LPH UK 1 LTD (LYSARA)
HEATHROW FLIGHTPATH CAR PARK
BATH ROAD, SIPSON UB7 0DU

TRANSPORT ASSESSMENT

SEPTEMBER 2025

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Project Code:	**LHeathrow**
Prepared by:	**CC/KC**
Approved by:	**AP**
Issue Date:	**17th September 2025**
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Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750508 Fax 01483 750437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

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Appendices

1 Introduction

1.1 Mayer Brown have been instructed by Lysara to prepare this Transport Assessment (TA) in respect of the proposed redevelopment of the Heathrow Flightpath Car Park, located in Sipson, in the London Borough of Hillingdon (LBH).

1.2 The proposals seek to provide an Electric Vehicle (EV) charging station consisting of up to 185 commercial EV car parking spaces including accessible EV spaces alongside accompanying welfare facilities and solar canopies above the parking areas. The charging station is to come forward in two phases.

1.3 Welfare facilities include a food and beverage (F&B) drive-thru unit to provide refreshments for those using the EV charging station, which would also be available to passing trade on the A4 Bath Road. The F&B unit proposes 10 car parking spaces and these would be non-EV.

1.4 The site is located just north of the A4 Bath Road and to the east of Sipson Way and currently provides long stay car parking for Heathrow Airport. The car park is currently operated by Maple Parking.

1.5 The proposals seek to provide direct vehicular access from the site onto the A4 Bath Road in the form of a simple left-in / left-out junction, which is currently under construction. The access was secured under application ref: 41632/APP/2021/1301 and implementation was confirmed under application ref: 41632/APP/2024/847.

Planning History

1.6 In 2002, an application for a left-in / left-out junction at the site was submitted (reference 41632/APP/2002/147), which was subsequently secured at planning appeal (reference APP/R5510/A03/1125/426). The proposed changes to the access achieved planning consent at the appeal with full support from the Local Planning Authority and the Planning Inspectorate. Statutory objections were received from Transport for London (TfL) which were dismissed by the Inspector.

1.7 Despite achieving planning consent, the A4 Bath Road access was not implemented, and the planning permission lapsed.

1.8 Subsequently, in 2010 an application was submitted to renew the permission for the access onto the A4 Bath Road (application reference 41632/APP/2010/2301). This application was approved on the 4th February 2011, however the access was again not implemented and so the permission lapsed in 2014.

1.9 More recently in 2018, a pre-planning advice application was made (reference 41632/PRC/2018/249), in relation to a new vehicular access for the NCP car park identical to that previously approved in February 2011.

1.10 Consistent with the previous applications which ultimately gained consent, TfL objected to the proposals. In a letter dated 24th September 2018, they outlined their transport related concerns, which were fully addressed in a Mayer Brown Transport Statement dated 26th May 2021, that was submitted with the planning application (reference 41632/APP/2021/1301). This application was subsequently approved on 28th June 2021.

1.11 The most recent planning application was submitted on 22nd July 2022 (reference 41632/APP/2022/2301) for the demolition of the existing car park and redevelopment for industrial (Use Class B2); storage or distribution (Use class B8); and/or light industrial (Use Class E(g)(iii)) purposes, with ancillary office space, landscaping, car parking, servicing and access arrangements. This application was withdrawn on the 1st November 2023.

1.12 The EV charging station scheme has been subject to pre-application consultation with LBH and, in response to the comments from LBH Highways, the revised scheme provides increased separation between the access from Bath Road and the proposed access to the F&B unit. A dedicated ingress lane to the F&B unit is also provided, which is separate from the ingress to the EV charging station.

1.13 In-line with the proposed scope in the Transport Technical Note dated 14th February 2025, as included with the pre-application submission, this TA is structured as follows:

- Transport Planning Policy;
- Site Location and Existing Conditions;
- Development Proposals;
- Trip Attraction Assessment;
- Impact Assessment; and
- Summary and Conclusions.

2 Transport Planning Policy

2.1 This section examines transport policies and seeks to demonstrate that the proposed development accords with the relevant objectives. Consideration is given to national, regional and local guidance.

National Planning Policy Framework (NPPF)

2.2 The revised National Planning Policy Framework was updated in December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

2.3 In respect of Transport, Section 9 of the NPPF relates to 'Promoting sustainable transport' and 'Considering development proposals'. In particular, paragraphs 115-118 state:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.* (NPPF 2024, Paragraph 115)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. (NPPF 2024, paragraph 116).

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus

or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.* (NPPF 2024, paragraph 117)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored". (NPPF 2024, paragraph 118).

2.4 A draft Travel Plan Statement will be submitted alongside this TA.

Regional and Local Policy Documents

The London Plan (March 2021)

2.5 The London Plan is the overall strategic plan for London, and forms part of the development plan for London boroughs. In March 2021, the new London Plan was published.

2.6 Chapter 10 relates specifically to transport, focusing on reducing the need to travel, improving the capacity and accessibility of public transport, walking and cycling, and supporting measures that encourage shifts to more sustainable modes.

2.7 Policy T1 (Strategic approach to transport) states:

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

2.8 The site has a high level of connectivity internally and facilitates pedestrian travel to local bus stops, making public transport accessible.

2.9 Policy T2 (Healthy Streets) states:

"Development Plans should promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities."

2.10 The development will provide a connection to existing pedestrian and cycle routes in the area, as well as adjacent bus stops. The planning application includes an Active Travel Zone (ATZ) assessment, which considers key routes to local bus stops, West Drayton town centre and rail station, and the strategic cycleway network (Regional Cycleway Q16 to the north of the site), with respect to Healthy Streets indicators.

2.11 Policy T3 (Transport capacity, connectivity and safeguarding) says that *"Development Plans should appropriately safeguard the schemes outlined in Table 10.1"*. This includes the provision of EV charging infrastructure.

2.12 Policy T5 (Cycling) states that developments should provide appropriate levels of cycle parking which should be fit for purpose, secure and well-located, in accordance with minimum standards. Details of the relevant cycle parking standards are set out in Section 4 of this TA and the compliance of the proposed development in relation to the standards is assessed.

London Borough of Hillingdon Local Plan January 2020

2.13 The LBH Local Plan was adopted in January 2020 and sets out Borough-wide planning policies, site allocations and land designations.

2.14 Policy DMT1: Managing Transport Impacts states that *"Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:*

"i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network."

2.15 Section 3 of this TA will demonstrate that the proposed development will be readily accessible by public transport and active travel modes. Details of connectivity for pedestrians and cyclists and the provision of cycle parking storage facilities will be provided in Section 4.

Transport Planning Policy in Relation to Proposed Development

2.16 National, regional, and local planning policy has been consulted in relation to the proposals described in this assessment.

2.17 This assessment ensures the development proposals are compliant with NPPF, The London Plan, and the LBH Local Plan, namely:

- The potential impact of the proposed development has been assessed in terms of net trip generation, providing estimations of how many vehicle trips will be added to or removed from the local transport network;
- Implementation of a Travel Plan for the F&B unit will encourage the use of sustainable modes of transport and minimise the traffic impact of the development;
- Public transport services have been identified for the benefit of future site users;
- Local pedestrian and cycle routes have been identified for the benefit of future site users along with potential improvements to pedestrian infrastructure to encourage active travel to and from the site; and
- The development has been designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3 Site Location and Existing Conditions

3.1 The application site currently provides long stay car parking for Heathrow Airport travellers, and is located immediately north of the A4 Bath Road, east of Sipson Lane and west of where the M4 spur road.

3.2 The site location in relation to the surrounding highway network is provided in **Figure 3.1** below.

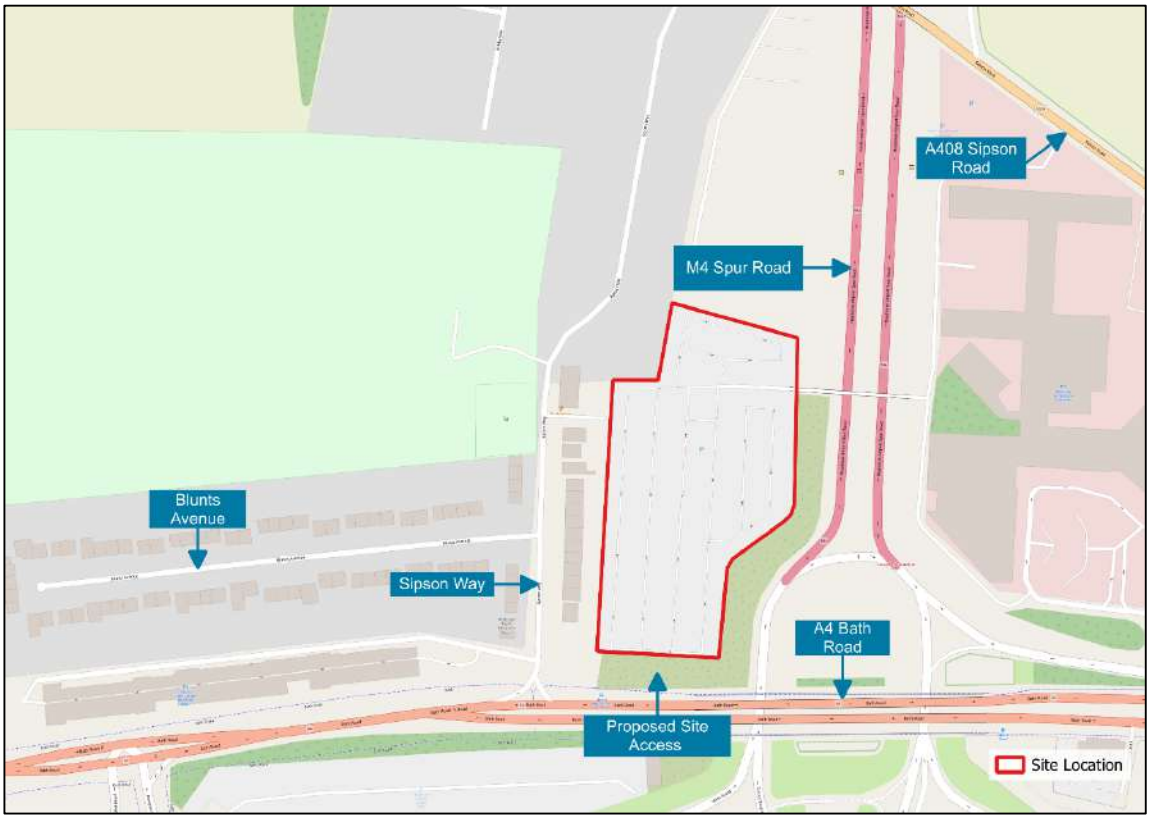


Figure 3.1: Site Location

Existing Access and Adjacent Highway

3.3 The primary access to the site is currently via a narrow bridge over the M4 spur road. This is accessed via a service road that runs adjacent to the western side of the Park Inn Radisson Hotel. Access to the Radisson Hotel is gained from the Sipson Road / A4 Bath Road / Nene Road/ M4 Spur signal junction and a priority junction on the A408 Sipson Road.

3.4 A secondary access onto Sipson Way is located on the western boundary of the site. This is currently used primarily as an exit by the current car park operator.

3.5 The A4 Bath Road is a primary route into London and also serves as a major distributor to London's Heathrow Airport. Adjacent to the site, the Bath Road is a dual carriageway with a central reserve. Along the site frontage in an eastbound direction there is a combined bus, cycle and taxi lane as well as a single traffic lane. On the westbound carriageway there are two all traffic lanes. Adjacent to the eastbound carriageway is an off-road shared footway / cycleway facility.

3.6 Street lighting is provided on this section of Bath Road and the carriageway is subject to a 50-mph speed limit. The A4 has been designated a Red Route Clearway, with no stopping allowed in this area.

3.7 Approximately 50 metres prior to the signal junction of the Bath Road with Sipson Road, the eastbound bus/cycle/taxi lane ends and three lanes are provided at the stop line. These comprise a dedicated right turn lane to Nene Road, a dedicated ahead lane to Bath Road and a combined ahead and left turn to Bath Road and Sipson Road. Adjacent to the western arm of Bath Road at this junction is the M4 spur off-slip which comprises two lanes.

3.8 The Sipson Road arm of this signal junction comprises a single all movements lane, while the eastern Bath Road arm comprises a dedicated right turn lane, a dedicated ahead lane and a combined ahead and left turn lane. Nene Road, the southern arm of this junction comprises three lanes, a left turn, right turn and ahead lane. Bath Road and Nene Road arms feature dedicated cycle waiting boxes at the traffic lights.

3.9 Sipson Way bordering the west of the site serves primarily residential units and is subject to a 30mph speed limit. Sipson Way is a controlled-parking zone between 8am and 10pm on all days and parking along the majority results in sections working as a single lane. The carriageway and footway are subject to regular street lighting.

Accident Data

3.10 Accident statistics have been obtained from Transport for London covering the section of Bath Road immediately adjacent to the site and Sipson Way for 36 months prior to the end of July 2024.

3.11 As shown in **Figure 3.2**, only 4 incidents were recorded, and the analysis found a very low severity of collisions, with no accidents being recorded as serious or fatal (which are identified with blue dots and red dots respectively) and all incidents were recorded as slight (green dots). There was one slight incident recorded at the junction of Simpson Way. The full TfL output is included in **Appendix A**.

3.12 Two slight accidents were recorded on Bath Road on approach to its signal junction with Sipson Road and Nene Road. The final incident was recorded as slight in the middle of Sipson Way near the crossing into Blunts Avenue.

3.13 In the study area, only one accident involved a pedestrian and this was recorded as slight. This was described as occurring on Sipson Way, near the junction with Airport Gate.

