5	1
09/01/14	12:00	13:00	73	1	21	46	5	0	0	0	0	0	0	18	23	27	8	62	0	3	0
09/01/14	13:00	14:00	61	2	19	35	5	0	0	0	0	0	0	18	22	27	10	45	0	6	0
09/01/14	14:00	15:00	71	5	28	36	2	0	0	0	0	0	0	16	20	25	2	64	3	1	1
09/01/14	15:00	16:00	142	44	88	10	0	0	0	0	0	0	0	9	13	19	10	122	7	2	1
09/01/14	16:00	17:00	127	41	59	26	1	0	0	0	0	0	0	9	15	22	17	99	8	3	0
09/01/14	17:00	18:00	90	5	43	37	5	0	0	0	0	0	0	14	20	27	5	76	5	3	1
09/01/14	18:00	19:00	75	3	22	44	6	0	0	0	0	0	0	14	22	27	2	67	3	2	1
09/01/14	19:00	20:00	40	1	9	26	4	0	0	0	0	0	0	19	25	29	0	36	2	0	2
09/01/14	20:00	21:00	34	1	7	24	2	0	0	0	0	0	0	19	24	29	2	28	2	0	2
09/01/14	21:00	22:00	36	1	10	20	5	0	0	0	0	0	0	18	24	29	0	32	2	2	0
09/01/14	22:00	23:00	20	0	0	12	6	2	0	0	0	0	0	24	30	37	0	18	0	1	1
09/01/14	23:00	24:00	9	0	3	5	1	0	0	0	0	0	0	20	25	28	0	7	0	2	0
09/01/14		06:00-09:00	212	62	73	68	8	1	0	0	0	0	0	13	21	29	28	169	4	9	2
09/01/14		15:00-19:00	434	93	212	117	12	0	0	0	0	0	0	12	18	24	34	364	23	10	3
09/01/14		06:00-22:00	1123	173	448	449	51	2	0	0	0	0	0	15	21	27	95	928	46	42	12
09/01/14		00:00-24:00	1161	173	454	471	59	4	0	0	0	0	0	17	22	27	95	959	48	46	13

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
Date		Time		10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus	
Friday	From	To																				
10/01/14	00:00	01:00	3	0	0	1	2	0	0	0	0	0	0	24	31	38	0	3	0	0	0	
10/01/14	01:00	02:00	1	0	0	1	0	0	0	0	0	0	0	27	27	27	0	1	0	0	0	
10/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
10/01/14	03:00	04:00	4	0	2	1	1	0	0	0	0	0	0	17	22	25	0	3	1	0	0	
10/01/14	04:00	05:00	2	0	1	0	1	0	0	0	0	0	0	16	25	34	0	2	0	0	0	
10/01/14	05:00	06:00	5	3	0	2	0	0	0	0	0	0	0	8	14	22	2	1	2	0	0	
10/01/14	06:00	07:00	19	0	8	8	3	0	0	0	0	0	0	18	23	28	0	15	0	3	1	
10/01/14	07:00	08:00	63	7	21	33	2	0	0	0	0	0	0	11	20	26	2	54	2	1	4	
10/01/14	08:00	09:00	147	91	48	8	0	0	0	0	0	0	0	6	10	15	24	119	2	2	0	
10/01/14	09:00	10:00	75	2	22	49	2	0	0	0	0	0	0	18	22	27	1	65	3	1	5	
10/01/14	10:00	11:00	56	0	13	37	6	0	0	0	0	0	0	19	24	29	2	47	3	2	2	
10/01/14	11:00	12:00	80	5	26	47	1	1	0	0	0	0	0	16	21	26	4	66	6	2	2	
10/01/14	12:00	13:00	114	18	59	35	2	0	0	0	0	0	0	10	18	25	3	107	1	2	1	
10/01/14	13:00	14:00	64	1	18	39	5	1	0	0	0	0	0	19	23	27	1	57	2	4	0	
10/01/14	14:00	15:00	106	6	59	37	4	0	0	0	0	0	0	14	19	25	4	98	1	2	1	
10/01/14	15:00	16:00	140	63	72	5	0	0	0	0	0	0	0	7	12	17	16	122	0	1	1	
10/01/14	16:00	17:00	107	11	44	48	4	0	0	0	0	0	0	13	20	27	7	93	5	1	1	
10/01/14	17:00	18:00	87	0	34	46	5	2	0	0	0	0	0	15	22	27	1	83	1	2	0	
10/01/14	18:00	19:00	71	1	33	32	4	1	0	0	0	0	0	15	21	29	1	67	0	3	0	
10/01/14	19:00	20:00	73	4	23	38	7	1	0	0	0	0	0	13	22	29	1	69	0	2	1	
10/01/14	20:00	21:00	31	0	5	23	3	0	0	0	0	0	0	21	24	27	0	29	0	1	1	
10/01/14	21:00	22:00	31	0	11	14	6	0	0	0	0	0	0	19	24	31	1	28	1	0	1	
10/01/14	22:00	23:00	20	0	0	15	3	2	0	0	0	0	0	22	29	36	0	16	1	3	0	
10/01/14	23:00	24:00	24	0	2	19	3	0	0	0	0	0	0	22	25	29	0	23	0	1	0	
10/01/14		06:00-09:00	229	98	77	49	5	0	0	0	0	0	0	12	18	23	26	188	4	6	5	
10/01/14		15:00-19:00	405	75	183	131	13	3	0	0	0	0	0	13	19	25	25	365	6	7	2	
10/01/14		06:00-22:00	1264	209	496	499	54	6	0	0	0	0	0	15	20	26	68	1119	27	29	21	
10/01/14		00:00-24:00	1323	212	501	538	64	8	0	0	0	0	0	16	22	27	70	1168	31	33	21	

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Saturday	From	To																			
11/01/14	00:00	01:00	9	0	1	6	2	0	0	0	0	0	0	21	26	32	0	8	0	1	0
11/01/14	01:00	02:00	2	0	0	2	0	0	0	0	0	0	0	26	28	29	0	2	0	0	0
11/01/14	02:00	03:00	3	0	1	2	0	0	0	0	0	0	0	19	24	28	0	3	0	0	0
11/01/14	03:00	04:00	1	0	0	1	0	0	0	0	0	0	0	29	29	29	0	1	0	0	0
11/01/14	04:00	05:00	1	0	0	1	0	0	0	0	0	0	0	21	21	21	0	1	0	0	0
11/01/14	05:00	06:00	3	0	1	1	0	1	0	0	0	0	0	19	28	41	0	3	0	0	0
11/01/14	06:00	07:00	7	0	3	3	1	0	0	0	0	0	0	18	23	26	1	4	0	2	0
11/01/14	07:00	08:00	31	0	4	19	5	3	0	0	0	0	0	21	27	36	0	27	1	3	0
11/01/14	08:00	09:00	32	0	8	17	7	0	0	0	0	0	0	20	26	32	0	30	0	1	1
11/01/14	09:00	10:00	100	12	47	37	3	1	0	0	0	0	0	12	19	27	5	85	7	1	2
11/01/14	10:00	11:00	108	10	56	40	2	0	0	0	0	0	0	11	18	24	2	89	14	1	2
11/01/14	11:00	12:00	131	18	63	49	1	0	0	0	0	0	0	11	18	25	10	107	10	4	0
11/01/14	12:00	13:00	120	11	65	40	4	0	0	0	0	0	0	11	18	24	10	106	1	3	0
11/01/14	13:00	14:00	95	7	42	42	4	0	0	0	0	0	0	14	20	26	18	75	0	2	0
11/01/14	14:00	15:00	92	5	46	29	12	0	0	0	0	0	0	14	20	27	3	84	2	2	1
11/01/14	15:00	16:00	70	3	28	34	5	0	0	0	0	0	0	14	21	28	1	64	1	4	0
11/01/14	16:00	17:00	91	3	14	61	13	0	0	0	0	0	0	20	24	30	2	87	0	1	1
11/01/14	17:00	18:00	82	5	33	41	3	0	0	0	0	0	0	13	20	27	3	73	3	2	1
11/01/14	18:00	19:00	46	3	7	30	6	0	0	0	0	0	0	19	24	29	1	42	0	2	1
11/01/14	19:00	20:00	33	0	8	22	3	0	0	0	0	0	0	19	24	29	0	30	2	0	1
11/01/14	20:00	21:00	38	0	10	24	3	1	0	0	0	0	0	19	24	29	0	35	0	2	1
11/01/14	21:00	22:00	14	0	3	7	2	2	0	0	0	0	0	18	26	34	0	13	0	0	1
11/01/14	22:00	23:00	24	1	2	17	4	0	0	0	0	0	0	22	25	28	0	21	0	1	2
11/01/14	23:00	24:00	20	1	4	15	0	0	0	0	0	0	0	19	23	27	0	19	0	0	1
11/01/14		06:00-09:00	70	0	15	39	13	3	0	0	0	0	0	20	25	31	1	61	1	6	1
11/01/14		15:00-19:00	289	14	82	166	27	0	0	0	0	0	0	17	22	29	7	266	4	9	3
11/01/14		06:00-22:00	1090	77	437	495	74	7	0	0	0	0	0	16	22	28	56	951	41	30	12
11/01/14		00:00-24:00	1153	79	446	540	80	8	0	0	0	0	0	18	23	29	56	1009	41	32	15

Traffic Watch (UK) Ltd
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Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
12/01/14	00:00	01:00	7	0	2	2	3	0	0	0	0	0	0	20	28	36	0	6	0	1	0
12/01/14	01:00	02:00	4	1	0	1	2	0	0	0	0	0	0	27	25	31	0	4	0	0	0
12/01/14	02:00	03:00	2	0	0	2	0	0	0	0	0	0	0	22	24	26	0	2	0	0	0
12/01/14	03:00	04:00	2	0	0	1	1	0	0	0	0	0	0	26	29	31	0	2	0	0	0
12/01/14	04:00	05:00	2	0	1	1	0	0	0	0	0	0	0	14	20	26	0	2	0	0	0
12/01/14	05:00	06:00	4	0	0	3	1	0	0	0	0	0	0	22	26	26	0	3	0	1	0
12/01/14	06:00	07:00	5	0	3	1	1	0	0	0	0	0	0	18	22	27	0	5	0	0	0
12/01/14	07:00	08:00	6	0	0	6	0	0	0	0	0	0	0	22	25	28	0	6	0	0	0
12/01/14	08:00	09:00	25	0	4	18	3	0	0	0	0	0	0	22	26	30	0	20	2	3	0
12/01/14	09:00	10:00	28	0	7	17	4	0	0	0	0	0	0	19	24	29	0	26	1	0	1
12/01/14	10:00	11:00	70	4	40	20	6	0	0	0	0	0	0	12	19	27	3	63	2	2	0
12/01/14	11:00	12:00	85	5	42	35	3	0	0	0	0	0	0	12	19	26	3	77	3	0	2
12/01/14	12:00	13:00	84	0	28	49	7	0	0	0	0	0	0	15	22	28	0	79	3	2	0
12/01/14	13:00	14:00	83	4	27	47	5	0	0	0	0	0	0	13	22	29	2	79	0	1	1
12/01/14	14:00	15:00	90	1	14	59	15	1	0	0	0	0	0	20	26	31	5	82	0	1	2
12/01/14	15:00	16:00	64	4	15	35	9	1	0	0	0	0	0	18	24	29	0	62	0	1	1
12/01/14	16:00	17:00	47	0	10	31	6	0	0	0	0	0	0	19	24	28	0	43	2	1	1
12/01/14	17:00	18:00	54	6	19	29	0	0	0	0	0	0	0	13	19	27	3	49	0	1	1
12/01/14	18:00	19:00	38	0	10	23	5	0	0	0	0	0	0	19	25	29	0	36	0	2	0
12/01/14	19:00	20:00	19	0	4	14	1	0	0	0	0	0	0	20	24	28	0	16	0	3	0
12/01/14	20:00	21:00	23	0	4	18	1	0	0	0	0	0	0	20	24	26	0	21	0	2	0
12/01/14	21:00	22:00	23	0	7	13	3	0	0	0	0	0	0	19	25	29	4	17	0	2	0
12/01/14	22:00	23:00	12	0	1	9	2	0	0	0	0	0	0	24	26	29	0	10	0	2	0
12/01/14	23:00	24:00	7	0	1	3	3	0	0	0	0	0	0	24	28	32	0	6	0	1	0
12/01/14		06:00-09:00	36	0	7	25	4	0	0	0	0	0	0	21	24	28	0	31	2	3	0
12/01/14		15:00-19:00	203	10	54	118	20	1	0	0	0	0	0	17	23	28	3	190	2	5	3
12/01/14		06:00-22:00	744	24	234	415	69	2	0	0	0	0	0	18	23	28	20	681	13	21	9
12/01/14		00:00-24:00	784	25	239	437	81	2	0	0	0	0	0	19	24	29	20	716	13	26	9