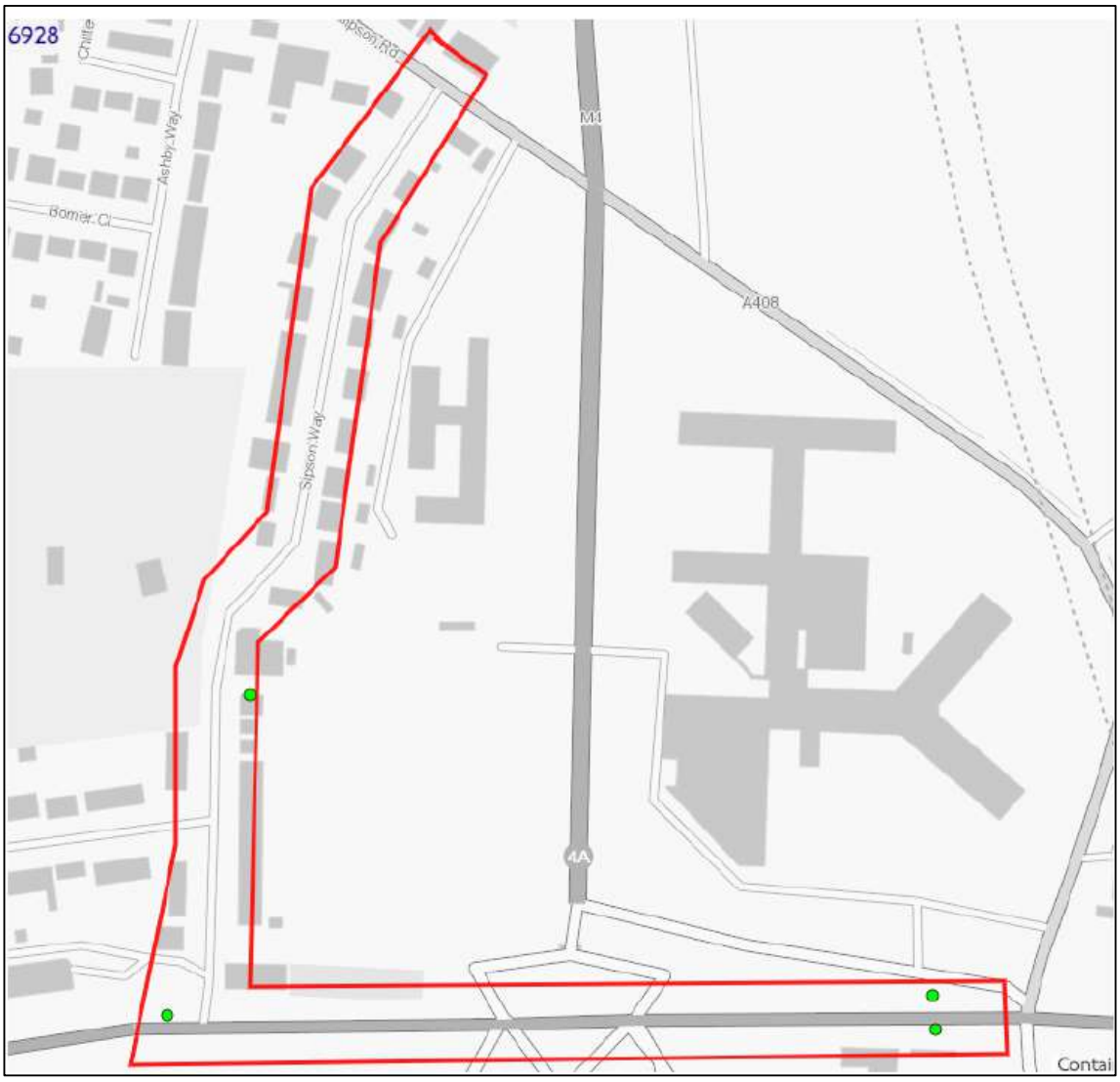


Figure 3.2: Location and Severity of Collisions

3.14 The development proposals are unlikely to materially affect the low level of accidents recorded on the local highway network, with further detail on traffic impacts is provided in Section 6 of this TA.

3.15 This section sets out an ATZ Assessment, which has been used to inform a Healthy Streets Assessment (HAS) as set out later in this section of the report.

3.16 An ATZ assessment requires identification of high priority active travel destination groups around the development site, which includes the nearest bus stop, rail station and town centre. The linking routes are then identified along with any KSIs (road accidents with severity of killed or seriously injured).

3.17 To support TfL's Vision Zero approach, changes should then be considered to make an area safer for the clusters of KSIs (meaning one or more 'Killed' and/or two or more 'Seriously Injured') along key routes that have been identified in the ATZ assessment.

3.18 The ATZ assessment for pedestrians is considered in the text below. This is a reduced form compared to a full 'map version' ATZ assessment, however, conveys the key information about the local pedestrian infrastructure and identifies any areas of substandard infrastructure.

3.19 The cycle network is accessed from adjacent to the site on Bath Road and so an ATZ assessment for cyclists is not considered necessary.

Local Pedestrian Infrastructure

3.20 The application site benefits from connection to the adjacent pedestrian infrastructure, on Bath Road, which features footways of good width on both sides of the carriageway and regularly spaced street lighting.

3.21 Bath Road features an informal shared crossing facility approximately 50m west of the site access and a controlled crossing approximately 280m east of the site access, which benefit from dropped kerbs and tactile paving.

3.22 Pedestrian accessibility to the bus network from the site is achievable from bus stops on Bath Road, namely Sipson Way Blunts Avenue stop which is adjacent the site and 8 frequent services run from this location.

Pedestrian Route Audit

3.23 A qualitative desktop route audit of footway, crossing provision and other features between the site and key destinations of the nearest bus transport stops (Bath Road), nearest train station (West Drayton) and the nearest town centre (West Drayton) has been carried out with the findings set out in **Tables 3.1 to 3.4** respectively.

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features
Bath Road	South edge of site to Sipson Way Blunts Avenue Bus Stop	Wide paved footway in adequate condition with street lighting.	N/A	Trees, bollards

Table 3.1: Pedestrian Route Audit – Site to Bath Road Eastbound Bus Stop

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features
Bath Road	South edge of site to Bath Road crossing	Wide paved footway in adequate condition on north side of Bath Road with street lighting present.	Dropped kerbs, tactile paving in good condition and advanced cycle stop lane at controlled crossing at junction (north side)	Trees, barrier between footway and carriageway, bridge
Bath Road	North side of Bath Road to south side of Bath Road	Standard width paved footways in adequate condition on north and south side of Bath Road as well as crossing island with street lighting present.	Dropped kerbs and tactile paving in good condition at Bath Road crossing (south side)	Trees, railing separating pedestrians from road at crossing point
Bath Road	Bath Road crossing to Sipson Road (Stop BP) bus stop	Wide paved / bricked footway in adequate condition on south side of Bath Road with street lighting present and highways barrier.	Dropped kerbs	Bus stop shelter and seating, flagpole and public house

Table 3.2: Pedestrian Route Audit – Site to Bath Road Westbound Bus Stop

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features
Bath Road	Southern edge of site to corner of Bath Road and Sipson Way	Paved footway of adequate width in good condition with street lighting.	N/A	Trees
Sipson Way	Bath Road to Sipson Road	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs and tactile paving	Sipson Recreation Ground provides alternative route and places to stop and rest, and surrounding vegetation lining the road
Sipson Road	Sipson Way to Ashby Way crossing	Standard width tarmac footway in good condition	Dropped kerbs with tactile paving at Ashby Way in adequate condition	Tree lined verges, bus stops with shelters and a bin (stop BE and BH)
Sipson Road	Ashby Way to Chitterfield Gate crossing	Standard width tarmac footway in good condition	Dropped kerbs in poor condition	active frontages

Sipson Road	Chitterfield Gate to Sipson Close crossing	Wide tarmac footway in good condition with street lighting	Dropped kerbs and tactile paving in adequate condition	Active frontages and vegetation on verge
Sipson Road	Sipson Close to Hollycroft Gardens crossing	Standard width tarmac footway in adequate condition	Dropped kerbs but no tactile paving	shops, active frontages and streetlights
Sipson Road	Hollycroft Gardens to Hollycroft Close crossing	Standard width tarmac footway in adequate condition	Dropped kerbs but no tactile paving	Trees in verge, active frontages and bus stops (Sipson Close) with flagpole
Sipson Road	Hollycroft Close to Harmondsworth Lane crossing	Standard width tarmac footway in adequate condition with street lighting	Zebra crossing with tactile paving, dropped kerbs and pedestrian island in adequate condition at mini roundabout to cross over Sipson Road	Trees providing shade, church, pub
Sipson Road	Harmondsworth Lane to Russell Gardens crossing	Narrow to standard width tarmac footway in adequate condition with street lighting	Dropped kerbs but no tactile paving	Bus stop with seating and flagpole. Vegetation on verge
Sipson Road	Sipson Road to industrial site access crossing	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs, no tactile paving	Bus stop with shelter, seating, flagpole and bin
Sipson Road	Industrial site to Holiday Inn crossing	Standard width tarmac footway in adequate condition with street lighting	Zebra crossing with dropped kerbs and tactile paving in good condition	Pub with outside seating, bus stop and shelter
Sipson Road	Holiday Inn to Holloway Lane roundabout crossing	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs with tactile paving in poor condition. Pedestrian island with tactile paving	Vegetation and street lighting
Sipson Road	Holloway Lane roundabout to CCH site crossing	Standard width tarmac footway in poor condition with street lighting	Dropped kerbs in poor condition, no tactile paving	Vegetation providing some shade
Sipson Road	CCH site to CCH site crossing	Standard width footway in poor condition with street lighting	Dropped kerbs, no tactile paving	None

Sipson Road	CCH site to Sipson Road crossing via underpass	Standard width tarmac footway in adequate condition becoming poor to adequate paving from school with street lighting present	Dropped kerbs. Tactile paving present on eastern side of Sipson Road crossing	School, trees, wide verge, bench as a place of rest opposite school along with bin next to school
Sipson Road	Sipson Road to Keats Way crossing	Standard width paved footway in poor to adequate condition with street lighting	Dropped kerbs, no tactile paving	Tree lines verges providing shade on both sides of road
Sipson Road	Keats Way to Maxwell Road crossing	Standard width paved footway in poor to adequate condition with street lighting	Dropped kerbs and tactile paving in adequate condition	Trees
Sipson Road	Maxwell Road to Harmondsworth Road crossing	Standard width to wide footway in adequate condition with street lighting. Large stretches of this section are paved in poor to adequate condition. Cycle lane separate from the carriageway	Dropped kerbs and tactile paving in adequate condition. Controlled crossing with pedestrian island present.	Trees, bus stop (Maxwell Road) with shelter, seating and flagpole and local shops
Station Road	Harmondsworth Road to Constabulary Close crossing	Standard width tarmac footway in adequate condition with street lighting	Dropped kerbs and tactile paving in good condition	Trees providing shade and shelter. Cycle lane separate from carriageway
Station Road	Constabulary Close to Church Road crossing	Wide tarmac footway in good condition with street lighting and barrier separating footway from carriageway	Signalised crossing with dropped kerbs and tactile paving in good condition alongside advanced cycle stop lane. Pedestrian island present	Trees, adjacent park, bus stop with shelter, seating, flagpole and bin
Station Road	Church Road to Drayton Gardens crossing	Wide tarmac footway in adequate condition with street lighting	Dropped kerbs, no tactile paving	Trees
Station Road	Drayton Gardens to Swan Road crossing	Wide tarmac footway in good condition with street lighting. This section is partly paved towards Swan Road	Dropped kerbs and tactile paving in good condition. Pedestrian island present	Trees, flower beds, seating, town centre shops, bus stop with shelter, seating and flagpole

Table 3.3: Pedestrian Route Audit - Site to West Drayton Town Centre

Road	Link	Footway Provision	Crossing Provision	Other Facilities & Features
Station Road	Swan Road to Station Road crossing	Wide, paved footway in good condition with street lighting	Controlled crossing with dropped kerbs and tactile paving in good condition	Town centre, active frontage, and a bench to rest
Station Road	Station Road to Cherry Orchard crossing	Wide, paved footway in good condition with street lighting	Dropped kerbs and tactile paving in good condition	Town centre shops, bus stop and shelter with some street furniture
Station Road	Cherry Orchard to Warwick Road	Wide, paved footway in good condition with street lighting	N/A	Town centre shops. Bus stop with shelter, seating, bin and flagpole
Warwick Road	Warwick Road to Warwick Road crossing	Standard width paved footway in adequate condition with street lighting	Dropped kerbs and tactile paving in adequate condition	Town centre shops. Some street furniture
Warwick Road	Warwick Road to West Drayton Station	Standard width footway in adequate condition	N/A	Town centre shops, trees, seating, bin.

Table 3.4: Pedestrian Route Audit - Site to West Drayton Rail Station

Pedestrian Route Audit Summary

3.24 Based on 2024 desktop observations, **Tables 3.1 to 3.4** show that there is generally good pedestrian infrastructure between the site and the key destinations considered in the audit. The footways are generally tarmac surfaced and in adequate condition with paved footways around Cherry Lane Primary School, local shopping areas and West Drayton town centre, which vary in quality and in poor condition in places. However, footway surfacing and the upkeep of existing crossing infrastructure is considered a highway maintenance issue rather than a deficiency in pedestrian infrastructure.

3.25 In the audit, a number of side road crossing points along the routes considered have dropped kerbs but are missing tactile paving. These areas are identified below.

Site to Bath Road Bus Stops

3.26 Between the site and the Bath Road bus stops, the footways are generally in adequate condition with controlled pedestrian crossing facilities in adequate condition at the Bath Road crossing providing access to the westbound bus stop. Safety measures such as a central reserve and metal barriers lining the footway allow for the safe permeability of pedestrians wishing to use the footpath.