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
Date	Time			10	20	30	40	50	60	70	80	90	>90				2.5 P/C Bike	6.5 Car	8.5 MGV	11.5 HGV	14.0 Artic/Bus
Monday	From	To																			
13/01/14	00:00	01:00	4	0	1	3	0	0	0	0	0	0	0	22	23	23	0	3	0	1	0
13/01/14	01:00	02:00	3	0	0	1	2	0	0	0	0	0	0	27	33	37	0	3	0	0	0
13/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0
13/01/14	03:00	04:00	1	0	1	0	0	0	0	0	0	0	0	17	17	17	0	1	0	0	0
13/01/14	04:00	05:00	2	0	2	0	0	0	0	0	0	0	0	13	14	14	0	1	1	0	0
13/01/14	05:00	06:00	5	3	1	1	0	0	0	0	0	0	0	8	13	18	2	2	1	0	0
13/01/14	06:00	07:00	15	0	3	11	1	0	0	0	0	0	0	20	24	27	0	11	1	3	0
13/01/14	07:00	08:00	70	7	25	33	4	1	0	0	0	0	0	13	21	27	2	63	2	0	3
13/01/14	08:00	09:00	118	47	51	18	2	0	0	0	0	0	0	7	14	21	13	97	5	3	0
13/01/14	09:00	10:00	73	3	19	47	4	0	0	0	0	0	0	18	23	27	3	62	3	4	1
13/01/14	10:00	11:00	62	2	16	41	3	0	0	0	0	0	0	18	23	27	0	57	2	1	2
13/01/14	11:00	12:00	65	5	22	36	2	0	0	0	0	0	0	17	21	27	8	49	5	1	2
13/01/14	12:00	13:00	86	2	30	50	4	0	0	0	0	0	0	18	22	26	8	75	1	2	0
13/01/14	13:00	14:00	78	3	16	58	1	0	0	0	0	0	0	18	23	27	1	72	2	2	1
13/01/14	14:00	15:00	50	2	23	25	0	0	0	0	0	0	0	15	20	26	1	36	11	1	1
13/01/14	15:00	16:00	113	30	66	17	0	0	0	0	0	0	0	8	14	20	8	96	5	3	1
13/01/14	16:00	17:00	158	56	83	19	0	0	0	0	0	0	0	8	13	19	13	139	2	3	1
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13/01/14	18:00	19:00	62	1	14	45	2	0	0	0	0	0	0	16	23	29	0	59	1	0	2
13/01/14	19:00	20:00	55	5	30	15	5	0	0	0	0	0	0	13	19	26	0	53	0	2	0
13/01/14	20:00	21:00	54	7	25	19	3	0	0	0	0	0	0	11	19	26	1	48	2	3	0
13/01/14	21:00	22:00	32	3	14	10	4	1	0	0	0	0	0	12	21	28	0	30	0	2	0
13/01/14	22:00	23:00	12	0	1	7	4	0	0	0	0	0	0	24	27	31	0	10	0	0	2
13/01/14	23:00	24:00	8	0	1	6	1	0	0	0	0	0	0	22	27	29	0	7	0	1	0
13/01/14		06:00-09:00	203	54	79	62	7	1	0	0	0	0	0	13	20	25	15	171	8	6	3
13/01/14		15:00-19:00	425	101	206	112	6	0	0	0	0	0	0	11	17	24	34	371	8	8	4
13/01/14		06:00-22:00	1183	187	480	475	39	2	0	0	0	0	0	14	20	26	71	1024	42	32	14
13/01/14		00:00-24:00	1218	190	487	493	46	2	0	0	0	0	0	15	20	25	73	1051	44	34	16

Traffic Watch (UK) Ltd
Phone: 01689 824292

Site No: 08011402

Site: Maxwell Road o/s Northwood College Northwood

DIRECTION: 2 Southwest Bound

			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0	
Date		Time															P/C Bike	Car	MGV	HGV	Artic/Bus	
Tuesday	From	To																				
14/01/14	00:00	01:00	4	0	1	3	0	0	0	0	0	0	0	21	22	24	0	3	0	1	0	
14/01/14	01:00	02:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
14/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
14/01/14	03:00	04:00	1	1	0	0	0	0	0	0	0	0	0	9	9	9	0	0	1	0	0	
14/01/14	04:00	05:00	2	0	1	1	0	0	0	0	0	0	0	18	20	22	0	2	0	0	0	
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14/01/14	08:00	09:00	113	57	47	9	0	0	0	0	0	0	0	6	11	18	21	87	2	2	1	
14/01/14	09:00	10:00	76	1	28	43	4	0	0	0	0	0	0	18	22	27	0	64	5	7	0	
14/01/14	10:00	11:00	64	1	17	43	3	0	0	0	0	0	0	18	23	27	2	55	3	4	0	
14/01/14	11:00	12:00	71	1	16	49	5	0	0	0	0	0	0	19	23	28	1	58	6	5	1	
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14/01/14	22:00	23:00	16	0	3	12	1	0	0	0	0	0	0	20	24	27	0	13	0	3	0	
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14/01/14		00:00-24:00	1282	189	490	549	52	2	0	0	0	0	0	15	20	25	83	1094	46	47	12	

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			Count	Speed bins [mph]											v15	vm	v85	Length bins [m]				
				10	20	30	40	50	60	70	80	90	>90				2.5	6.5	8.5	11.5	14.0	
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus	
Wednesday	From	To																				
15/01/14	00:00	01:00	3	0	1	1	0	1	0	0	0	0	0	19	28	41	0	2	0	1	0	
15/01/14	01:00	02:00	14	0	10	4	0	0	0	0	0	0	0	18	19	22	0	13	1	0	0	
15/01/14	02:00	03:00	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0	0	0	0	0	
15/01/14	03:00	04:00	3	0	3	0	0	0	0	0	0	0	0	12	14	16	0	2	1	0	0	
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15/01/14	05:00	06:00	7	1	2	3	1	0	0	0	0	0	0	11	21	28	1	3	1	2	0	
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15/01/14	21:00	22:00	33	1	7	20	4	1	0	0	0	0	0	18	24	30	1	29	1	2	0	
15/01/14	22:00	23:00	17	0	1	12	3	1	0	0	0	0	0	24	28	31	0	14	0	3	0	
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Total			8149	1045	3077	3539	456	32	0	0	0	0	0	16	22	27	475	7048	265	261	100	

APPENDIX E

Existing Site Layout

APPENDIX F

GIS Postcode Plots: Underground Station Accessibility



APPENDIX G

Parent's Code of Conduct

Parents' Code of Conduct - dropping off and collecting children from outside the school

We would ask that all parents seriously consider a more sustainable travel option – bus, school coach, tube, cycling or walking – for your daughter as an alternative to a twice-daily car journey.

As your daughter grows older it is likely that she will be able to travel to school independently, either alone or with friends, so it is worth reconsidering these options every term. And it may be that on some days she can travel by herself and on others (for example, if taking part in an after-school activity) she can be collected.

We have created a Code of Conduct for dropping off and collecting children from outside the school in response to concerns about road safety, and to ensure that the needs of the local residents and other Maxwell Road users are taken into account. The aim of this code is to ensure that all parents are aware of their responsibilities to ensure the safety of all our girls, and to avoid congestion, obstructions and delays.

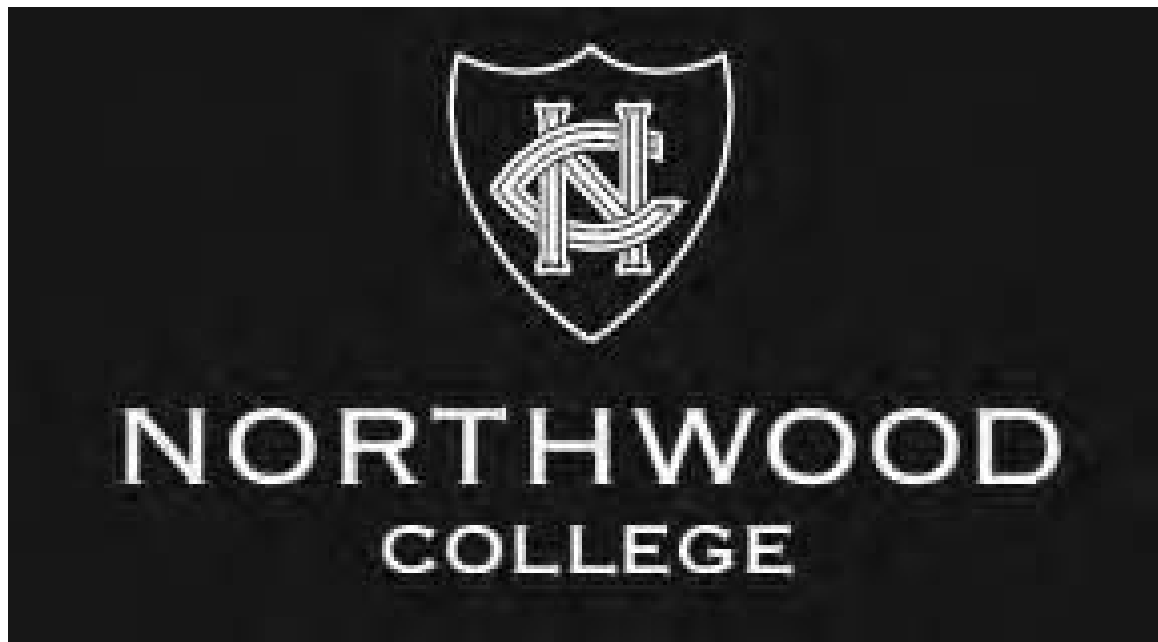
Therefore everyone is asked to:

1. Park safely and courteously in a manner that will not interfere with the flow of traffic on Maxwell Road or other roads, always considering the needs of other vehicles. Please signal your intention prior to pulling in and, likewise, signal before pulling out.
2. Make sure that girls always dismount on to the pavement (not on the road), using the doors on the pavement side of the car, and check that they do not open their door if someone is walking past.
3. Ensure that you never park across residents' driveways or across school entrances – this can cause inconvenience and contribute to ill-feeling among local residents and can delay school buses entering and exiting the site.
4. Ensure that you never park or stop to drop off a child on the yellow zigzag 'School Keep Clear' markings at the school's entrance, as this is dangerous for pupils trying to cross the road.
5. Pick-up and drop-off in a one-way configuration, to avoid obstructing and delaying oncoming traffic by making U-turns in the middle of the road.
6. Pick-up or drop-off and move on in as short a time as possible, to help prevent congestion and the incidences of inconsiderate parking.
7. Give way to buses travelling along Maxwell Road, as blocking them can cause additional congestion.
8. Reduce speed on Maxwell Road, particularly near the school, as girls sometimes cross the road from behind parked vehicles and are therefore not clearly visible from the road.
9. Be aware that girls may be crossing behind your car, so check carefully before reversing. Do not reverse from a side road into a main road.
10. Encourage your daughter's independence, especially if she is in Year 3 and above, by encouraging her to walk into the school unaccompanied.
11. Use the Green Lane Car Park for dropping off and picking up, to help reduce the number of vehicles traveling along Maxwell Road.
12. Ensure that you do not drop litter from your car onto roads, pavements or in residents' gardens.
13. Ensure that anyone (i.e. grandparent, friend, relative, au-pair, childminder) who might drop off or collect a child is aware of this Code of Conduct.

It should be the responsibility of everyone in the school community to make sure that they, and others, comply with the above.

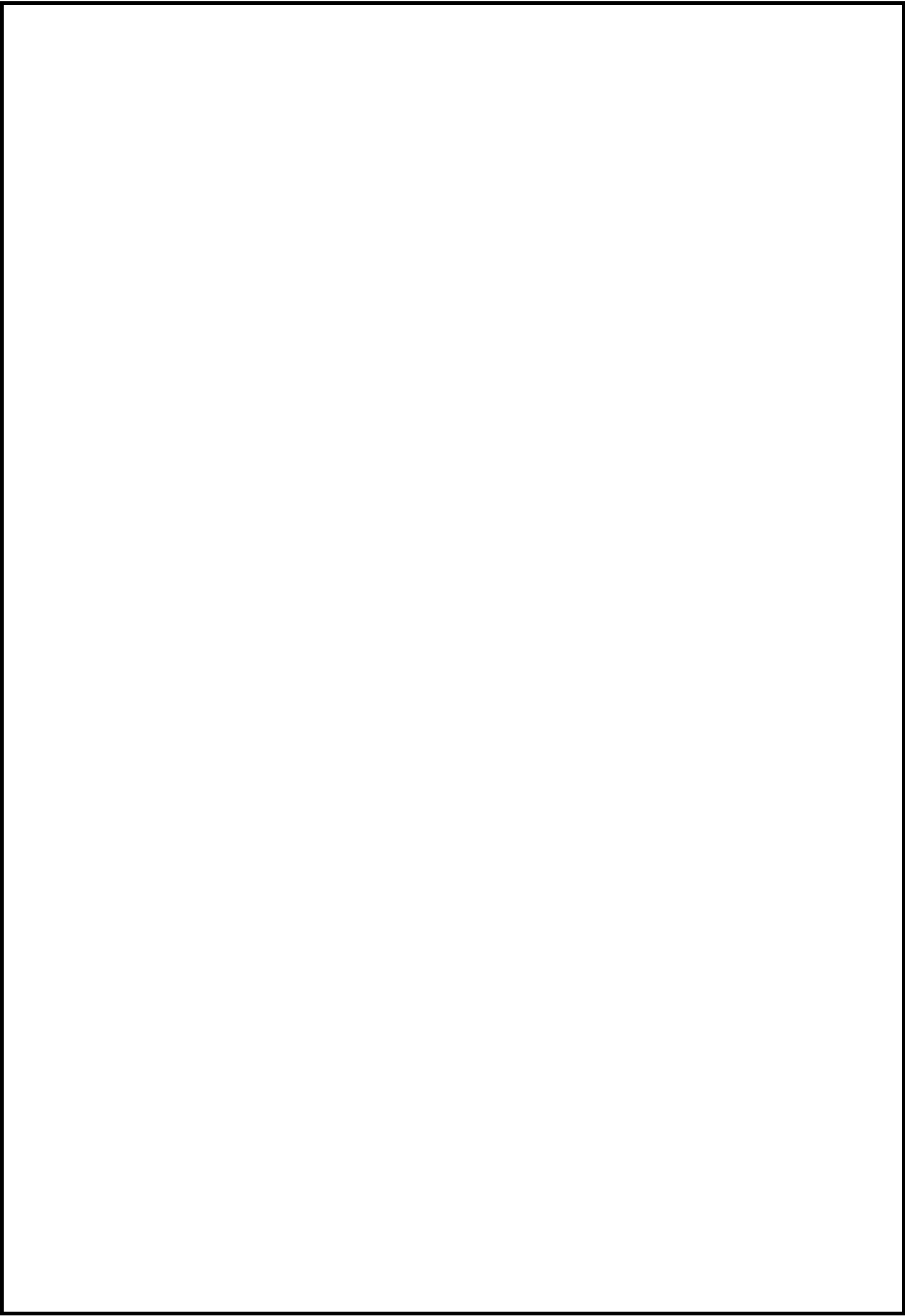
APPENDIX H

Existing School Travel Plan



School Travel Plan
2009 - 2012





Northwood College Senior School

Head Teacher: Jacquelyn Pain

Address: Maxwell Road, Northwood, Middlesex HA6 2YE

Telephone: 01923 825446

Fax: 01923 836526

E.Mail: headmistress@northwoodcollege.co.uk

Web Page: www.northwoodcollege.co.uk/main.html

DfES Number: 312 / 6001

Northwood College Junior School

Head Teacher: Janet Johnson

Address: Maxwell Road, Northwood, Middlesex HA6 2YE

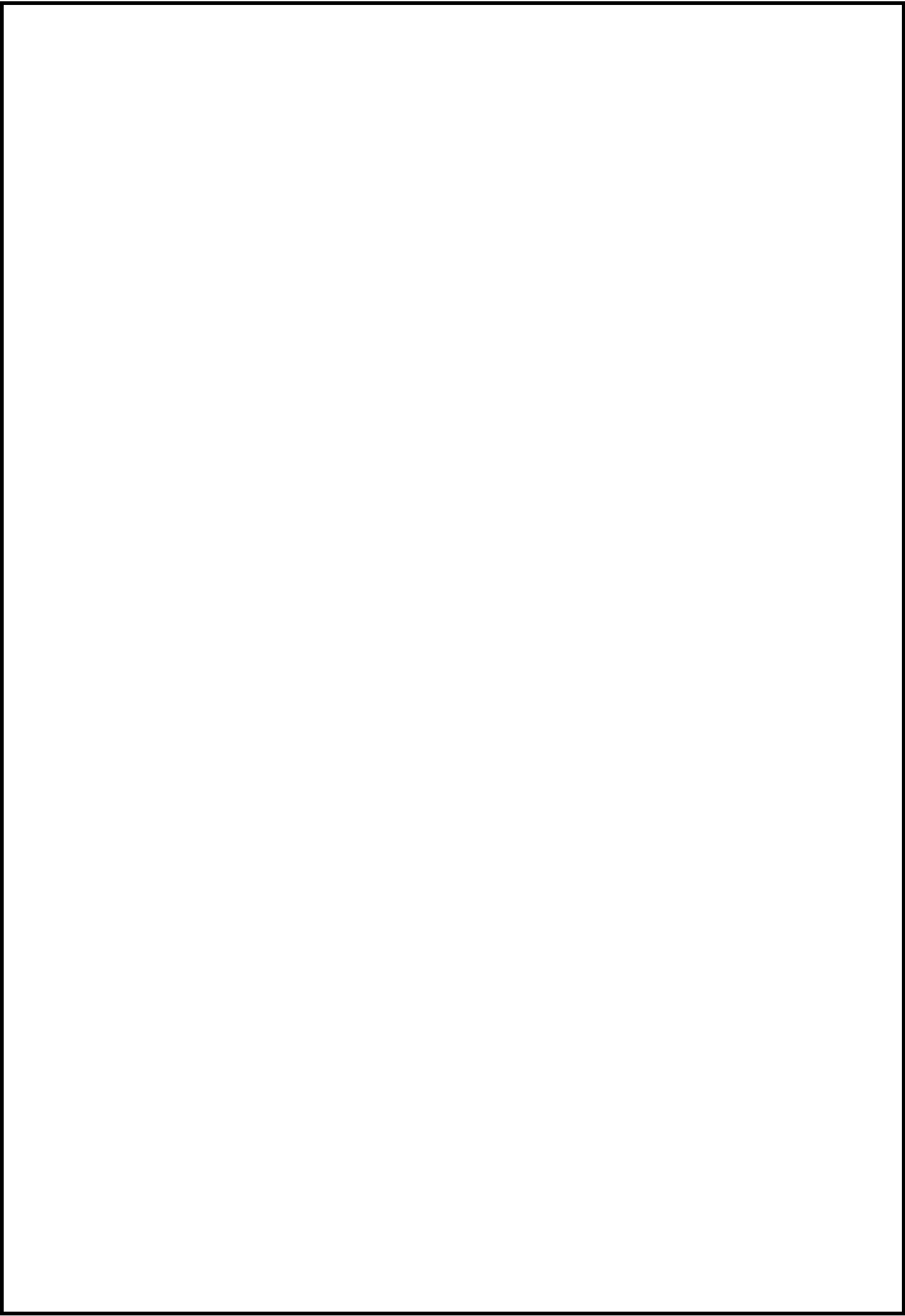
Telephone: 01923 825446

Fax: 01923 836526

E.Mail: juniorschool@northwoodcollege.co.uk

Web Page: www.northwoodcollege.co.uk/main.html

DfES Number: 312 / 6001



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Aims of the School Travel Plan

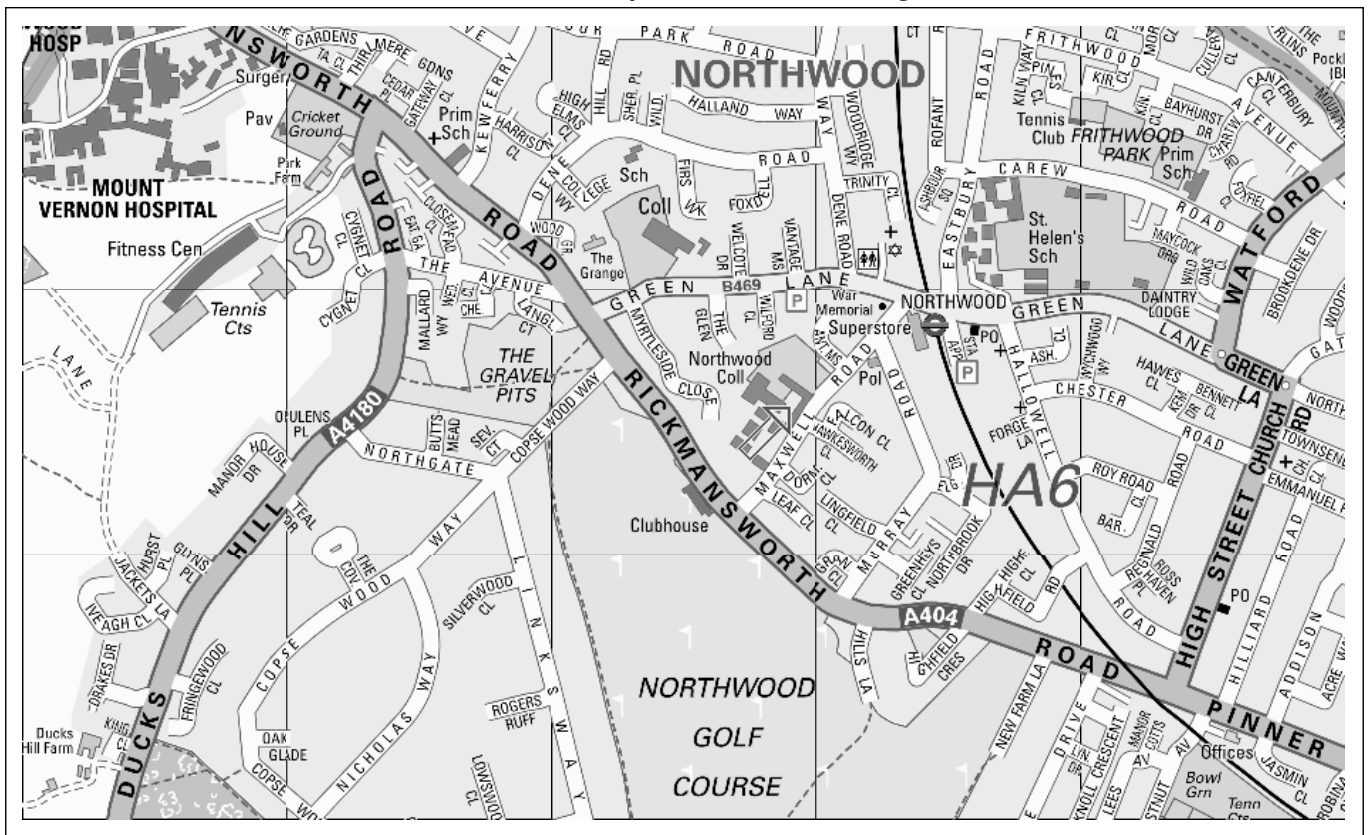
- Walk or go by bus/tube if we can, only go by car if we have to
- Be safe – learn to walk and cross the roads safely
- Help to make the routes to school safe and attractive
- Enjoy the streets, buildings, plants and creatures, weather and people
- Learn about the problems cars make, so we can minimise them.

Why do we need these aims?

- More and more people are coming to school by car
 - Children who don't walk to school very often don't learn how to walk and cross roads safely. They are also more dependent on their parents/carers
- Children (and grown-ups) who go everywhere by car are less likely to be fit and healthy
 - Cars can be really useful, but they are making a lot of problems for all of us too – congestion, pollution and accidents. And the problems are getting worse. If we use the car less, and walk, or cycle, or take public transport more, we can reverse the trend
- The Government, the Mayor of London and Hillingdon Council want to reduce congestion on the roads, and are helping to make other forms of transport better.



Location map of Northwood College



Description of the school

Northwood College is an independent day school for girls. It consists of a Senior School for girls aged 11-18 and a Junior School for girls aged 3-11. There are 816 girls at the College, with 322 girls in the Junior School and 494 in the Senior School. The College is a charity with a Governing Council. It was established in 1878 in Central London and moved to its present site in Northwood in 1893.

There are 2 statemented children at the school. Neither requires specialised transport.

Both the Junior and the Senior schools have very wide catchment areas, with girls travelling from places such as High Wycombe, Ealing, Slough, Langley, Uxbridge, the Chalfonts, Amersham, Chorleywood, Elstree, Aldenham, Borehamwood, Pinner, Harrow, Kingsbury, Edgware, Stanmore. (See map showing post code plot). The College runs 5 different coach routes, which are available for girls aged 7 and above. These routes are heavily subsidised by the College.

The College is located on the West side of Maxwell Road. This is a residential road in the area around the schools but has commercial use at the Northern end. The Metropolitan line station at Northwood lies approx. 100m from the junction of Maxwell Road and Green Lane and is a short walk from the schools. A number of bus routes serve Northwood from the surrounding area and there are bus stops in close proximity to the schools for routes 331 and 282.

Controlled parking is available on Maxwell Road with restrictions between 1pm and 2pm.

The College offers on-site parking for staff only. There are 167 staff employed at the school and x parking places are available. There are fewer spaces than the number required to enable all staff to park onsite. There are 6 reserved spaces, one for a disabled colleague and the others for the Head, Bursar, 2 Deputy Heads and the Head of the Junior School. All other spaces are available on a first-come, first-served basis. Staff unable to park on-site leave their cars on the Rickmansworth Road, a short walk from the site. There are no parking restrictions on this road in the vicinity of the junction with Maxwell Road. Members of the Northwood Golf Club situated in the South side of the Rickmansworth Road also park their cars in this area which can often lead to little space being available.

There are 4 pedestrian entrances to the site from Maxwell Road. One leads directly to the building known as Redington, which currently houses the nursery, one is off the semi circular drive in front of the original building of the College and leads directly to the main Reception. The third leads through the main College car park and allows access to the centre of the site and the fourth lies south of the car park providing direct access to the Junior School.

The College also has a potential pedestrian access from Myrtleside Close to the rear of the site but planners have refused permission for this to be used other than for emergency access.

We believe that there is also the potential for pedestrian access from the car park on Green Lane which abuts the school site in the north-west corner.

There are 4 points of entry to vehicles from Maxwell Road. From North to South along the Maxwell Road frontage, there is access for emergency vehicles to the school field. The semi circular drive in front of the original building allows parking for staff cars and access to Reception. There is vehicular access to the site's main car park and to a far smaller car park in front of another administrative building.

At present, there are a limited number of spaces for bikes and these are not undercover. If the numbers cycling to school/work were to increase more would need to be provided and the quality of the storage would need to be improved.

All staff, girls and parents therefore have to enter the site from Maxwell Road. This leads to severe congestion at the start and end of the school day. We have a staggered start and finish to the school day, with the youngest pupils starting later and finishing earlier than the older girls. However, between approx 8.15 and 8.40 in the morning and from approx. 4pm until 4.20 in the afternoon it is often difficult to progress along Maxwell Road. Maxwell Road forms part of a public bus route and congestion is worse when the bus arrives during the above times. This is further exacerbated by the narrowing of Maxwell Road in front of the College and by the inappropriate parking of parents, for example on the zig-zag lines outside the schools. Our coaches park on Maxwell Road, although not in front of the school and not where the road narrows. There is nowhere on the school site for the coaches to wait as we have very limited space.