Site to West Drayton Rail Station

3.27 Between the site and West Drayton town centre, the audit has identified deficiencies in crossing provision at the following locations:

- No tactile paving at Sipson Road / Hollycroft Gardens junction;
- No tactile paving at Sipson Road / Hollycroft Close junction;
- The absence of tactile paving at Sipson Road / Russell Gardens junction;
- No tactile paving at industrial site access onto Sipson Road;
- The absence of tactile paving at the CCH site accesses onto Sipson Road;
- No tactile paving at Sipson Road / Keats Way junction; and
- No tactile paving at the Station Road / Drayton Gardens junction.

Site to West Drayton Rail Station

3.28 The site to West Drayton rail station follows the same route as the site to West Drayton town and so the same summary applies. The audit did not identify any pedestrian infrastructure deficiencies between the town centre and rail station.

Cycle Infrastructure

3.29 In the vicinity of the site, there is a shared cycleway/footway on both sides of Bath Road, linking to the wider Heathrow cycle network. There is also on-carriageway provision for cyclists on the northern side of Bath Road. This can be used to connect to off-carriageway cycleways around 50m to the west and around 350m to the east of the site access.

3.30 Heathrow benefits from a network of on and off-carriageway cycle routes that provides transit for cyclists to surrounding urban centres. Heathrow Airport provide a cycle map that outlines this on their website. This is shown in **Figure 3.3**.

3.31 Heathrow cycle hub is located approximately 800m east of the site along Bath Road. Membership to this is free and members benefit from free cycling advice, access to a workshop as well as discounts on cycling products.

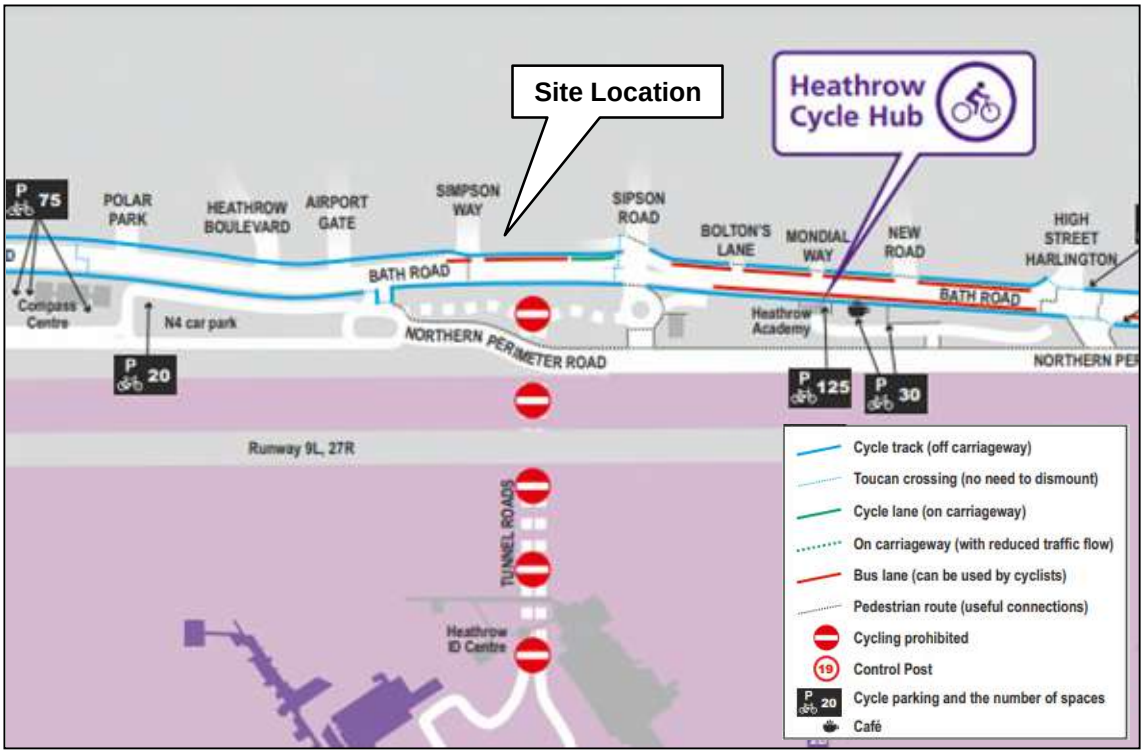


Figure 3.3: Local Cycle Routes Linking Directly to the Site

[Source: heathrow.com]

3.32 **Figure 3.4** shows the wider cycle network with both Sipson Way and Sipson Road on Local Cycleway 89, which is an on-road route that connects Bath Road with West Drayton and Uxbridge.

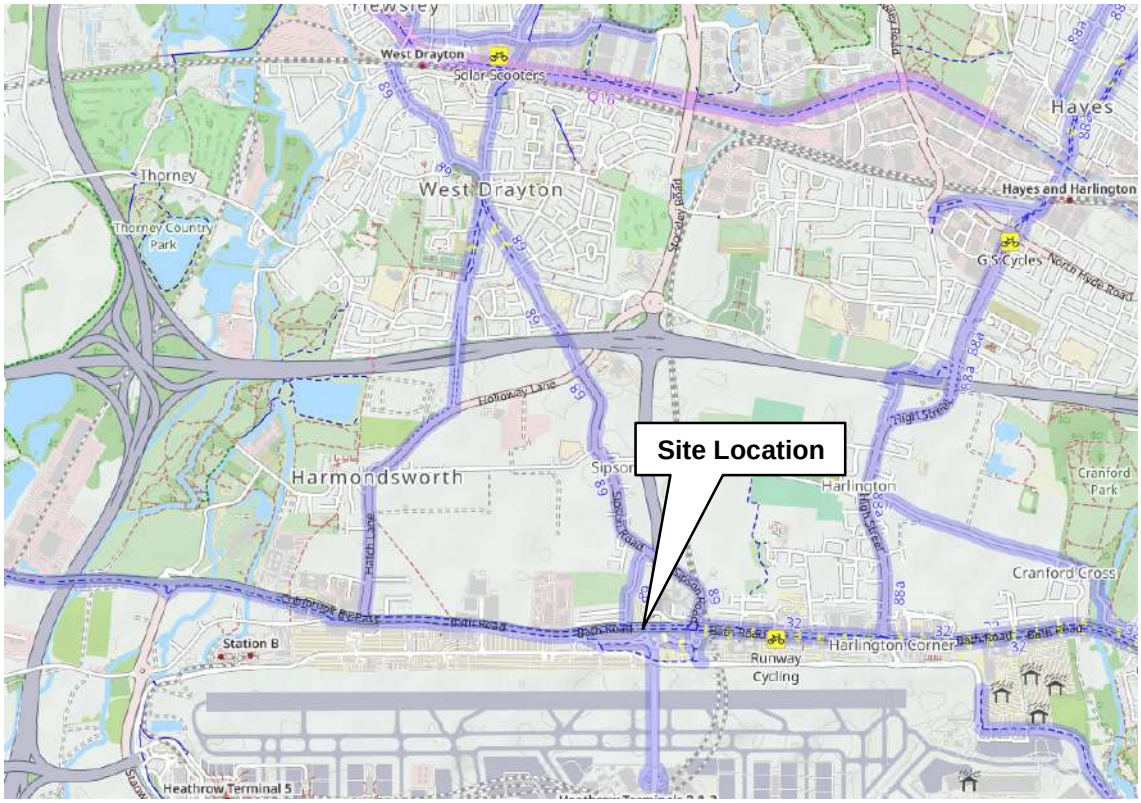


Figure 3.4: Cycle Routes

3.33 **Figures 3.3** and **3.4** show that there is a high level of accessibility to both the local and regional cycle network from the site.

3.34 **Figure 3.5** shows a 5km cycle catchment from the site, which is approximately a 20-minute cycle time. Within this catchment are West Drayton town centre and rail station to the northwest, Hayes town centre and Hayes and Harlington train station to the northeast, Harlington to the east and Harmondsworth to the west.

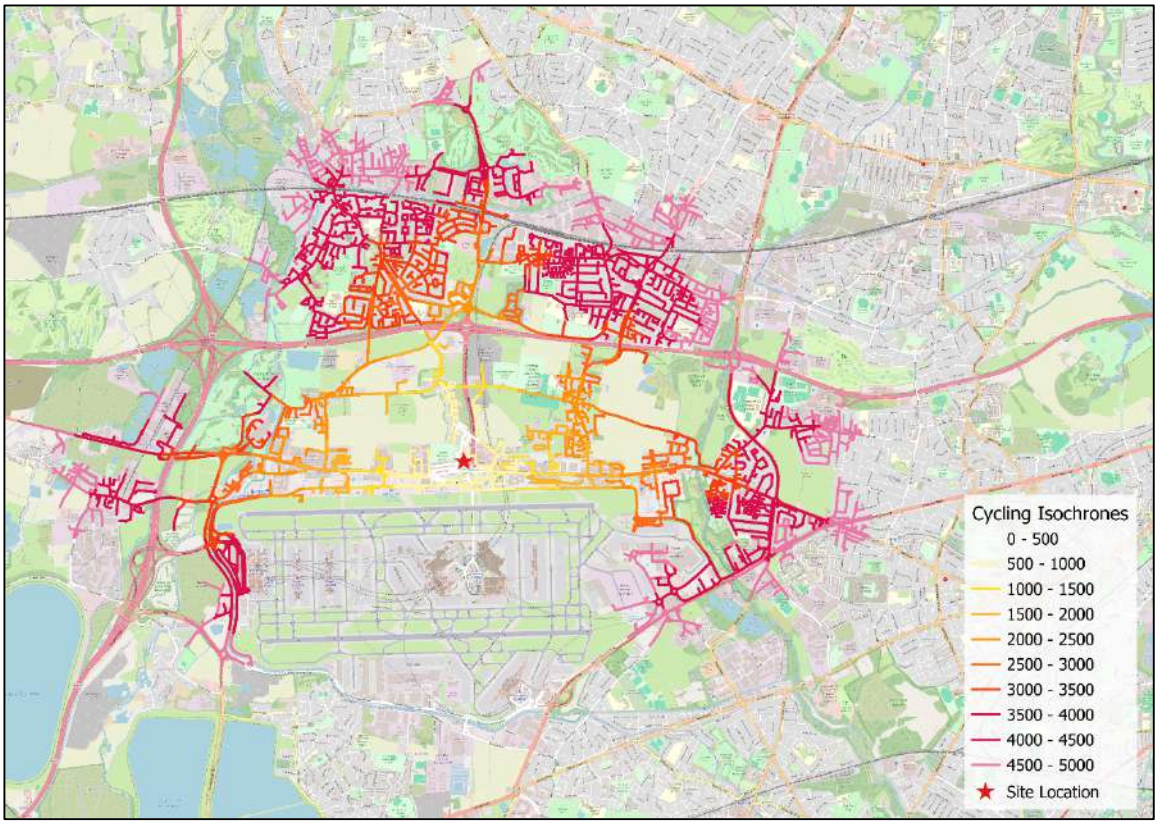


Figure 3.5: Cycling catchment area from site location

3.35 The Hillingdon Cycling Strategy 2024-34 provides the overall vision for cycling in Hillingdon, set out in a ten-year action plan.

3.36 The strategic network upgrade includes a proposed improvement to existing segregated cycle route along the A312 from Harlington and Yeading, which starts from the A4 Bath Road junction with Harlington High Street, approximately 1.4km to the east of the site This route is shown in **Figure 3.6**.

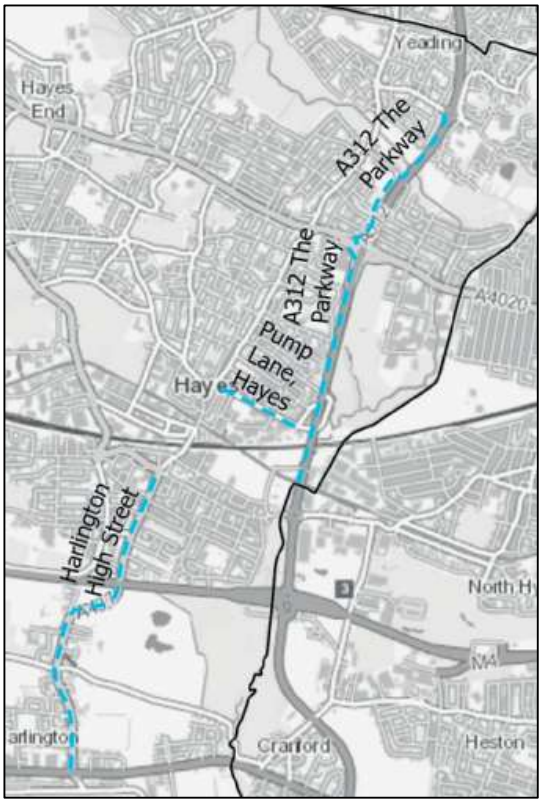


Figure 3.6: A312 Parkway Route Upgrade and Proposed Pump Lane and Harlington High Street

[Source: Hillingdon.gov.uk]

ATZ Assessment

3.37 An Active Travel Zone (ATZ) and Healthy Streets Assessment is included in **Appendix B**. Given an assessment of pedestrian routes has been considered in the TA, the ATZ provides greater focuses on cycle facilities.

3.38 An ATZ assessment requires identification of high priority active travel destination groups around the development site, which includes the nearest bus stop, rail station and town centre. The linking routes are then identified along with any KSIs (road accidents with severity of killed or seriously injured).

3.39 To support TfL's Vision Zero approach, changes should then be considered to make an area safer for the clusters of KSIs (meaning one or more 'Killed' and/or two or more 'Seriously Injured') along key routes that have been identified in the ATZ assessment.