Girls may arrive at school from as early as 7.45, but are not allowed entry into the main buildings until 8.15 or the arrival of a member of staff on duty, in the case of Junior girls. Until this time, girls wait in the schools' dining room. Before and after school care is provided for our youngest children, from 8am until 9 and from 3 until 6pm. After school activities in the Junior and Senior schools happen regularly and may take place until approx. 6pm but this can vary.

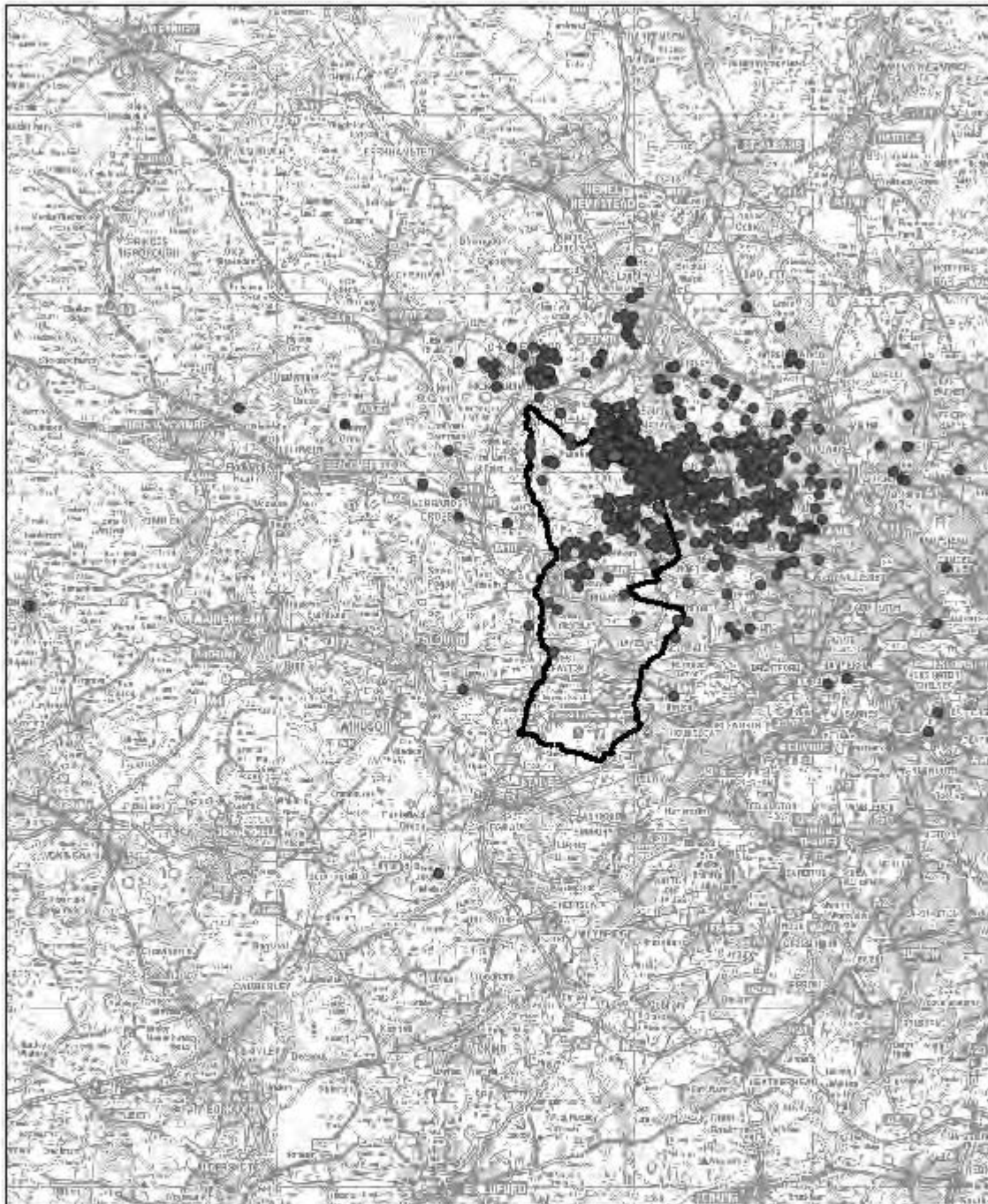
There are, in addition, and as would be expected a substantial number of evening events, involving parents, girls and staff.

There is extensive community use of our sports facilities in particular our swimming pool, on most evenings and at weekends. Other groups use the Hall and the Performing Arts Centre on a less frequent basis. Those attending these clubs generally park on site unless there is a school –based event taking place and all parking spaces are in use.

Trips through the working school day are, if local, made on foot. If longer distances have to be travelled, then coaches are used to transport the staff and students.

There are currently no behavioural policies in place surrounding travel and transport

Post Code Map – Cluster Group



Northwood College Student Postcode Spread



School



Hillingdon Borough Boundary

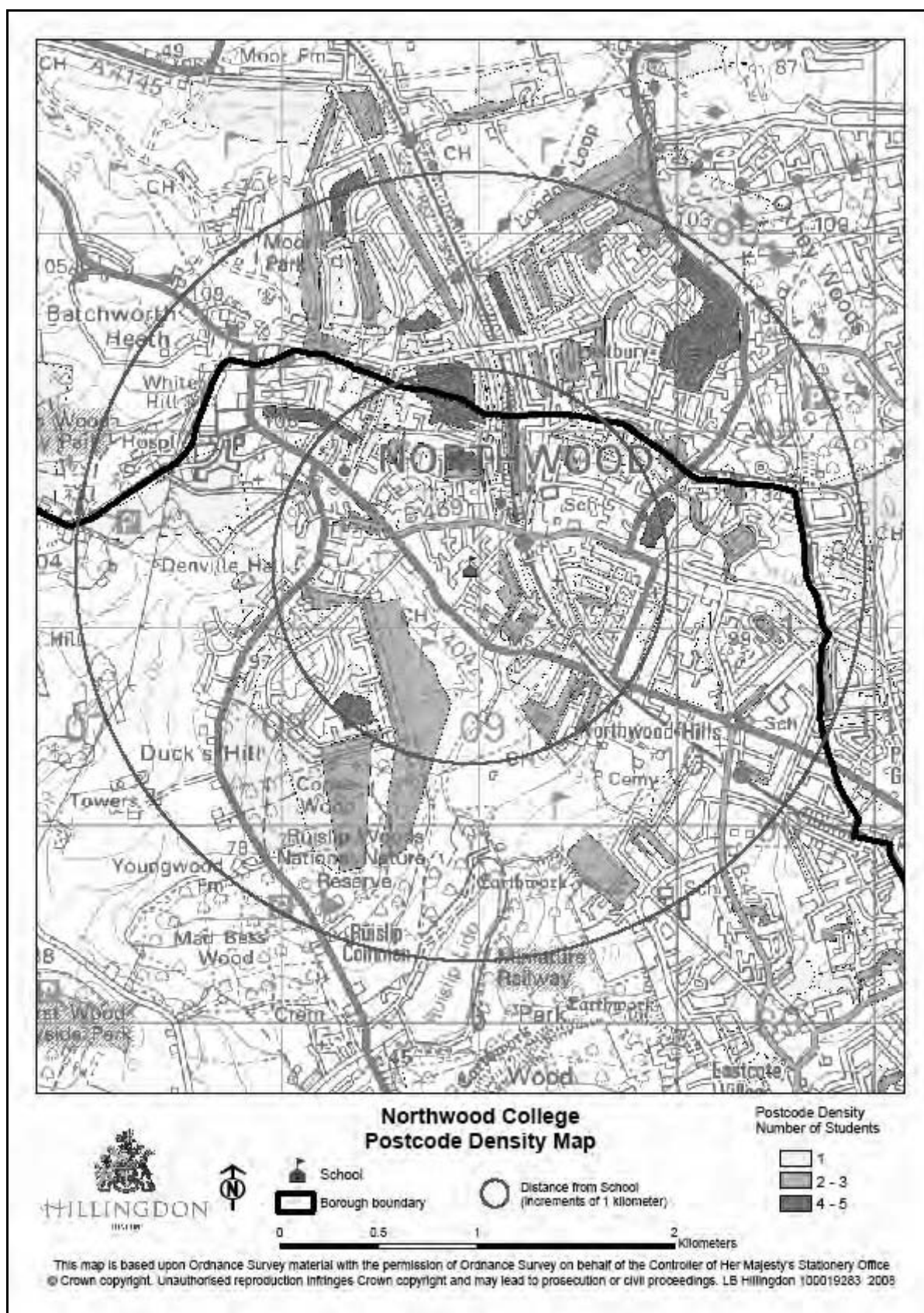


Postcode Points

0 5 10 20 Kilometers

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Post Code Map – 2km Radius from the School



Ethos of the School

Northwood College is a nurturing environment where we aim to instil in each and every one of our girls a set of attributes, skills and values that will enable them to make informed choices, be responsible and principled citizens, enjoy career success and achieve personal fulfilment. It matters to us that they not only enjoy and succeed at their academic studies whilst they are with us but that they have fun, forging strong and lasting friendships that will sustain them throughout their adult lives.



Entrance to main College reception off Maxwell Road

What we are doing already

Northwood College is already complementing the School Travel plan in a number of ways through the curriculum and through initiatives designed to reduce the congestion around the school. These initiatives include:

- Hillingdon Road Safety Team have attended the school to talk to year 7 to year 11 students and educate on various aspects of Road safety.
- The School Council have led on the issue of cycle proficiency and have been canvassing the school with regard to taking proficiency courses.
- We are trying some traffic calming measures, by having a staggered arrival time. Girls can arrive between 8 and 9 am. We also have a staggered departure time: between 3 – 4pm

- For parking campaigns: we remind parents periodically about the staggered start times, we recommend they drop their daughters on the Rickmansworth Road or at the Green Lanes car park, in order to avoid over- congestion in Maxwell Road. We are also investigating a cut through from Green Lane car park, this would mean we could require some year groups to be dropped off in the car park and they could walk through our site to school.
- Curriculum links: Yr 5 traffic survey, Hillingdon road safety came in as part of the pastoral programme, TfL have been in to talk to Yr 6, as part of KS2 -3 transfer and they also talk to Yrs 7 – 11 about safety on public transport
- The school has introduced a healthy menu in order to assist in improving the health of the students and focus their attention on healthy options and lifestyles.

Example of lunch menu from Northwood College

	Monday	Tuesday	Wednesday	Thursday	Friday
Soup	Celery & Apple (v)	Pea & Ham	Carrot & Orange (v)	Roasted Pepper Soup (v)	Watercress (v)
Fresh Deli Choice	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads	Cold Meat & Vegetarian Dishes, Baguettes & Sandwiches With Your Choice of Salads
Pasta Bar	Daily Pasta or Jacket Potato Neapolitan Sauce Leek & Cheese Sauce	Daily Pasta or Jacket Potato Neapolitan Sauce Vegetable Bolognese	Daily Pasta or Jacket Potato Neapolitan Sauce Three Cheese Sauce	Daily Pasta or Jacket Potato Neapolitan Sauce Asparagus	Daily Pasta or Jacket Potato Neapolitan Sauce Primavera Sauce
Main Course	Chicken Curry Vegetable Moussaka (v) Vegetable Samosa (v)	Meat Balls in Tomato Sauce Leek & Mushroom Pie (v) Mushroom Pizza (v)	Roast Pork & Apple Sauce Mexican Bean Hot Pot (v) Broccoli & Stilton Quiche (v)	Chilli Con Carne Broccoli Pasta Bake (v) Stuffed Peppers (v)	Battered Cod Oriental Noodle Stir Fry (v) Tandoori Chicken Wings
Veg	Basmati Rice Country Mixed Vegetables	New Potatoes Green Beans	Roast Potatoes Cabbage	Long Grain Rice Sweetcorn	Chips Peas
Hot Sweet	Jam Sponge & Custard	Pineapple Upside-Down & Custard	Spotted Dick & Custard	Marble Sponge & Chocolate Sauce	Apple & Cinnamon Crumble & Custard

Others	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts	Selection of Cold Desserts Fresh Fruit & Yoghurts
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The travel problems and issues at our school

Northwood College has undertaken a number of consultations in order to ascertain the travel and transport issues relating to the school. During October 2008, surveys were carried out with pupils, parents and staff and the comments analysed to understand the issues that affected the different groups.

The School Council were also met on 12th November 2008 to discuss the issues that concerned them and how best to alleviate these problems. The main points arising from this meeting are found in Appendix 5.

Issues that have been raised and need to be addressed include:

- Lack of safe crossing places in the streets surrounding the school, particularly Maxwell Road and Rickmansworth Road.
- Traffic congestion at both school entrances.



Narrowness of Maxwell Road, particularly with a bus route using it

- Speeding vehicles in Rickmansworth Road and Maxwell Road.

- Lack of suitable parking surrounding the school.
- Need for car sharing scheme to reduce congestion.
- Poor public transport frequency.
- Need for school coaches and possible link in with other independents.
- Lack of Park & Stride facility in area.
- Poor cycle facilities both on street and within the school.



Possible location in Green Lane Car Park for park and stride through to the College

Results of the Surveys

Initial classroom surveys were undertaken at school during October 2008 to establish an initial baseline understanding of how pupils currently travel to school. The pupils were also asked how they would like to get to school and their perception of danger on the routes used.

The parents were also surveyed to gain an understanding of the reasons decisions were made in respect of their children's travel arrangements. This detailed survey looked at the impediments to walking and cycling and asked for the identification of measures that would induce parents to allow their children to use more environmentally friendly travel methods.

Finally, the staff were surveyed to determine how they travelled to school and to assess the impact of their choices on the congestion situation around the school.

1. Pupils Hands Up Surveys

The results of the pupil's hands up survey indicated that 55% came to school by car whilst a further 11% car shared. This is a high percentage car sharing and suggests that this is one avenue that could be explored in reducing the congestion outside the school gates. Currently, only 8% of pupils walk to school with a further 26% travelling by either public transport or school coach.

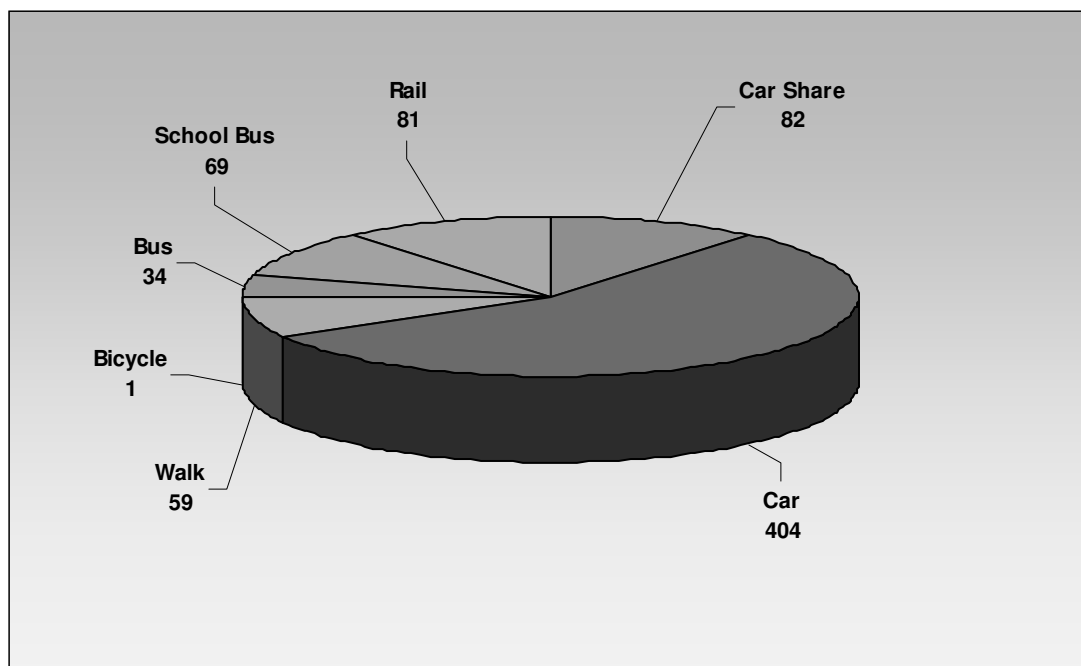


Table 1: Current Travel Choices

When asked to indicate their preferred travel methods, despite a still high desire for the car, the pupils also indicated an interest in alternative modes of transport to the car. Both walking and cycling increased over the actual totals whilst bus and rail travel also slightly increased. Surprisingly, the wish to travel by school coach fell, the reason for this is unknown. The fact that walking and cycling increased whilst car use fell dramatically suggests that there is scope for promoting these forms of transport as alternatives to the car.

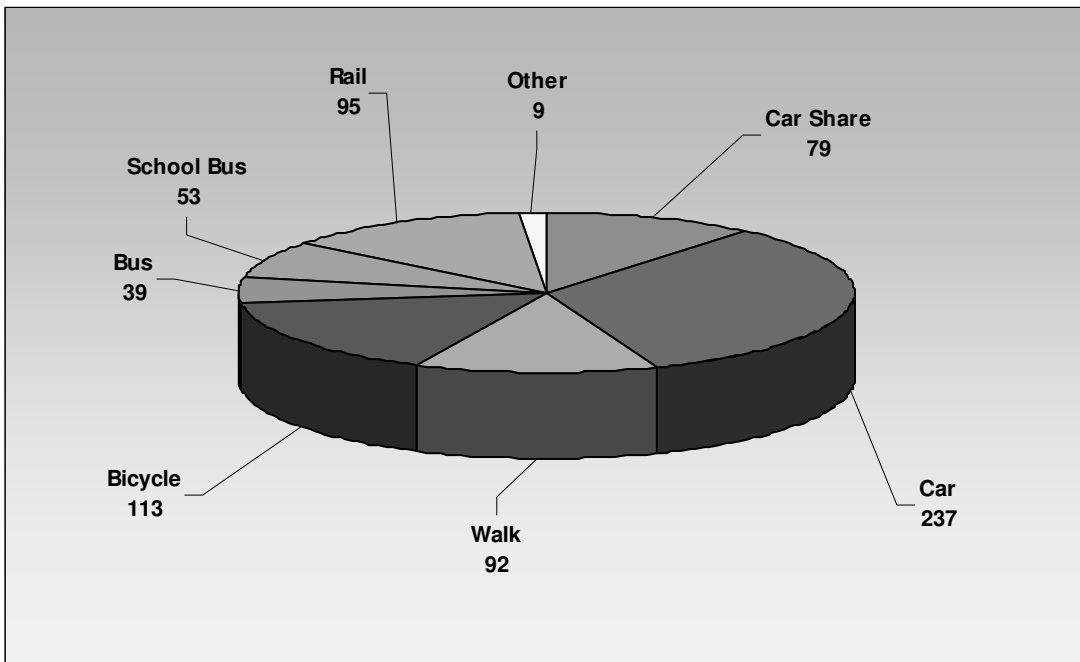


Table 2: Preferred travel choices

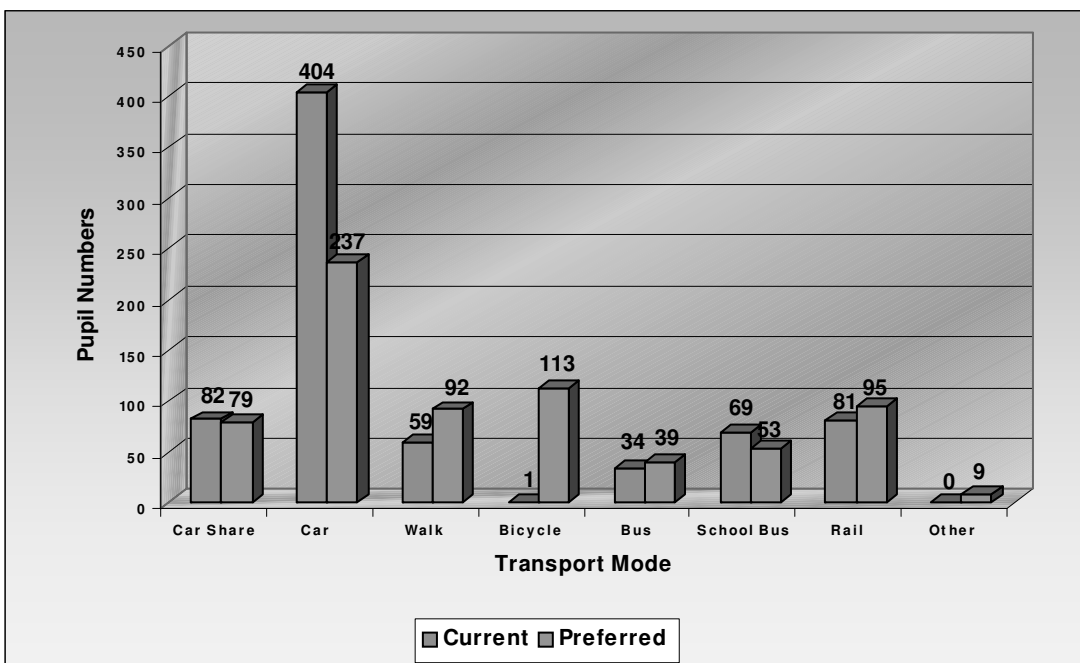


Table 3: Comparison of travel choices

Regarding the perception of danger on the route to school, most pupils (61%) regarded the school journey as being either safe or ordinary. However, that leaves 439% who consider the routes unsafe or dangerous. This is a perception that needs to be overcome before there can be a modal shift away from the car.

2. Parents Survey

The parents were asked a more detailed set of questions as they are generally regarded as the primary decision makers when deciding what method of travel to use for the school run.

These questions not only looked at how they took their children to school, but also questioned their reasons for using the car and thus for not using more sustainable forms of transport such as the bicycle or walking.

The results of the surveys conducted with the parents is extremely useful as the problems and suggested remedies put forward by the parents can be imputed directly into the Action Plan and thus influence modal shift in later years.

Despite the fact that the school has a large catchment area, a surprisingly large number of parents indicated that their journey to school took less than 20 minutes (54%). This suggests that there is scope for looking at alternative forms of travel for the school run.

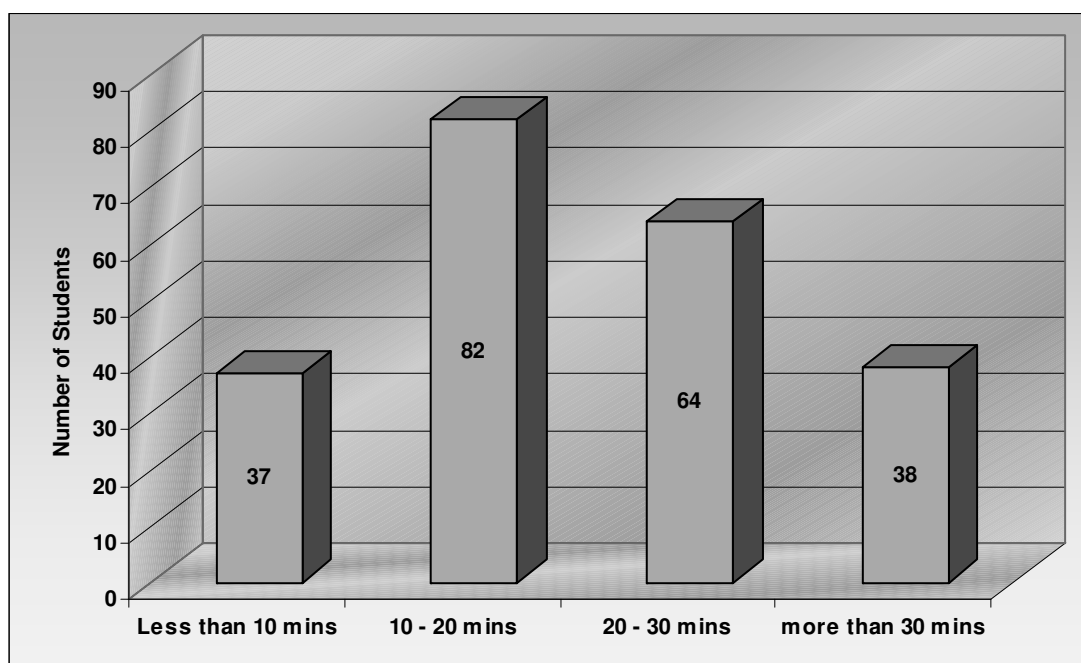


Table 4: How long does the journey to school take?

When asked how they took their children to school, the parents conferred with the pupils and indicated that the vast number drove to school (62%). Encouragingly, a further 11% car share whilst 8% walk and 18% allow their children to go to school via public transport.

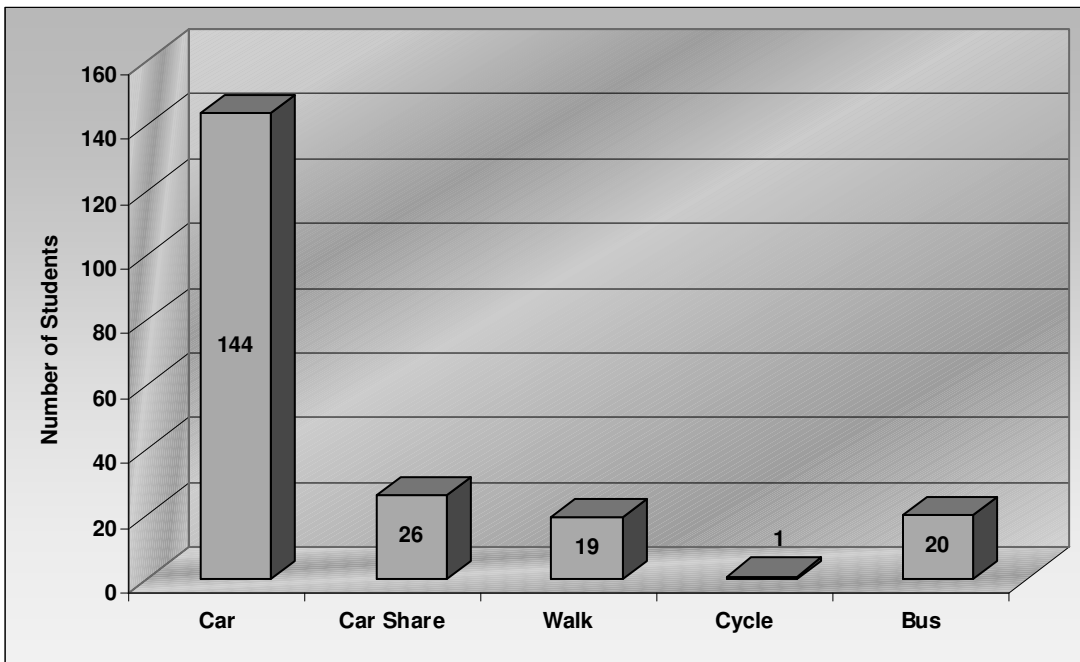


Table 5: How does your child normally get to school?