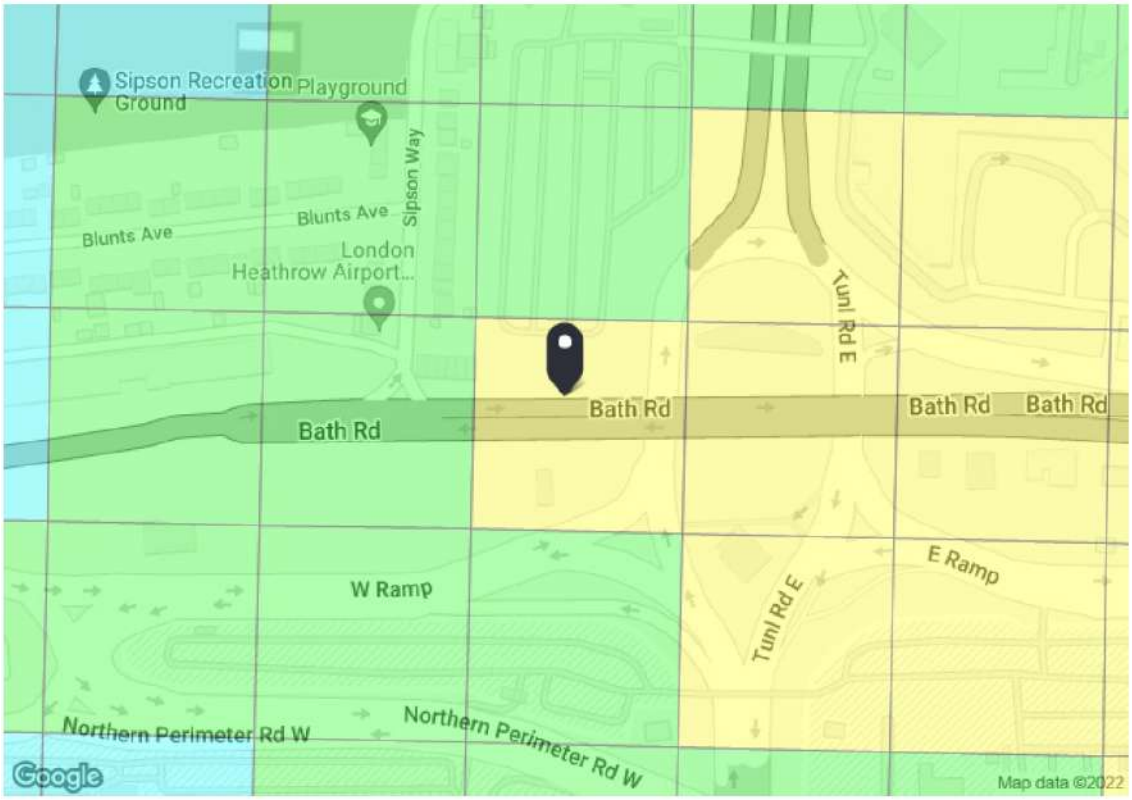
3.40 The ATZ assessment makes recommendations on key routes where Healthy Streets indicators are not met. This identifies existing deficiencies on the local network and so would not be specifically funded by the development.

Local Public Transport Infrastructure

Public Transport Accessibility (PTAL)

3.41 Transport for London (TfL) publish borough wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning. This model utilises an accessibility range between 1a (low) and 6b (high), which is calculated from a formula based on the number of bus stops and railway stations ("points of interest") located within pre-defined walking thresholds. For bus stops, this threshold lies 640m from the site (an eight-minute walk, assuming a comfortable 80m/min walking pace), and 960m (12-minute walk) for rail stations.

3.42 The application site has a PTAL rating of 3 to 4, as shown in **Figure 3.7**.



PTAL output for Base Year
4

Figure 3.7: PTAL Rating

Bus Services

3.43 The site is located within an easy walking distance with a less than a 1-minute walk (assuming a comfortable walking pace of 80m per minute) to the nearest 'Sipson Way Blunts Avenue' bus stop on Bath Road. This stop is served by TfL and the eastbound services include the 81, 111, 278, N140 and U3.

3.44 Westbound bus services are available from stop 'Sipson Road BP'. Using the pedestrian crossing facilities at the Bath Road / Sipson Road / Nene Road signal junction, this bus stop is around 400m from the site, equating to a 5-minute walk (assuming a comfortable walking pace of 80m per minute).

3.45 Both the eastbound and westbound bus stops have a bus shelter and seating.

3.46 **Table 3.5** provides a summary of the bus services available within the vicinity of the site.

Service	Route	Average Bus Frequency		
		Mon-Fri	Sat	Sun
81	Slough Town Centre – Hounslow	Every 12 minutes	Every 12-13 minutes	Every 15 minutes
111	Heathrow Central Bus Station – Kingston	Every 9 minutes	Every 12 minutes	Every 12 minutes
278	Heathrow Central Bus Station – Ruislip	Every 15 minutes	Every 15 minutes	Every 20 minutes
N140	Towards Long Elmes	Every 30 minutes	Every 30 minutes	Every 30 minutes
U3	Towards Heathrow Central Bus Station	Every 12 minutes	Every 12 minutes	Every 20 minutes

Table 3.5: Bus Service Frequency

3.47 **Table 3.5** shows that the site is well located for access to convenient and frequent bus services to various London locations such as Hounslow, Slough, Kingston, Ruislip and Heathrow Airport.

Rail Services

3.48 West Drayton rail station is located approximately 3.7km to the north of the site and provides services to London Paddington, Reading and Didcot Parkway. Both Great Western Rail (GWR) and The Elizabeth Line operate from West Drayton Station and The Elizabeth Line serving the Reading service. Both services operate trains to London Paddington.

3.49 A summary of the typical services from West Drayton rail station is shown in **Table 3.6**. Services operate in the opposite direction and at the same frequencies.

Route	Weekday Peak Hour Train Frequency		Weekend Peak Hour Train Frequency	
	AM	PM	Saturday	Sunday
West Drayton – London Paddington	4	4	4	2
West Drayton - Reading	3	4	2	2

Table 3.6: Services from West Drayton Rail Station

Summary

3.50 This section demonstrates that the site is accessible by walking and cycling, with a good range of bus services within a short walk of the site to and from Slough, Hounslow, Kingston, Ruislip and Heathrow Airport and destinations in between with 5 regular bus services stopping outside the site.

3.51 West Drayton rail station is also accessible from the site, particularly by bicycle.

3.52 Therefore, there are good opportunities for site users to access the site by means other than the private car.

4 Development Proposals

4.1 The development proposals are for proposed change of use from the existing car park to an EV charging station and solar canopies above the parking areas alongside accompanying welfare facilities.

Proposed Schedule of Accommodation

4.2 The development proposals are for an EV charging station with 150kW fast charge facilities, a food and beverage unit and other welfare facilities. The development is anticipated to be brought forward over two phases as follows:

- Phase 1 – Provision of 56 commercial EV car parking spaces including accessible EV spaces and a F&B unit with 10 non-EV car parking spaces. Some existing long stay parking is to be retained to the rear of the site; and
- Phase 2 – Provision of an additional 129 commercial EV car parking spaces including accessible EV spaces to provide a total of 185 EV spaces across the site.

4.3 The F&B drive-thru unit proposes with a gross internal floor area (GIA) of 167 sqm and a gross external area (GEA) of 195 sqm.

4.4 The layouts for both phases are illustrated in **Figure 4.1** and **Figure 4.2** with the architects' layout drawings in their entirety included in **Appendix C**.

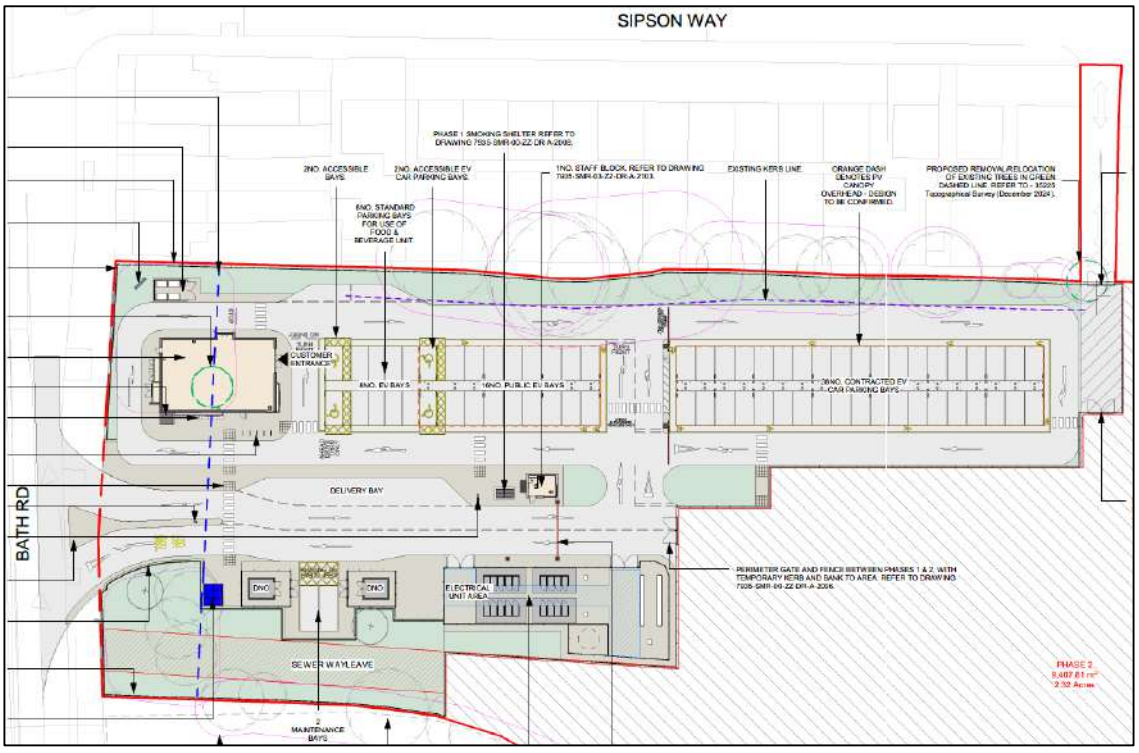


Figure 4.1: Phase 1 Site Layout

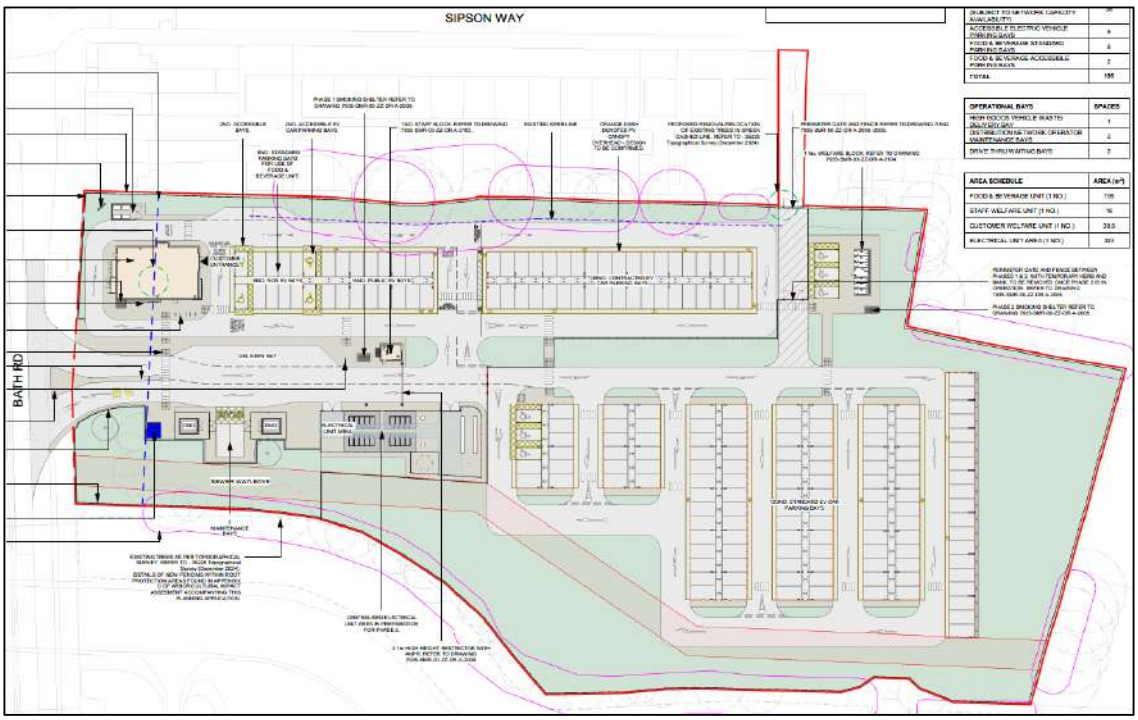


Figure 4.2: Phase 2 Site Layout

Proposed Access

4.5 The proposals seek to provide direct vehicular access from the site onto the A4 Bath Road in the form of a simple left-in / left-out junction, which is currently under construction following TfL approval of the S278 drawings.

4.6 This junction has the same geometry as was approved under planning application 41632/APP/2021/1301. The approved junction is shown in **Figure 4.3** includes dropped kerbs and tactile paving at the bell mouth and was designed to accommodate HGV movements.

4.7 The shared footway / cycleway on the A4 Bath Road will continue into the site on the west side of the access to provide pedestrian and cycle access into the development.

4.8 The approved proposals also include extending the 40mph speed limit on the A4 up to Sipson Way. Currently, this section of the A4 Bath Road is subject to a 50mph speed restriction until approximately 50m before the Bath Road / Sipson Road / Nene Road Junction, where the speed restriction becomes 40mph.