The return journey was almost identical in make up to the journey to school, the only difference being a slight increase in the numbers of single car journeys as opposed to car share journeys.

Again, the parents agreed with the pupils in that their overall perception of danger on the routes to school was lower than that of the routes being safe. 63% of parents considered their route safe whilst 37% did not. This could be accounted for by the fact that the majority of parents drive their children and therefore do not have a realistic perception of the hazards faced by those outside the car.

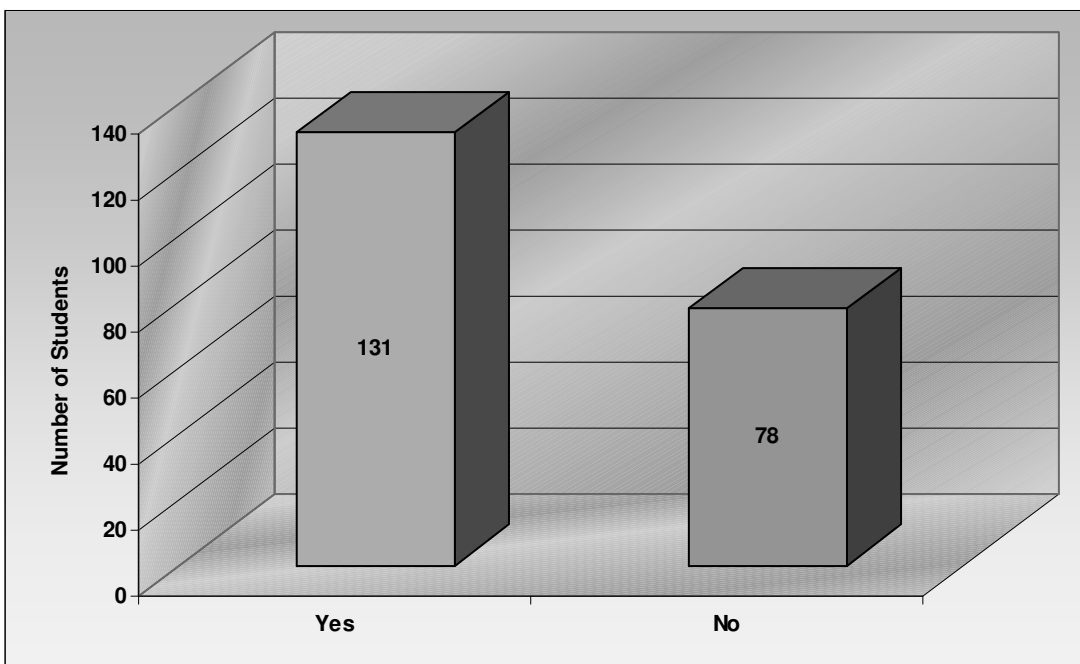


Table 6: Do you consider the roads safe?

The problems encountered by parents travelling to and from school included traffic congestion (21%), inconsiderate parking (18%) and cars dropping their children directly off into the road (17%). Other problems encountered included illegal parking (14%), speeding vehicles (11%) cars performing 3 -point turns near the school gates (10%) and dangerous road crossings (9%).

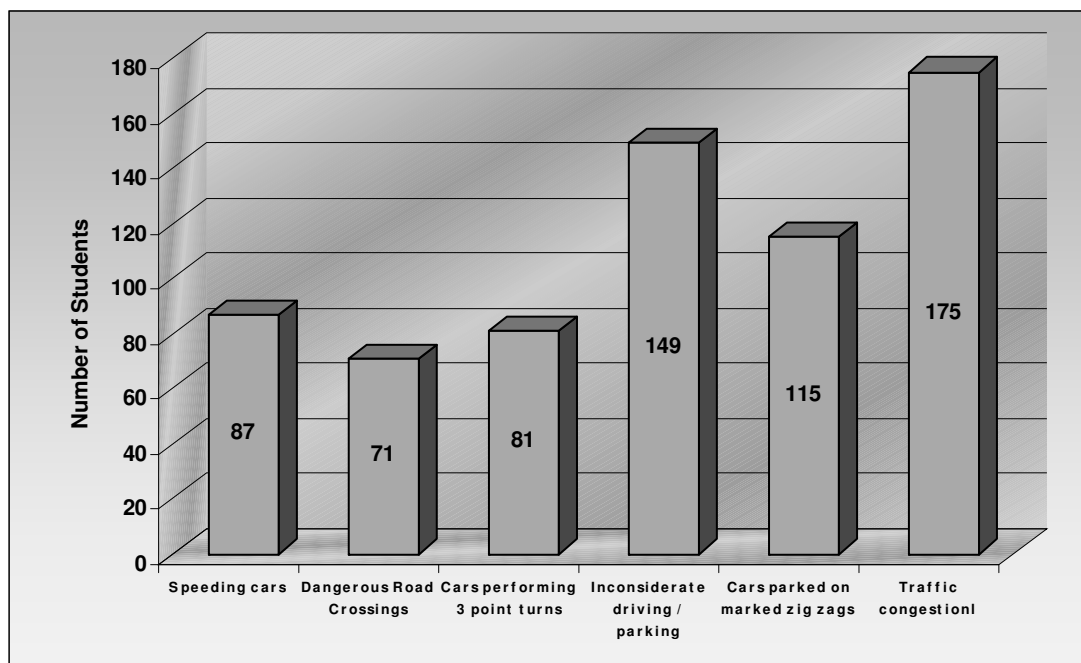


Table 7: Problems encountered on the routes to and from school

Those parents that did not allow walking to school were asked to give reasons for their decision. As expected, the main reason was that of distance (65%), the argument being that it was too far for them to consider walking as an option. This, however, does not mean that driving part way and walking the rest of the way, is out of the question. Other reasons given for not walking included 14% suggesting that they would not allow their child to walk alone, implying that they are too busy to walk with their child. 11% of parents considered the roads too unsafe to consider walking whilst 9% thought the lack of suitable road crossings the reason.

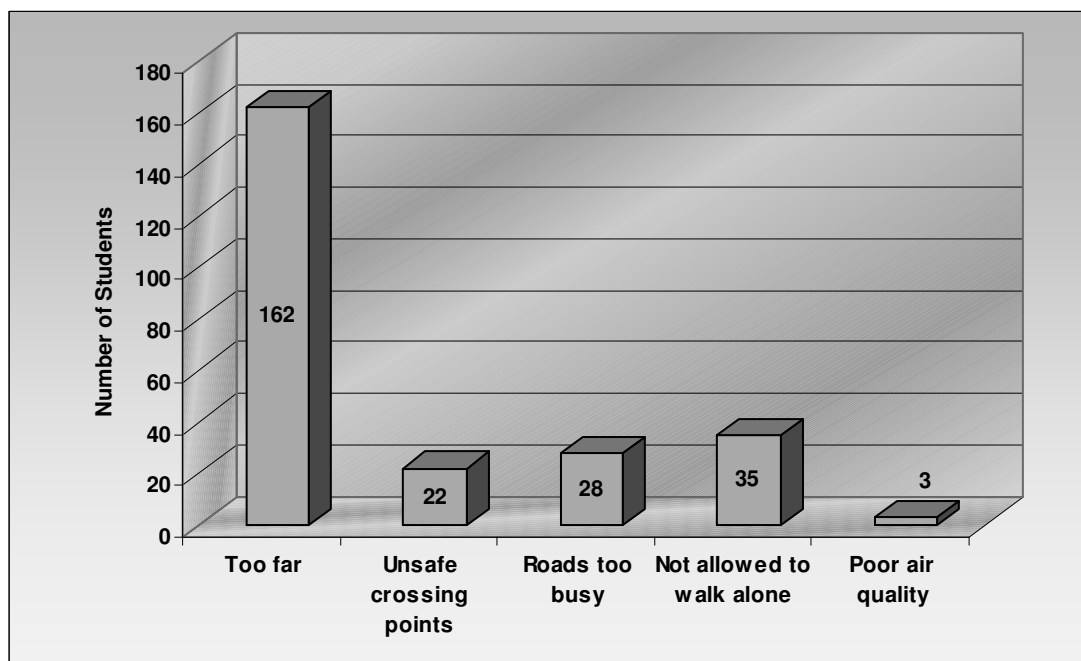


Table 8: Why does your child not walk to school?

Suggestions given by parents for overcoming their reluctance to drive were varied and again, a large number of parents indicated that as they lived too far away to walk, nothing could persuade them to give up the car. Other suggestions included slower car speeds (12%), better road crossings (11%) and road safety training for their children (8%).

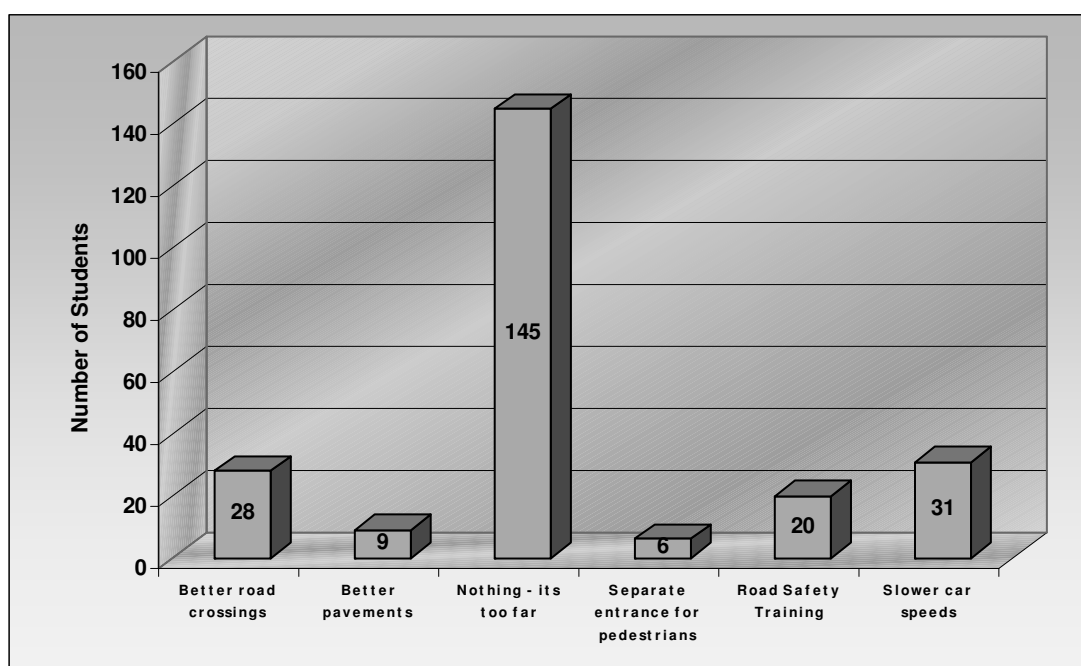


Table 9: What improvements would encourage you to walk to school?

Similar questions were asked with regard to cycling to and from school. As with the walking issue, most parents considered distances a factor in preventing cycling. However, in this instance, only 34% of parents put forward this argument. Other reasons given included a lack of safe cycling routes (26%), the need for cycle training

(22%) and the fact that their children could not cycle (10%). This is encouraging as it suggests that cycling to school, once these obstacles are overcome, could be one method for reducing the dependency on car travel.

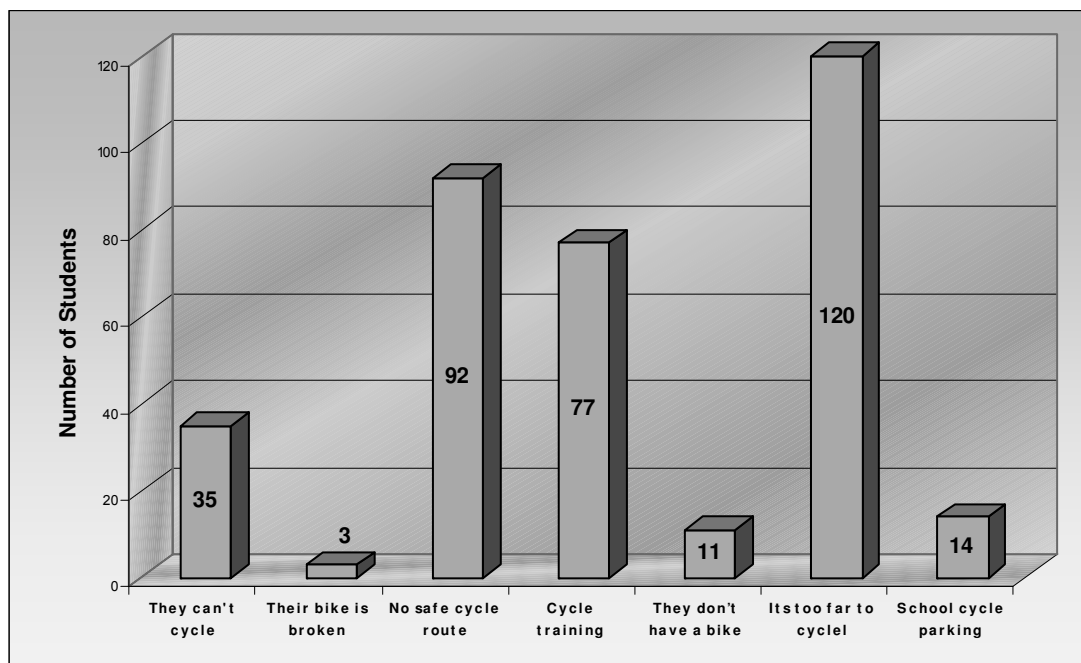


Table 10: Reasons given for not cycling

Those parents that did drive were asked to explain why they took that decision. As expected, 42% of parents considered the distance they lived from the school to be the overriding factor whilst a further 26% stated that they needed the car to go to work straight after the school run. Other reasons included poor weather (14%) and dark nights (10%).

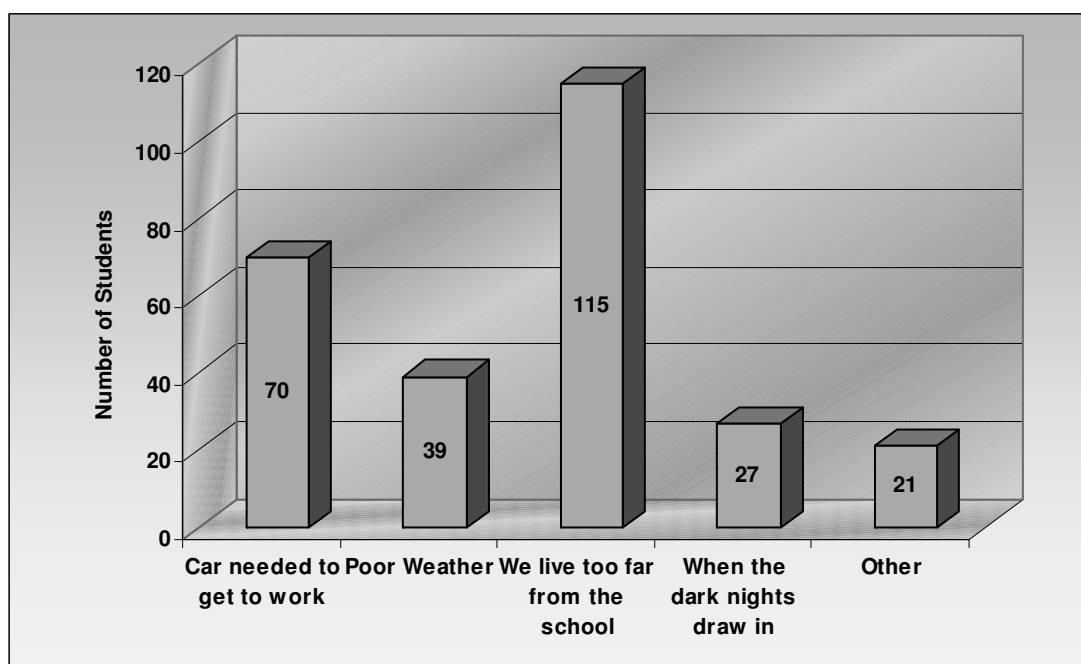


Table 11: Why do you use your car?

54% of parents who responded to the question asking if they would car share indicated that they would. This is a high response rate and suggests that car share is something the school must investigate as part of the School Travel Plan. 48% of parents agreed that they would be prepared to use a “ park and stride” facility with a further 35% indicating that they would be prepared to use such a facility some of the time. Again these are encouraging figures and should be further investigated in the School Travel Plan.

3. Staff Survey

As the staff also add to the general traffic in the vicinity of the school, they were also surveyed to see how they got to school and how they could be encouraged to make a modal shift.

113 members of staff were surveyed and asked how they got to school. 69% indicated that they drove to school with a further 10% using public transport, 6% car sharing, 4% walking and 3% cycling.

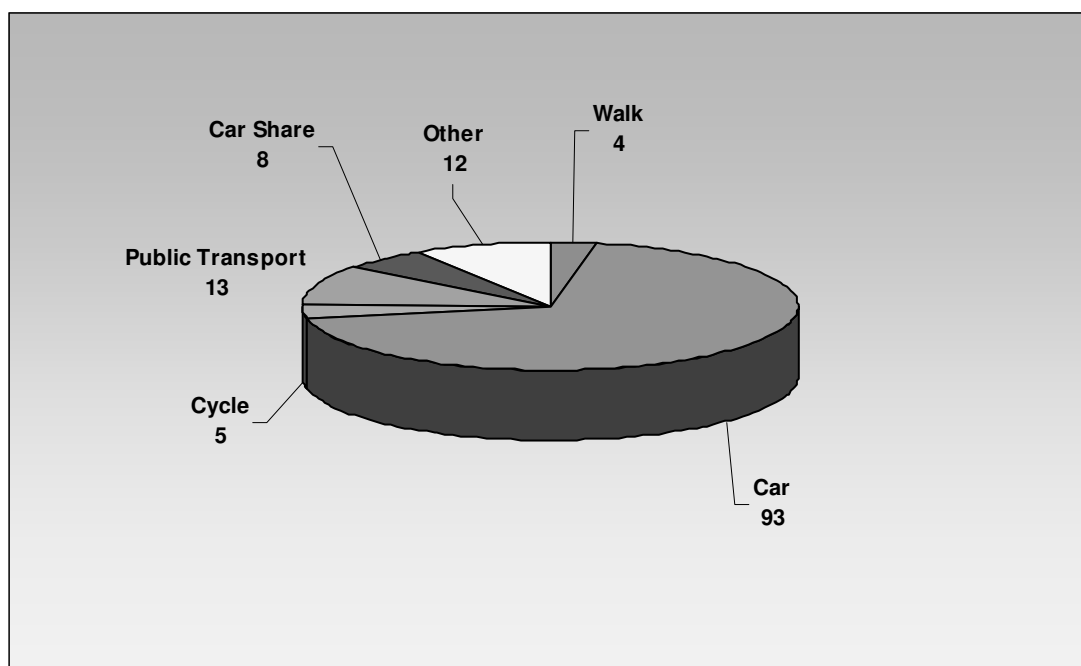


Table 12: How do you travel to school?

With regard to the distance that members of staff travel to school, 7% live within a mile with a further 39% living within 5 miles of the school. This does suggest that it is possible to look at the modes of transport used by staff with a view to reducing car travel.

It would be expected that most staff members would cite the distances needed to travel as being the main reason for using a car and this is the case, however, although this did constitute the main reason, it only accounted for 30% of responses. Other reasons for using the car included the convenience of the car 24% and the need to carry books and

other heavy equipment to and from school (21%). Staff also considered the need to transport others as part of the journey (12%) and the weather (7%) as factors in their decision.

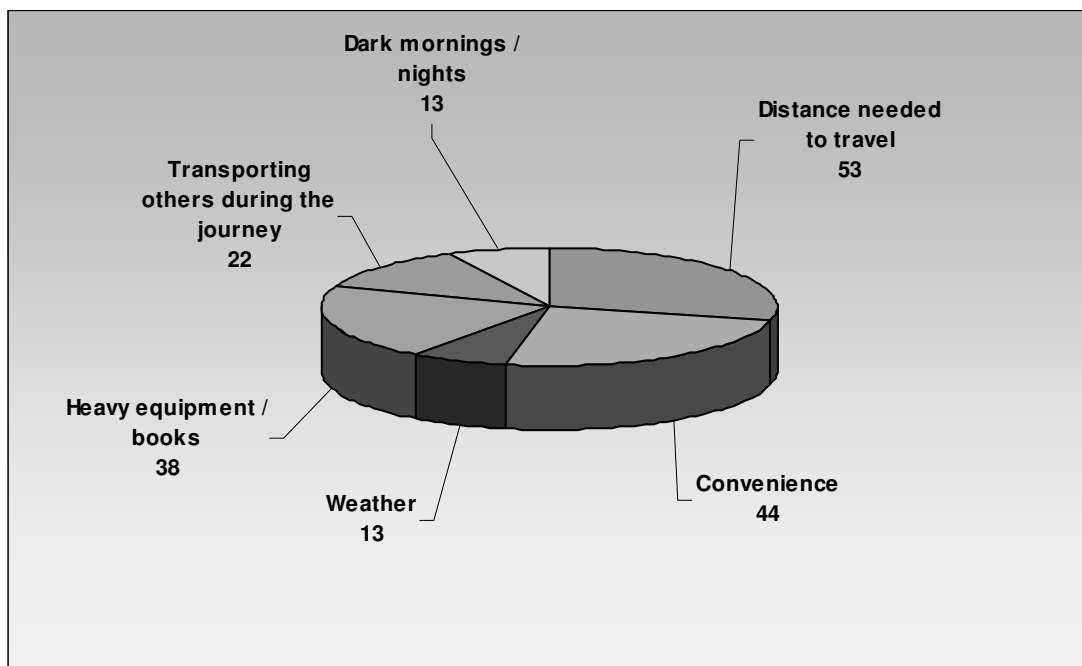


Table 13: Why do you use the car?

Members of staff were asked to indicate which alternative methods of travel, if any, they would be prepared to consider over the car. Interestingly, 40% suggested that they would be prepared to consider car sharing whilst 37% were prepared to look at public transport. Cycling 9% and walking 7% were also mentioned. The car share option is certainly something that the school could investigate through the School Travel Plan as is promotion of public transport.

Northwood College
School Travel “Action Plan”
2009

Objective 1: To improve safety for parents and pupils on the routes to school

Target: Reduce the pupils perception of danger on the routes to school by 10%

Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
1	20 mph zone in Maxwell Road	Andy Codd	Feasibility and design work by March 2010	Designs and consultation complete	Designs on file ready for implementation	March 2010	Andy Codd	LBH Traffic Engineers	TfL LIP Allocation
2	Reduce the instances of illegal parking	Andy Codd	March 2010	Reduction in illegal parking	Number of PCO visits and PCN's issued	March 2010	LBH Parking Control Management	LBH PCO's to attend site	None
3	Safe crossing of Maxwell Road close to the school	Andy Codd	Feasibility and design work by March 2010	Designs and consultation complete	Designs on file ready for implementation	March 2010	Andy Codd	LBH Traffic Engineers	TfL LIP Allocation
4	Hold Road Safety training sessions	Senior School – Liz Skelton Junior School – Simon Sandys & Elaine D'Souza	December 2009	100% of pupils receive road safety training	Record of training in school files	December 2009	Senior and Junior School Head Teachers	LBH Road Safety team to attend school	None

Objective 2: Reduction of car use for the journey to and from school									
Target: Reduce the number of car journeys to and from school by 10%									
Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
1	Initiate a "drop & go" in Green Lane car park	Andy Codd	Feasibility and investigation December 2009	Designs ready for implementation	Designs on file	December 2009	Andy	LBH Engineers to design scheme	TfL LIP Allocation
2	Investigate the use of car share for pupils and staff	Senior and Junior School Head Teachers	March 2010	Decision made to promote car share	Car share file kept within school records	March 2010	Senior and Junior School Head Teachers	LBH to provide details of web sites	None
3	Cycle proficiency training for all pupils who wish to participate	Senior School – Liz Skelton Junior School – Simon Sandys & Elaine D'Souza	July 2010	All pupils who wish to participate have had the opportunity to do so	Issue of certificates	July 2010	Senior School – Liz Skelton Junior School – Simon Sandys & Elaine D'Souza	LBH Road Safety team to attend school	None
4	Cycle storage	School Bursar (when appointed) and Head	March 2010	Erection of cycle storage	Observation	March 2010	School Bursar	TfL Cycle Team to provide storage	Mayor's Cycle Grant

Objective 2: Reduction of car use for the journey to and from school									
Target: Reduce the number of car journeys to and from school by 10%									
Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
5	Participate in WOW	Senior School – Liz Skelton Junior School – Simon Sandys & Elaine D'Souza	September 2009 start for Junior school and younger Senior school years.	10% Reduction in car use to and from school	Issue of WOW badges monthly	September 2009 and every month thereafter	School Council	LBH to provide WOW resources	TfL LIP allocation
6	Investigate use of footpath via Myrtleside Close as pedestrian only access	Andy Codd and School Bursar	March 2010	Decision made regarding pedestrian entrance	Decision records on file	March 2010	School Bursar and School Head	LBH Departments input	STP Grant & TfL LIP allocation

Objective: Promote the School Travel Plan to the whole school community

Target 3: The Travel Plan is available to all members of the school community

Action		Responsible Person(s)	Timescale	Success Criteria	Monitoring and Evaluation			Resources Required	
No.	Description				Method	Timescale	Responsible Person(s)	Requirement	Funding
1	Place a copy of the STP on the school Web Site	Muna Ausat	April 2009	STP available on school website	Observation and use	April 2009	Muna Ausat	Space allocation on web site	None
2	Distribute STP Action Plan to all parents and pupils	Senior and Junior Head Teachers	April 2009	Action Plan distributed	Copy of newsletter on file	April 2009	Senior and Junior Head Teachers	Copies of action plan printed and distributed	None
3	Provision of an environmental notice boards	Eco Committee, NCPA and School Councils	July 2009	Notice boards being used	Observation and use	July 2009	Eco Committee, NCPA and School Councils	Provision of notice boards	STP Grant
4	Distribute Action Plan to residents and invite comments	Muna Ausat	July 2009	Action Plan distributed	Copy of letter on file and responses recorded	September 2009	Muna Ausat	Copy of action plan provided	None

Risks to implementation

Risks to implementation of the above actions include a failure for engineering schemes to pass initial feasibility studies or, at a later date, to reach final implementation due to a failure to secure funding.

The car sharing scheme is subject to favourable acceptance by staff and parents alike although initial survey results show that there is interest in car sharing.