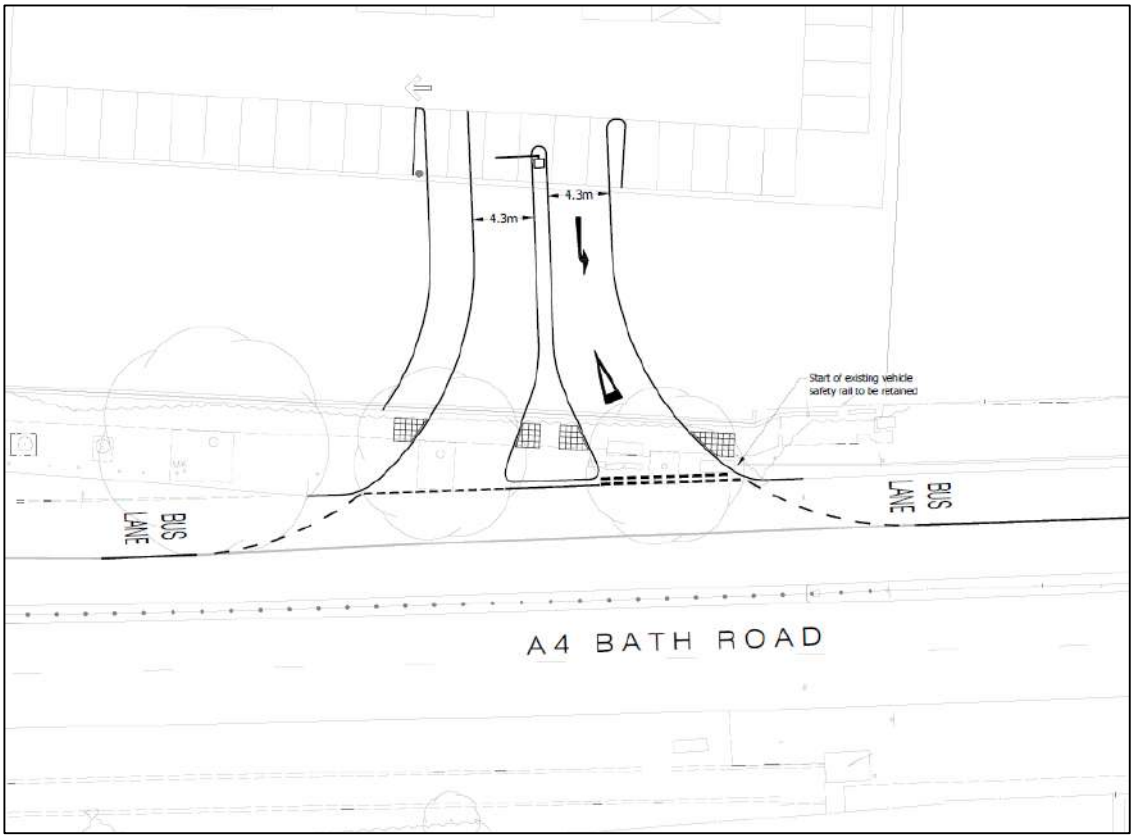


Figure 4.3: Approved Access Design

4.9 Once the new junction onto the A4 Bath Road is open, the existing access to the site via the M4 spur road overbridge will become redundant. The bridge itself is adopted highway and therefore responsibility for its maintenance will remain with the Highway Authority.

Internal Highway Layout

4.10 The new junction onto the A4 Bath Road will lead into an access road to serve the proposed development.

4.11 For Phase 1, there will be 54 standard EV parking spaces and 2 accessible EV parking spaces (56 in total) located on the western side of the site along with the F&B drive-thru unit, which will have 10 parking spaces including 2 accessible EV parking spaces. The parking spaces will be arranged as shown in **Figure 4.1** with predominately one-way circulation aisles providing access.

4.12 During Phase 1, the northern section of the site will be retained for airport parking by the existing operator with access maintained from the bridge over the M4 spur road, until the new junction onto the A4 Bath Road is open.

4.13 For Phase 2, EV parking will be extended into the remainder of the site, providing an additional 123 standard EV parking spaces and 6 accessible EV parking spaces (129 in total), which will be located in the northern section of the site. The parking spaces will be arranged as shown in **Figure 4.2** with a one-way circulation aisle providing access.

4.14 The site layout includes walkways around each parking aisle and crossing facilities with dropped kerbs and tactile paving at desire lines throughout the site.

4.15 The drawings in **Appendix D** show the swept paths of a 10m rigid HGV accessing the F&B unit delivery bay, a minibus using the drive-thru lane for the F&B unit and a fire appliance circulating the EV charging station.

Operational Details

4.16 The EV charging station is proposed to operate for 24 hours a day, 7 days a week. The opening hours of the F&B unit will be confirmed by the occupier, once they have been identified.

Parking Provision

Vehicle Parking

4.17 Parking standards do not apply to the EV charging station.

4.18 Neither the London Plan or the Hillingdon Local Plan have specific car parking standards for a food and beverage use and so the parking provision for the F&B unit will need to be considered on a site-specific basis. The car parking provision for the F&B unit is 8 standard parking spaces and 2 accessible spaces and (10 in total), which is considered an appropriate level of parking for the F&B unit with a gross internal floor area of 167 sqm (195 sqm gross external area).

4.19 The provision of 2 accessible spaces out of a total of 10 spaces, is in excess of the London Plan standards for retail, which requires 6% of the total parking provision to be Blue Badge with an additional 4% being enlarged spaces.

4.20 **Table 4.1** summarises the vehicle parking provision across the two phases of development. This proposed parking provision meets standards where appropriate.

Phase	EV	F&B Unit	Other
Phase 1	Standard EV spaces – 54 Accessible EV spaces – 2 **EV total – 56**	Standard spaces – 8 Accessible spaces – 2 **F&B total – 10**	Delivery / waste collection HGV bay (F&B unit) – 1 Maintenance parking (EV charging station) – 2 Drive-thru waiting bays – 2
Phase 2	Standard EV spaces – 123 Accessible EV spaces – 6 **EV total – 129**	-	-
Total	Standard EV spaces – 177 Accessible EV spaces – 8 **EV total – 185**	**10 parking spaces (non-EV)**	Delivery / waste collection HGV bay (F&B unit) – 1 Maintenance parking (EV charging station) – 2

Table 4.1: Development Vehicle Parking Provision

Cycle Parking

4.21 For cycle parking for the F&B unit, the London Plan requires a minimum of 1 long-stay cycle parking space per 175 sqm for staff and 1 short-stay cycle parking space per 40sqm for customers. This is taken from land use standards for cafes and restaurant in the London Plan.

4.22 The development proposes 2 secure cycle lockers for staff located to the rear of the F&B unit and 5 Sheffield stands (10 cycle parking spaces) for visitors located adjacent to the F&B unit, at the end of the shared footway / cycleway that runs into the site. This cycle parking provision is in excess of London Plan requirements for the F&B unit with a proposed GEA of 195sqm.

4.23 An additional cycle shelter is proposed on the east side of the site access for general use.

Servicing and Waste Collection

4.24 The F&B unit proposes a dedicated delivery / waste collection bay adjacent to the building. **Appendix D** shows the swept path of a 10m rigid HGV entering and exiting the delivery bay. This is considered the largest vehicle that will require access to the F&B unit.

4.25 On this basis, the requirements for servicing and waste collection have been met by the development.

Parking Management

4.26 A Parking Management Plan will be prepared once the occupier of the F&B unit is known. It is envisaged that this will be a requirement of a pre-occupation planning condition. The Parking Management Plan is likely to include the following:

- Management arrangements for EV / F&B parking areas;
- Type of EV charging provided;
- Charging regime and payment process;
- Maximum duration of stay for EV / F&B parking areas;
- Parking enforcement (possibly using ANPR); and
- Penalty charge process for unauthorised / inappropriate parking.

5 Trip Attraction Assessment

5.1 The site is a long stay car park serving Heathrow Airport, which is proposed to be redeveloped into an EV charging station with accompanying welfare facilities and solar canopies above the parking areas. This includes the provision of a food and beverage unit, which provide refreshments for customers waiting for their car to charge but is also likely to attract those passing by on the A4 but not wishing to use the EV charging station.

5.2 This section of the report sets out the methodology of the trip generation assessment and assesses the net impact of the development scheme.

Existing Trip Attraction

5.3 The site is currently used as a car park, operated by Maple Parking. To record vehicle activity of the existing use, an Automatic Traffic Count (ATC) survey was carried out between the 8th and 14th December 2024 on the M4 spur road overbridge. At the time it was understood that this was the only vehicle access to the site, but it transpired that the access onto Sipson Way was also open. However, this activity wasn't captured.

5.4 A subsequent site visit determined that the Sipson Way access was primarily being used for vehicles to exit the site and so the volume of traffic recorded entering the site via the overbridge is considered to be representative of existing activity and therefore this has been doubled to reflect two-way traffic.

5.5 The results of the traffic surveys are contained in **Appendix E** and **Table 5.1** summarises the daily and weekday average traffic movements associated with the existing long stay car park.

	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
Inbound (recorded)	628	537	540	553	505	553
Two-way	1256	1074	1080	1106	1010	1105

Table 5.1: Existing Daily Traffic Attraction at Car Park – Weekday Average

5.6 Traffic surveys of the eastbound A4 were also undertaken at the same time as the overbridge survey. These are also included in **Appendix E**.

Proposed Development Vehicle Trip Attraction

5.7 Trip attraction associated with the proposed development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database to derive trip rates.

EV Charging Station

5.8 EV charging stations are a fairly recent addition to TRICS with the sites within the database ranging from 2 to 8 EV spaces. Given the number of EV spaces proposed at the development, the sites with 8 EV spaces are likely to be more representative and have been chosen to derive trip rates for the scheme and from this a vehicle trip attraction has been calculated.

5.9 A trip attraction assessment of the EV spaces has been carried out based on comparison with sites meeting the following criteria:

- Surveys carried out from 2016 onwards for land use category 13/C – Electric Vehicle Charging Station; and
- Sites with a minimum of 8 EV charging spaces.

F&B Unit

5.10 A trip attraction assessment of the F&B unit has been based on a drive through coffee shop trip rates, which draws on sites meeting the following criteria:

- Multi-modal surveys carried out from 2016 onwards for land use category 06/J – Drive Through Coffee Shop; and
- Excluding town centre and edge of town centre site sites.

5.11 The full TRICS outputs are attached in **Appendix F** of this report.

Proposed Trip Attraction

5.12 This section of the report considers the estimated trip attraction associated with the proposed development, based on the Phase 2 development comprising a total of 185 EV spaces across Phase 1 and Phase 2 and an F&B unit with a floor area of 167 sqm.

5.13 TRICS data for the EV spaces is provided for 6am to 10pm. This has been uplifted to a 24-hour trip attraction using a factor of 17.3%, which was derived from the A4 Bath Road survey data. The trip attraction calculations for EV spaces are included in **Appendix G**.

5.14 It is anticipated that all the vehicle trips associated with the F&B unit will be pass-by trips or vehicle trips linked to the EV spaces. To account for the latter, the vehicle trip attraction for the F&B unit has been discounted by 50%, which is considered a reasonable figure given the F&B unit is primarily intended to provide a supporting facility to the EV charging station. The trip attraction calculations for F&B unit are included in **Appendix G**.

Net Change In Traffic Attraction

5.15 **Table 5.2** provides the net change in daily traffic attraction at the site based on the existing traffic attraction of the car park and the proposed development trip attraction.

	Daily Weekday Vehicle Trip Attraction*		
	Arrivals	Departures	Total
Existing NCP (weekday average)	**553**	**553**	**1105**
Proposed EV	434	434	868
Proposed F&B (50% linked to EV use)	110	111	221
Development Total	**544**	**545**	**1089**
Net Change at Site	**-8**	**-8**	**-16**

* Figures taken from spreadsheet calculation so numbers may not add up

Table 5.2: Net Change in Site Traffic Attraction

5.16 The traffic attraction analysis in **Table 5.2** identifies the proposed change of use at the site is estimated to decrease vehicle movements over a 24hr period.

5.17 In terms of sustainable travel modes, the F&B unit is estimated to attract 102 pedestrian, 9 public transport and 4 cycle movements per day based on the TRICS assessment (**Appendix G**). This level of activity is unlikely to have a material impact on the operation of the local transport network.

6 Impact Assessment

6.1 This section of the TA considers the impact of the site in terms of:

- The operational capacity of the priority junction onto the A4 Bath Road during weekday peak hours under with-development traffic conditions; and
- The estimated demand for vehicle parking at the F&B unit to establish whether the proposed parking provision is sufficient.

Junction Modelling

6.2 Junction modelling of the development access priority junction onto the A4 Bath Road has been carried out using TRL's Junctions 10 modelling software.

6.3 Traffic impacts during the weekday AM peak hour (08:00-09:00) and weekday PM peak hour (17:00-18:00) has been assessed, the times during which the baseline network demand on the surrounding highway and transportation infrastructure is generally at its highest.

6.4 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.

Base Traffic

6.5 Between the 9th and 13th December 2024, a traffic count on the eastbound A4 was undertaken in the vicinity of the proposed site access to determine existing traffic movements. The results of the survey are contained in **Appendix E** and the resulting average weekday AM peak hour and PM peak hour traffic flows are summarised in **Table 6.1.**

	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
AM Peak	556	493	510	480	558	519
PM Peak	563	610	609	637	592	602

Table 6.1: Existing A4 Eastbound Traffic Flows – Weekday Average

6.6 For a 5-year post application year of assessment, background growth in traffic has been applied to observed traffic movement on the A4 Bath Road using rates calculated from the Tempro 8.1 database for Hillingdon 031. The resulting A4 eastbound weekday average ahead movements are 543 vehicles in the AM peak hour and 629 vehicles in the PM peak hour, as summarised in **Appendix H.**

Weekday Peak Development Traffic

6.7 Based on the trip attraction calculations for the EV spaces and the F&B unit in **Appendix G**, the weekday peak traffic flows are shown in **Table 6.2**.

Arm	EV Spaces		F&B Unit		Total	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
AM Peak	8	31	16	15	24	46
PM Peak	62	62	4	5	66	67

Table 6.2: Weekday Peak Hour Development Vehicle Movements

The development traffic flows in **Table 6.2** have been added to the 2030 base traffic flows on the A4 to determine the operation of the development access priority junction.

Junction Modelling Output

6.8 Junctions 10 is a widely adopted modelling program utilised for the assessment of priority junctions and roundabouts. By inputting junction geometry and traffic flows, the model calculates a Ratio of Flow to Capacity (RFC) to determine the anticipated performance of a junction. An RFC of less than 0.85 indicates that a junction will perform satisfactorily.

6.9 The Junctions 10 output included in **Appendix H** and **Table 6.3** provides a summary of the operation of the A4 Bath Road / site access priority junction during the weekday AM and PM peak hours in 2030.

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access	0.08	0.1	0.12	0.1
A4 Bath Road Eastbound	0	0	0	0

Table 6.3: Junction Modelling Results

6.10 As shown in **Table 6.3**, the priority junction onto the A4 Bath Road, which is currently under construction, is predicted to be operate well within its design capacity during weekday peak hours as the modelled RFC is below 0.85.

F&B Unit Parking Assessment

6.11 As stated earlier, a total of 10 car parking spaces will be provided for the F&B drive-thru unit.

6.12 In order to determine whether parking provision can accommodate demand for the F&B unit, the estimated parking demand at the site has been calculated from the vehicle arrivals and departures profile from the TRICS assessment. This assumes that 50% of customers will use the EV charging station to park and walk across to the F&B unit while their vehicle is charging. The results parking demand at the F&B car park is outlined in **Table 6.4** below.

Time Period	Arrivals	Departures	Parking Demand*
06:00-07:00	3	3	0
07:00-08:00	11	9	2
08:00-09:00	16	15	3
09:00-10:00	12	11	3
10:00-11:00	10	9	4
11:00-12:00	9	9	4
12:00-13:00	10	11	3
13:00-14:00	7	7	2
14:00-15:00	10	10	2
15:00-16:00	9	8	3
16:00-17:00	6	7	1
17:00-18:00	4	5	1
18:00-19:00	2	3	0
19:00-20:00	2	2	0

* numbers may not add up due to rounding

Table 6.4: Parking Demand – F&B Unit

6.13 According to the analysis undertaken, the car park will reach its peak demand for car parking between 10:00 and 12:00 with 4 cars parked at this time. This demand is well within the car parking provision of 10 spaces, which is therefore considered sufficient to meet the operational requirements of the proposed F&B unit.

6.14 In their response to the pre-application, LBH Highways raised a concern that if the F&B car parking was to be fully occupied, there is the likelihood that incoming traffic could be blocked / obstructed by vehicles waiting for parking and this could potentially impact on the A4. In response to this, the following measures are proposed:

- The provision of a Parking Management Plan once the end user of the F&B unit is identified;
- Increased separation between the access from the A4 Bath Road and the proposed access to the F&B unit, in response to the pre-application comments from LBH Highways; and
- An F&B car park with sufficient parking to meet anticipated demand and provide plenty of spare capacity.

7 Summary and Conclusions

7.1 Mayer Brown have been instructed by Lysara to prepare this Transport Assessment in respect of the proposed redevelopment of the Heathrow Flightpath Car Park to provide an EV charging station consisting of up to 185 commercial EV spaces to be constructed across two phases and include accompanying welfare facilities.

7.2 Welfare facilities include a food and beverage drive-thru unit to provide refreshments for those using the EV charging station, which would also be available to the traffic passing by on the A4 Bath Road.

7.3 This Transport Assessment demonstrates that:

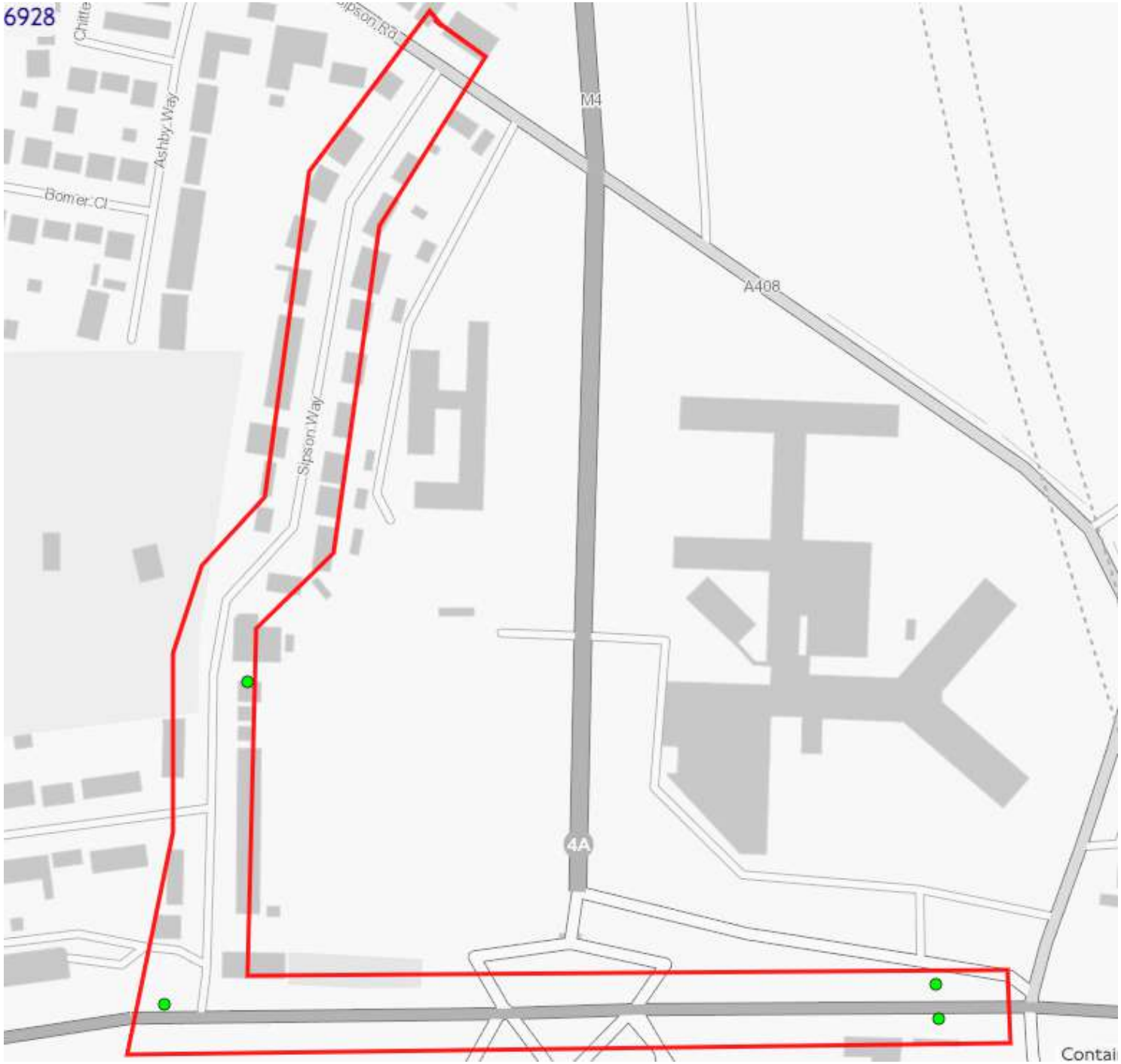
- The site is accessible by walking and cycling, with a good range of bus services within a short walk of the site to and from Hounslow, Kingston, Ruislip and Heathrow Airport and destinations in between with 5 regular bus services stopping outside the site;
- The previously approved site access onto the A4 Bath Road and internal layout can accommodate the requirements of the proposed development without any adverse impact on the operation of the local highway network;
- It is considered that the local footway and public transport networks will be able to accommodate the level of pedestrian and public transport movements associated with the development;
- The proposed change of use at the site is estimated to decrease vehicle movements over a 24hr period;
- A modelling exercise for the site access junction shows that it is predicted to operate well within capacity.

7.4 Based on the findings in this Transport Assessment, the development proposals are unlikely to result in any adverse traffic impacts on the operation of the local highway network and therefore, it is considered that there is no reason why the scheme should be resisted on transport grounds.

APPENDIX A: Accident Data

B26 Bath Road Personal Injury Collisions 36 months to end of July 2024 (Provisional)

(data for 2024 is provisional)



Legend

Most severe injury:

- Slight
- Serious
- Fatal

Number of collisions:

- Single
- Multiple

N

TfL City Planning
CollStats 3.0.3
18 December 2024

B26 Bath Road Personal Injury Collisions 36 months to end of July 2024 (Provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
TOPIC BASED QUERY		4

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

TOPIC BASED QUERY

1

01210333130	SAT 11/09/2021 09:30		LIGHT	SIPSON WAY, NR JUNCT WTH SIPSON WAY.			26 CELL 507000/177000	507380/177103
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(57 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT PROVD		(57 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(51 YRS - F - REDACT)	UNKNOWN S/R	REVERSING	(NW TO S) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

2

01220368140	FRI 25/03/2022 19:55		DARK	BATH RD, 50 METRES WEST OF JUNCT WTH SIPSON RD.			26 LINK 13-16	507699/176947
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN

3

01230484919	TUE 19/12/2023 10:33		DARK	SIPSON WAY, NR JUNCT WTH AIRPORT GATE.			26 LINK 13-16	507342/176954
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(50 YRS - M - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	GOODS > 7.5T BT - NEG		(50 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)				C001 B	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))	

4

01240500930	WED 20/03/2024 10:20		LIGHT	BATH RD, NR JUNCT WTH BATH RD.			26 NODE 16	507698/176963
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(37 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

B26 Bath Road Personal Injury Collisions 36 months to end of July 2024 (Provisional)

Summary of Collisions Selected Site Reference and Description Topic Based Query	Date Period	Collision Count 4

The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation. Note that self-reported collisions (introduced in September 2016) may have limited information. Descriptions have been automatically redacted to remove all personally identifiable information, but should you receive any in error please inform the Collisions Data Team as soon as practical. Self-reported collisions introduced in September 2016 may have limited information and tend to be lower in quality than police reports. The introduction of online self-reporting has made it easier for members of the public to report collisions to the police. There have been year on year increases in self-reports since this was introduced. This has contributed to an overall increase in the number of casualties reported on London's roads.

Pedestrian	1	25%	Fatal	0	0%
Wet	1	25%	Serious	0	0%
Dark	2	50%	Slight	4	100%

Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4
Reference	01210333130	01220368140	01230484919	01240500930
Day	SATURDAY	FRIDAY	TUESDAY	WEDNESDAY
Date	11/09/2021	25/03/2022	19/12/2023	20/03/2024
Time	09:30	19:55	10:33	10:20
Light Conds	LIGHT	DARK	DARK	LIGHT
Road Surface	UNKNOWN	DRY	WET/DAMP	DRY
Severity	(S/R) SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict				
Ped Location			0	
Contributory (* denotes pre-2005)			810 C001 A 805 C001 B	
Easting/Northing	507380 177103	507699 176947	507342 176954	507698 176963

APPENDIX B: ATZ Assessment

ATZ Assessment

Introduction

1.1 This Active Travel Zone (ATZ) assessment accompanies a Transport Assessment and Travel Plan Statement prepared on behalf of Lysara in relation to the proposed development of an Electric Vehicle (EV) Fast Charging Station with supporting facilities including a new food and beverage unit (F&B unit) at the Heathrow Flightpath Car Park, West Drayton.

1.2 The ATZ is defined as a 20-minute cycle distance from a site where key travel destinations are likely to be reached using active modes of travel. The following maps, tables and ATZ analysis have been produced in reference to the TfL ATZ assessment instructions.

The Active Travel Zone

1.3 **Figure 1.1** shows the ATZ for the proposed site, with a 20-minute cycling catchment shown by the dark blue boundary line.