Monitoring and Review

- The School Travel Working Group will meet to monitor progress and consider whether activities need to be revised or new ones set in June 2009.
- The School Council will meet to discuss the STP in June 2009.
- The Governors will review the School Travel Plan progress in June 2009.
- The annual hands up surveys will be conducted by form teachers in October 2009.
- The annual review will be conducted in May 2010 by Jacquelyn Pain – Head Mistress, Janet Johnson – Junior School Head Mistress and Andy Codd – School Travel Advisor
- The three year re-write will be carried out in February 2012.
- The reviews will consider pupils travel needs arising from new developments in education and transport provision and that the STP will be revised to as necessary to take account of these.

Evidence of Consultation

The steering group responsible for writing the travel plan consisted of:

- Ruth Mercer – Head Mistress until January 2009
- Jacquelyn Pain – Head Mistress from January 2009
- Janet Johnson – Junior School Head Mistress
- Andy Codd – School Travel Advisor

Additional consultation was carried out with the school council in November 2008, the notes of which are included in Appendix 4.

The Governors have been informed of the STP process at various stages through their regular meetings. The issues affecting the school and the remedies put forward in the action plan have been addressed and approved.

Appendix 1

STP Survey Questionnaires

1. Pupils Hands Up Survey
2. Parents Survey
3. Staff Survey



Our School Travel Survey



To be completed by the whole class, by a show of hands

Date _____ School _____

Class _____ Year group _____

Number of pupils present _____ absent _____

The weather today is _____



How do pupils usually get to school?

(the main part of the journey - hands up for one option only)

Car Share * _____ Car _____ Walk _____ Bicycle _____

Bus _____ School Bus _____ Rail _____ Other _____

How would pupils like to travel to school?

(the main part of the journey - hands up for one option only)

Car Share * _____ Car _____ Walk _____ Bicycle _____

Bus _____ School Bus _____ Rail _____ Other _____



How would pupils describe the roads on their route to school?

Safe _____ Unsafe _____

Dangerous _____ Average or Ordinary _____

* Please ask for the number that Car Share first (ie share with other children other than those that live in their home)

School Travel Plan – Parents Survey

Please answer the questions below so we can find out how you usually get to and from school. This information will be used to compile a school travel plan. **To answer the question put a clear X in the box beside the right answer.** For questions where you need to write please answer clearly and in block capitals. Please use a **black pen**, as we will not be able to process your entry.

Where there is more than 1 child per family at the school, please tick one box per child.

Personal Details

Q1. What school does your child / Children go to?	
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Q2. How many children do you have at the school?	1		2		3		<3	
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Q3. Is / are your child/Children?	Male		Female	
--	------	--	--------	--

Q4. What school year is / are your child / children in?	
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Q5. What is your postcode?										
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Current Travel Patterns

Q6. How long does your journey <u>TO</u> school take?	Less than 10 mins		10 – 20 mins		20 – 30 mins		30 mins +	
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Q7. How long does your journey <u>FROM</u> school take?	Less than 10 mins		10 – 20 mins		20 – 30 mins		30 mins +	
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Q8. How does your child / children normally get <u>TO</u> school?									
Car		Car Share		Walk		Cycle		Bus	

Q9. How does your child / Children normally get home <u>FROM</u> school?									
Car		Car Share		Walk		Cycle		Bus	

Q10. Do you accompany your child / Children?	Yes		No	
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Q11. Do you consider the streets surrounding the school safe?	Yes		No	
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Q12. Do you encounter any problems on your journey to school?			
Speeding Cars		Inconsiderate Driving / parking	
Dangerous road crossings		Cars parking on marked zig zags	
Cars performing 3 point turns near the school gates		Traffic congestion in the vicinity of the school	
Cars stopping outside school to drop their children out of the car into the road			

Walking to School

Q13. If your child / Children does / do not walk to school, can you tell us why?									
Too far		Unsafe crossing points		Roads too busy		Not allowed to walk alone		Poor air quality	

Q14. If your child / children does / do not walk to school, what would make you encourage them to walk?			
Better Road Crossings		Separate entrance for pedestrians	
Better pavements		Road Safety Training	
Nothing – it's too far		Slower car speeds	
Pedestrian shelters for parents / carers waiting for children			

Cycling to School

Q15. Do you currently allow your child / children to cycle to school?	Yes		No	
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Q16. If no, can you tell us why? Tick as many answers that apply			
They can't cycle		They don't have a bike	
Their bike is broken		It's too far to cycle to school	
There is no safe cycle route from home to school		School cycle parking is not safe	
They need cycle training to be confident on the road			

Car Drivers Only

Please answer this section if you generally drive your children to school by car.

Q17. If you use the car, what are your reasons for doing so?			
The car is needed to get to work or for after school activities			
Poor weather		When the dark nights draw in	
We live too far from the school		Other	

Q18. If you drive your child / children to school, do you regularly take other children as well?	Yes		No	
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Q19. Would you be prepared to join a car-sharing scheme run by the school?	Yes		No	
---	-----	--	----	--

Q20. Do you find parking near the school a problem?	Yes		No	
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Q21. If suitable parking were available, would you be prepared to "Park and Walk" i.e. park away from the school and walk the rest of the way?					
Yes		Not practical		Maybe sometimes	

Areas of Concern

Please give details below of any particular places that you think are unsafe: (no safe place to cross, parking a problem, speeding cars etc)

Location and Problem:

1.	
2.	
3.	

Please use this space to comment on the proposal to develop a School Travel Plan, any concerns you have about the school journey and what measures you think should be considered to improve the school journey.

--

If you would like to be involved in representing parents on the School Travel Plan Steering Group or would like to volunteer to assist in running schemes such as a Walking Bus, please provide your contact details.

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School Travel Plan – Staff Survey

Please answer the questions below so we can find out how you usually get to and from school. This information will be used to compile a school travel plan. **To answer the question put a clear X in the box beside the right answer.** For questions where you need to write please answer clearly and in block capitals. Please use a **black pen**, or else we will not be able to process your entry.

Q1. How do you travel to school?

Walk		Public Transport	
Car		Car Share	
Cycle		Other	

Q2. How far from the school do you live?

About a mile		Less than 5 miles		More than 5 miles	
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Q3. If you drive to school, why do you use your car?

Distance needed to travel		Heavy Equipment / books	
Convenience		Transporting others during the journey	
Weather		Dark mornings / nights	

Q4. If you drive to school, which of the following would you consider?

Waking		Public Transport	
Car Share		Cycling	
Other			

Q5. How would you rate your journey to and from school?

Difficult		Just about ok		No problem at all	
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Q6. What would encourage you to use green transport to get to school?

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Appendix 2

Additional Comments made by Parents through the October 2008 surveys

Areas of Concern

- 1 Maxwell Road
- 2 Maxwell Road - traffic congestion, speeding cars, inconsiderate parking
- 3 Lights at Rickmansworth Road and Green Street - there is no option for crossing - new lights were installed
- 4 Green Lane - too busy
- 5 No safe places to cross
- 6 Children don't cross roads safely
- 7 Inconsiderate parking
- 8 Maxwell Rd - parking problem
- 9 No safe places to cross
- 10 Pedestrian crossing at Northwood tube station
- 11 No safe places to cross
- 12 Speeding cars and buses
- 13 Parents park on zig-zags, reducing visibility when crossing
- 14 Green Lane - dangerous driving
- 15 Buses sometimes speed and cause great congestion
- 16 Maxwell Road - very big parking problem, buses coming from both directions causing congestion
- 17 No safe place to cross
- 18 No lollypop lady
- 19 Insufficient parking
- 20 Not safe to cross near school
- 21 Parking is an enormous problem - parents have a complete disregard for double yellow lines and zig-zags. Existing restrictions need to be strictly enforced
- 2 No safe places to cross
- 23 Maxwell Road - speeding cars
- 24 Parking is a problem
- 25 Should be a pedestrian crossing outside school entrance
- 26 Zebra crossing too far from the school entrance
- 27 Traffic congestion outside both entrances
- 28 Unsafe outside school gates due to bad parking
- 29 Speeding cars on Rickmansworth Road and Maxwell Road
- 23 Congestion and inconsiderate driving close to school
- 24 Parents opening doors on the roadside to allow children to leave car - v. dangerous
- 25 Difficult to cross Maxwell Road
- 26 There should be a drop-off zone. Parking should be banned during busy times
- 27 2-way traffic in Marsh Lane in Pinner creates congestion - should be 1-way
- 28 Speeding
- 29 Maxwell Road - too much traffic both ways, too congested
- 30 Maxwell Road - bad drivers
- 31 Lorries on Green Lane and Maxwell Road at peak times make traffic even worse
- 32 Crossing Rickmansworth Road
- 33 No safe place to cross
- 34 Maxwell Road - speeding cars
- 35 Dangerous crossing Rickmansworth Road
- 36 Parents parking on zig zag lines
- 37 No crossing on Maxwell Road
- 38 Crossing Maxwell Road and side streets
- 39 Cars parking on zig zag lines

- 40 Maxwell Road - unsafe to cross, bad driving/parking
- 41 Where the coaches park
- 42 Green Lane - no safe crossing
- 43 Maxwell Rd and Green Lane junction
- 44 Speeding cars
- 45 Poor parking
- 46 School coaches cause congestion
- 47 No safe crossing
- 48 Lack of parking spaces
- 49 Parking in Maxwell Road
- 50 Buses cause congestion at peak times. Four wheeled drives should be banned.
- 51 Lack of crossings - no safe place to cross
- 52 Parking problem
- 53 Maxwell Road - no safe place to cross
- 54 Parking a problem outside school - often dangerous with cars pulling out without looking
- 55 Parking a problem on Maxwell Road
- 56 Speeding cars
- 57 Drivers not looking when kids are crossing the road
- 58 Rickmansworth Road - no safe place to cross
- 59 Eastbury Rd and Green Lane - dangerous
- 60 Inconsiderate and dangerous driving
- 61 Crossing road near school gates is dangerous
- 62 Coaches should be parked in a different place - impossible for coaches, buses and cars to use Maxwell Rd at the same time
- 63 Inconsiderate drivers

Comments

- 1 Turn Maxwell Road into one-way during school times
- 2 Secure drop-off area
- 3 Increase the frequency of buses during school hours
- 4 Lower speed limits. Stricter measures for improper parking. Re-route the bus.
- 5 Lower speed limits or speed bumps. Crossing needed outside school entrance.
- 6 Car sharing is often impractical for most school journeys as the cars is already occupied by the driver and 2 children
- 7 More traffic wardens at peak times
- 8 There needs to be more parking facilities for parents to pick up kids
- 9 If there was a school bus pick up service this would alleviate a lot of the problems
- 10 Coaches for the school should be accommodated in the school grounds
- 11 Stagger school finish times
- 12 Buses/lorries/vans should be allowed on Maxwell Road at peak times. Northgate should be one-way
- 13 Parking on zig-zags should result in instant fines
- 14 The school should offer a car share scheme database so that parents who want to car share can get details of other suitable parents
- 15 Make Maxwell Road one-way
- 16 There should be a secure bicycle shed
- 17 Road traffic congestion and car parking are huge problems; it might be worth staggering school start and finish times for different years
- 18 Open second entrance to junior school - currently only workmen have access and would share traffic out more evenly

- 19 School uniforms need to incorporate reflective strips - all very dark and not very visible.
- 20 Make the road a voluntary one-way street during school hours
- 21 As a working parent, any help in indentifying and making other options would be welcome
- 22 Traffic light controlled crossing near the school

Appendix 3

Additional Comments made by Staff through the October 2008 surveys

Less work to take home
 Direct tube or bus route
 Reliable and frequent public transport
 Fewer books to carry. Car share scheme
 Travel allowance for using public transport
 Convenient public transport. Less books to carry
 More direct public transport
 If it worked out financially in my favour - at the moment it does not
 Availability and frequency
 Nice weather
 Punctuality
 Much better public transport from where I live
 Free public transport
 Subsidised public transport
 It's too far and too many changes on public transport
 Cheaper transport fares
 Reliable public transport
 Reliable public transport
 Subsidised public transport
 Quicker more convenient public transport
 Subsidised public transport
 I can't think of any other way, due to drop-offs and timing#
 Door to door service
 A direct train journey. Bike storage for staff
 I would cycle if the roads were safer
 Nothing - car is quickest and easiest
 Easier public transport system
 I have used the tube for 6 years, as I am part-time it is ok but help with the cost of a travel card would be the biggest incentive. What about parking charges to subsidise this?
 More frequent train service
 Cheaper public transport. Less books to carry
 Changing rooms/shower facilities/locker available on site. Secure parking for bicycle.
 More frequent bus service
 Reasonable cost of public transport
 Simple, frequent bus route and no books to carry
 Free school bus ride in!
 I drive a hybrid car
 Flexible working hours
 A better bus service
 When I don't need to collect or drop off my kids I am more than happy to walk or cycle
 Living closer
 More frequent and reliable buses and less to carry
 Subsidised tube fares. Lift share scheme
 A more convenient public transport system
 Help with cost of buying a decent bike

Appendix 4

Additional Comments made by the School Council on 12th November 2008

Suggestions that were put forward by the students include:

1. Car sharing
2. Cycle sheds / lockers / panniers
3. Cycle routes in roads surrounding the school
4. Cycle time in PE
5. Geography tie in with other countries
6. Under use of coaches – linking in with other independents
7. Crossing problems on Maxwell Road
8. Use of Green Lane Car Park as “drop & go”
9. Year per day parking in Maxwell Road
10. Use of older years to chaperone youngsters from “drop & go”