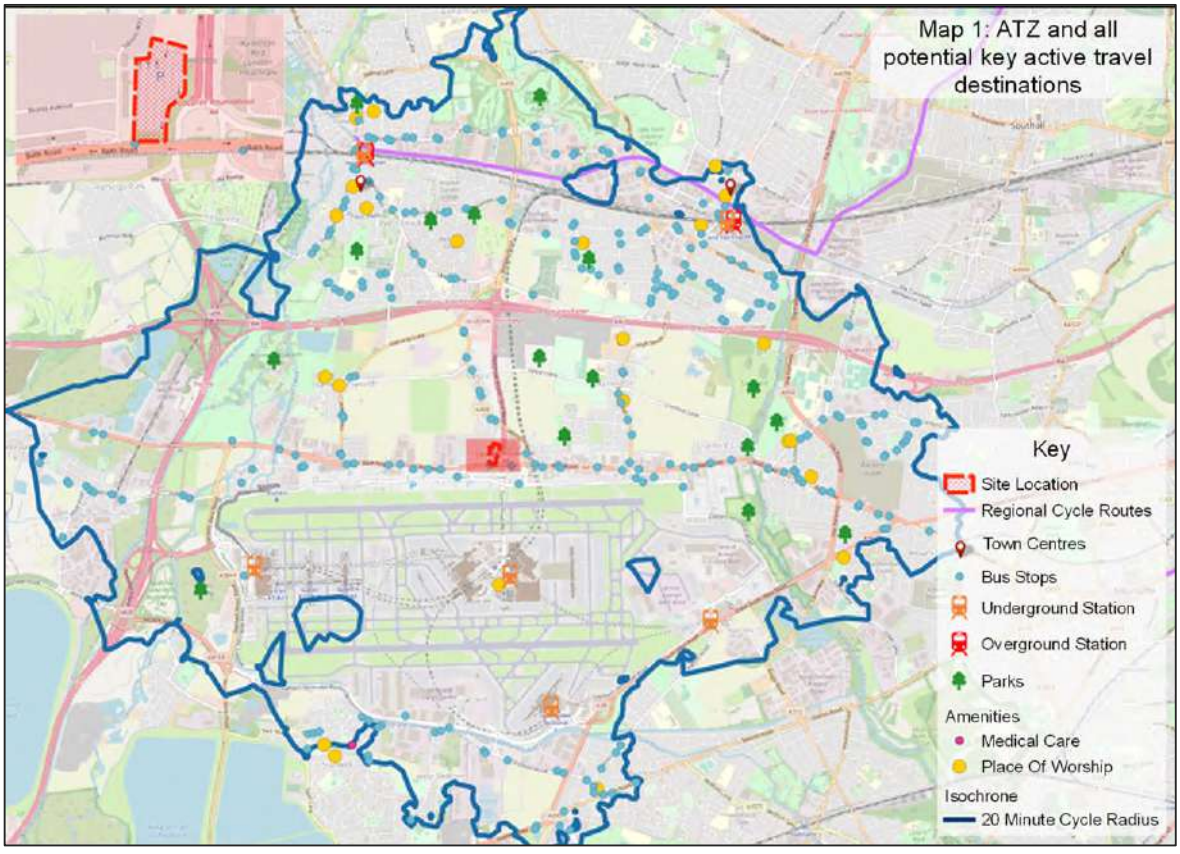


Figure 1.1: Active Travel Zone

(Note – ATZ always defined as 20 minutes' cycle around a new development site)

The Neighbourhood Active Travel Zone

1.2 **Table 1.1** allocates the key active travel destinations into priority groups, based on the proposed uses of the development site. The high priority destinations have then been used to remap the ATZ at neighbourhood scale.

Key Destination	Priority	Justification
Bus Stops	High	Staff associated with the F&B unit can take the bus to work. As a fast charging EV facility, it is unlikely that customers parking their vehicle will also use the bus.
Railway Stations	High	Staff associated with the F&B unit can take the train to work. As a fast charging EV facility, it is unlikely that customers parking their vehicle will also use the train.
Strategic Cycle Network	High	As per ATZ assessment guidelines, the strategic cycle network has been identified as a high priority destination for staff.
Town Centres	Medium	The distance from the site suggests this would not be a high priority destination for staff and customers.
Parks	Medium	Users of the site may wish to visit local green spaces while their vehicle is charging. As may staff.
Places of Worship, including Churches	Low	Employees of the F&B unit may visit places of worship from the site.
Hospitals	Low	Employees and visitors to the site are likely to require use of a hospital infrequently and therefore hospitals are of low importance.
Schools/Colleges/University	Low	The proposed site is an EV charging station with a small F&B unit and therefore journeys to local education facilities will be of very low importance.

Table 1.1: Prioritising the most important local Active Travel Destinations

(Note – the nearest bus stop, stations and current or future strategic cycle network to the development site are always defined as high priority).

1.3 **Figure 1.2** presents the Neighbourhood Scale Active Travel Destinations.

Figure 1.2: ATZ at Neighbourhood Scale with Vision Zero Analysis (KSI Clusters)

Note – ATZ neighbourhood scale defined by expected key walking/cycling journeys of site users

1.4 As can be seen from **Figure 1.2**, the main desire lines from the site will be north towards the town centre and railway. To access the closest bus stops, pedestrians will head along desire lines both east and west from the site for a short distance.

1.5 Vision Zero for London relates the Mayor's goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. This will be achieved through an action plan that targets safe speeds, safe streets, safe vehicles, safe behaviours and post-collision response.

1.6 **Table 1.2** identifies possible improvements to increase safety and reduce vehicle dominance in the areas seeing clusters of KSIs (defined as one or more 'killed' and/or two or more 'seriously injured'). This aligns with the safe streets element of the Vision Zero approach.

Location	Number of KSIs	Comments	Potential Improvements*
Cluster 1: Porters Way / Station Road Junction	2 SI's	1 pedestrian casualty, 1 motorcycle rider casualty. The incident involving the pedestrian occurred in darkness, with the car colliding with the pedestrian who was on a crossing or refuge. The motorcycle driver turned right across car drivers path.	The pedestrian refuge area could be widened.
Cluster 2: Station Road / Ferrers Avenue Junction	3 SI's	2 cyclist casualties, 1 car driver casualty. Once incident involved a car turning left across a cyclists path, another incident involved a vehicle colliding with another vehicle parked in the carriageway, with one incidents details unknown.	Consider an off-road cycle facility or enhanced cycle segregation for the on-road route.

Table 1.2: Potential Safety Improvements

**It should be noted that street improvement ideas are recommendations only and will not be funded by this development specifically.*

ATZ Neighbourhood Healthy Characteristics Check

1.7 **Figure 1.3** identifies the key characteristics of a typical healthy neighbourhood. This includes permeable streets, public transport and green spaces which are mapped alongside other development and transport improvements happening locally.

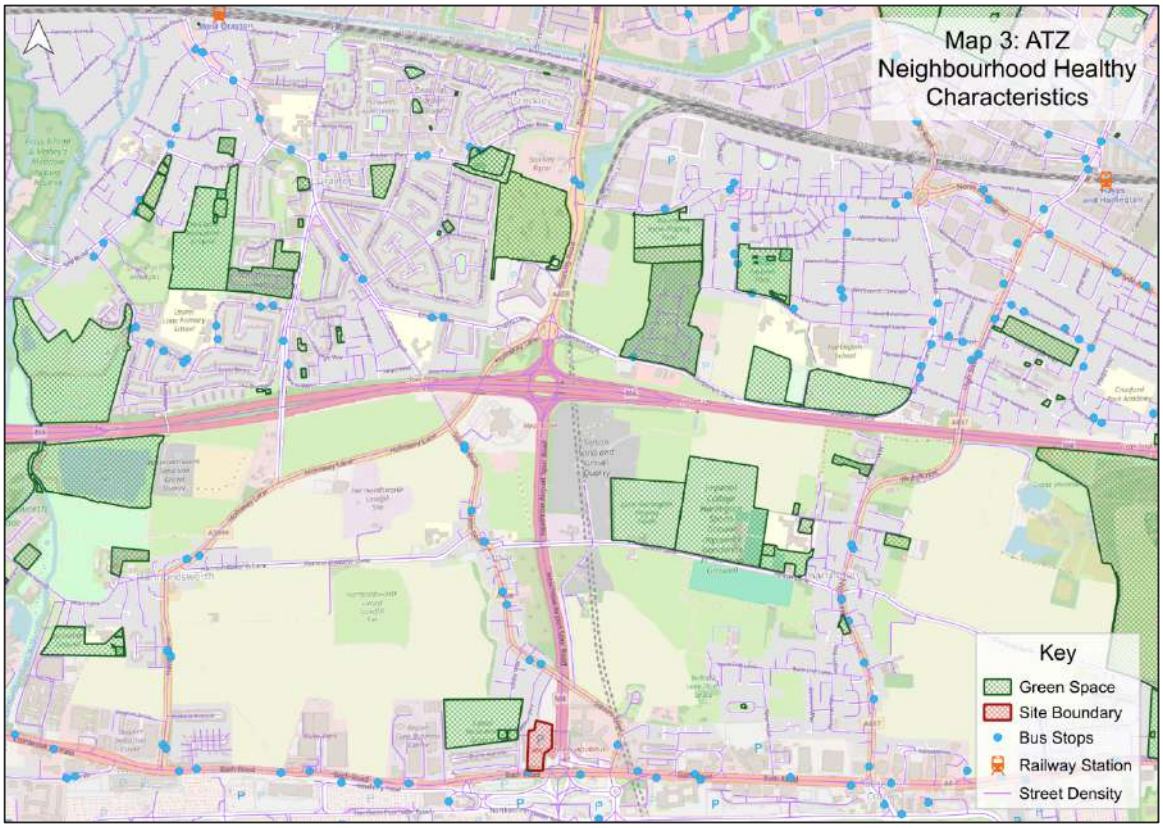


Figure 1.3: ATZ Neighbourhood Healthy Characteristics

1.8 As can be seen from **Figure 1.3**, the site benefits from well-connected streets which shorten travel distances to key destinations, as well as excellent access to public transport stops and services. The site is also in close proximity to a large number of areas of green space.

ATZ Neighbourhood Key Routes Check Based on Healthy Streets Indicators

1.9 Finally, a site visit was undertaken on the 9th January 2025, which audited the key walking and cycling routes within the ATZ neighbourhood, with specific reference to the Healthy Streets indicators. Photographs were taken at key points along the route, at least every 150m, with a focus on what could be improved in the area.

1.10 As part of the accompanying Transport Assessment, an assessment of pedestrian routes between the site and key destinations of the nearest bus stops on Bath Road and the nearest train station and town centre (both West Drayton) was considered via a desktop study. The below healthy streets audit will therefore place a greater focus on cycle facilities than pedestrian so as not to be repetitive content.

1.11 The Healthy Streets approach puts people and their health at the heart of decision making. This results in a healthier, more inclusive city where people chose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are illustrated in **Figure 1.4**.

Figure 1.4: Health Streets Indicators

(Source: Healthy Streets Qualitative Assessment Guide)

1.12 The assessment of routes to key destinations has been considered in light of Healthy Streets Indicators 3-10 (easy to cross, people feel safe, things to see and do, places to stop and rest, people feel relaxed, not too noisy, clean air, shade and shelter) as set out in the ATZ assessment instructions. The routes selected are as follows:

- Route 1 – Site to Bath Road Bus Stops
- Route 2 – Site to West Drayton Town Centre
- Route 3 – Site to West Drayton Railway Station
- Route 4 – Site to Regional Cycle Network

1.13 These routes are indicated by the dashed lines on **Figure 1.2** above.

1.14 The route from site to the Town Centre, Railway Station and Regional Cycle Network all follow the same initial start. Therefore Routes 3 and 4 will consider sections only beyond Route 2.

Route 1 – Site to Bath Road Bus Stops

1.15 **Figure 1.5** provides photos taken along the route to the nearest bus stops on the A4 Bath Road. **Table 1.3** assesses the route in light of the Healthy Streets Indicators:

Figure 1.5: Photographs Along Route 1

Healthy Streets Indicator/s Not Met	*Observation/Why*	*Recommendation*
Not too noisy	High volume of traffic paired with noise from the airport runways means people often have to raise their voice to hold a conversation.	An acoustic barrier could be considered, however the balance of this should be weighed up with the safety and visual effects of screening at this location.
Places to stop and rest	No places to rest other than within the bus stop itself	Provide additional bench

Table 1.3: Healthy Streets Assessment of Route 1

1.16 As noted within the Transport Assessment, the route to the Bath Road bus stops with dropped kerbs and tactile paving in good condition.

Route 2 – Site to Town Centre

1.17 **Figure 1.6** provides photos taken along the route to West Drayton Town Centre. **Table 1.4** assesses the route in light of the Healthy Streets Indicators:

Figure 1.6: Photographs along Route 2

Healthy Streets Indicator/s Not Met	*Observation/Why*	*Recommendation*
People feel relaxed	Rubbish / fly tipping present along the route, particularly in underpass and along eastern side of Sipson Road. Litter so bad, rats were spotted at Sipson Road side of underpass.	Ensure council are aware of rubbish collection issue, provide more public bins along Sipson Road and remove street clutter.
People feel safe	Cycle markings fading on Station Road. Cars parked on footway on Sipson Road making it difficult to walk on the footpaths and forcing pedestrians to walk in the carriageway.	Where possible, delineate the cycle route in a clearer manner. Enforce parking on-road rather than on footway.
Easy to cross	Missing tactile paving at a number of side road crossing points (see pedestrian route audit in TA). Also broken tactile paving at Station Road crossing, adjacent to Tesco. Footpath ends on Sipson Road adjacent to Raddison (if walking alternative route to site on Sipson Road rather than Sipson Way), with no dropped kerbs or tactile encouraging crossing to other side.	Install tactile paving/dropped kerbs where absent.

Table 1.4: Healthy Streets Assessment of Route 2

1.18 Further details on the quality of each crossing between the site and West Drayton Town Centre are provided within the Transport Assessment.

Route 3 – Site to Railway Station (Town Centre Onwards)

1.19 **Figure 1.7** provides photos taken along the route to the Railway Station from the Town Centre. **Table 1.5** assesses the route in light of the Healthy Streets Indicators:

Figure 1.7: Photographs along Route 3

Healthy Streets Indicator/s Not Met	*Observation/Why*	*Recommendation*
People feel safe	Cyclists have to share Station Approach with vehicles.	Consider introduction of cycle box coming out of Station Approach.

Table 1.5: Healthy Streets Assessment of Route 3

1.20 As detailed within the Transport Assessment, the crossings along this route are in good condition and are well lit. It is noted that cycle storage is provided at the railway station, which appears to be well used.

Route 4 – Site to Regional Cycle Network (Railway Station Onwards)

1.21 **Figure 1.8** provides photos taken along the route to the Regional Highway Network from the Railway Station, and the point of entry to the Regional Highway Network from this location. **Table 1.6** assesses the route in light of the Healthy Streets Indicators:

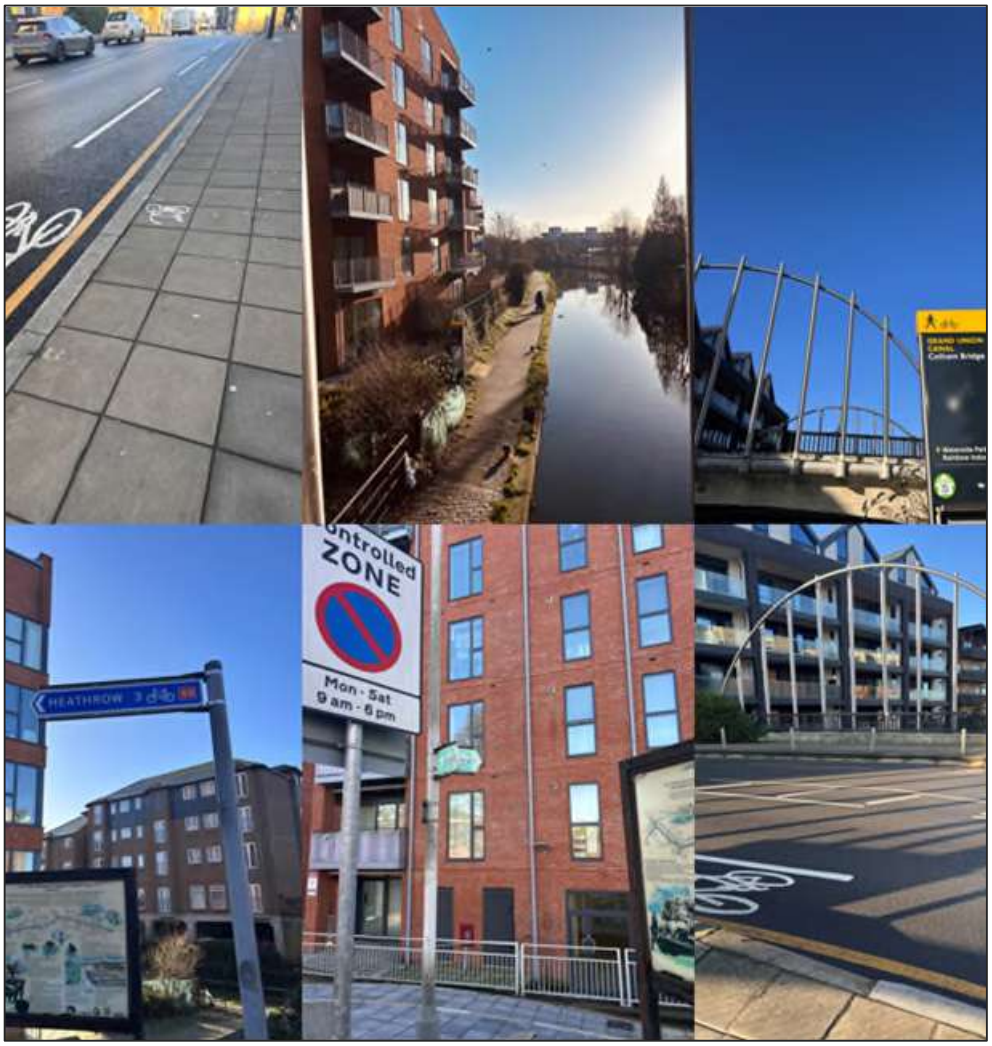


Figure 1.8: Photographs along Route 4

Healthy Streets Indicator/s Not Met	*Observation/Why*	*Recommendation*
People feel safe	People walking and cycling expected to share the same space once on the Grand Union canal.	Segregation of cycle and pedestrian traffic where space allows.
Places to stop and rest	No cycle parking at this entry point to route	Consider adding in some Sheffield Stands

Table 1.6: Healthy Streets Assessment of Route 4

1.22 This is a well signposted route with high quality markings in the majority.

1.23 It should be noted that street improvement ideas are recommendations only and will not be funded by this development specifically.

Cycle Audit

1.24 While Tables 1.3-1.6 identify potential improvements to cycle facilities, it should be noted that from the site to the regional cycle network, there is a fairly comprehensive local cycle route which is formed by both on-road and off-road facilities. **Figure 1.9** illustrates these provisions for reference. The cycle network is accessed from adjacent to the site on Bath Road.

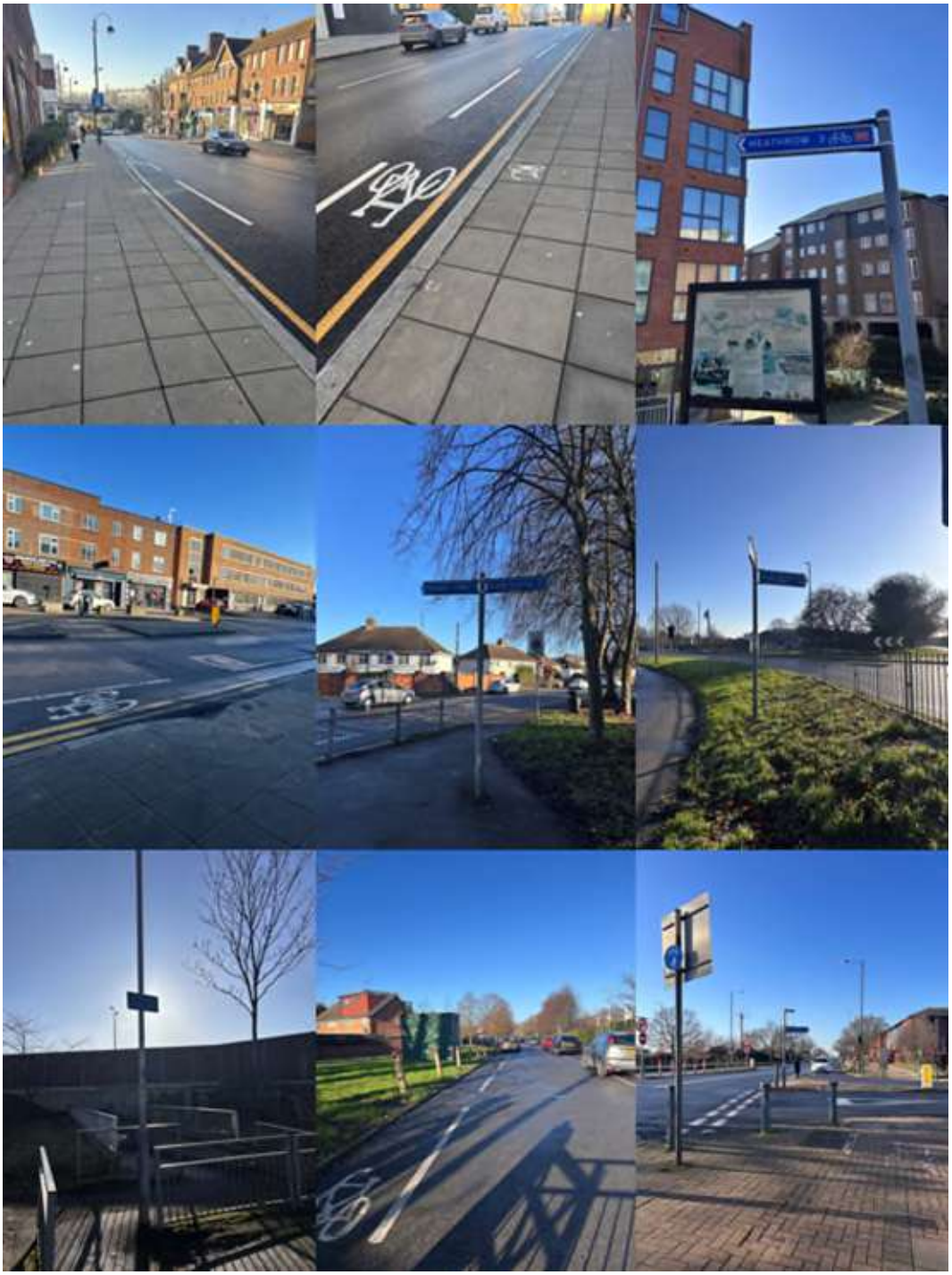


Figure 1.9: Cycle Facilities Between the Site and Regional Cycle Network

Author: Rebecca Kingston

Date: 12th March 2025

APPENDIX C: Phase 1 and 2 Layout Drawings

LEGEND

- AREA TO BE DEVELOPED DURING PHASE 2
- SEWER WAYLEAVE
- EMERGENCY ROUTE
- ELECTRICAL UNIT AREA
- EXTENT OF PHOTOVOLTAIC CANOPY
- EXTENT OF ROOT PROTECTION AREAS
- EXISTING BOUNDARY FENCE
- EXISTING KERB LINE

SITE APPLICATION BOUNDARY - PHASE 1

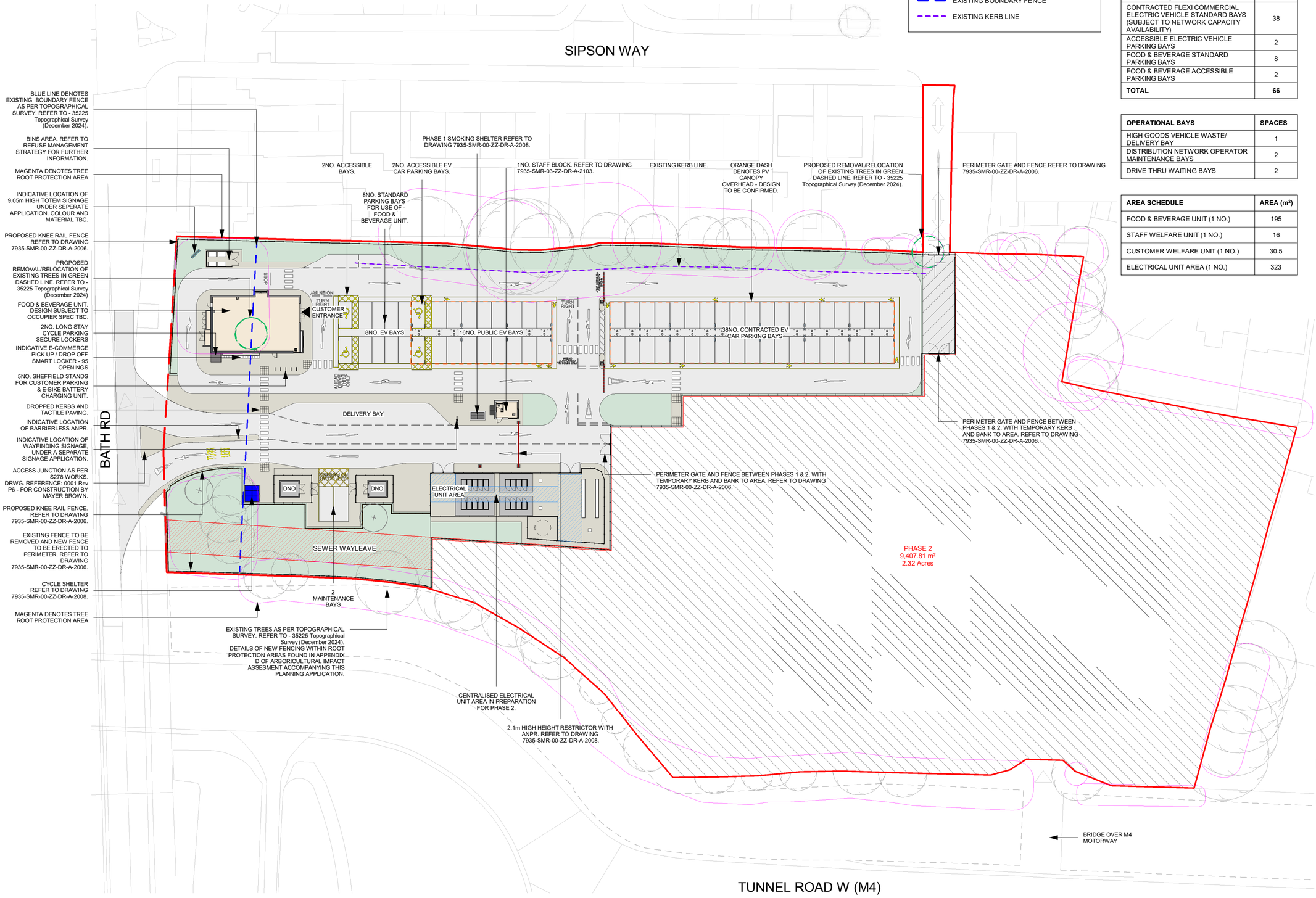
		AREA (sqm)	AREA (Hectare)	AREA (Acre)
PHASE 1 APPLICATION BOUNDARY		6981.75	0.698	1.73

SITE ACCOMMODATION

CAR PARKING	SPACES
PUBLIC FLEXI COMMERCIAL ELECTRIC VEHICLE STANDARD BAYS (SUBJECT TO NETWORK CAPACITY AVAILABILITY)	16
CONTRACTED FLEXI COMMERCIAL ELECTRIC VEHICLE STANDARD BAYS (SUBJECT TO NETWORK CAPACITY AVAILABILITY)	38
ACCESSIBLE ELECTRIC VEHICLE PARKING BAYS	2
FOOD & BEVERAGE STANDARD PARKING BAYS	8
FOOD & BEVERAGE ACCESSIBLE PARKING BAYS	2
TOTAL	**66**

OPERATIONAL BAYS	SPACES
HIGH GOODS VEHICLE WASTE/ DELIVERY BAY	1
DISTRIBUTION NETWORK OPERATOR MAINTENANCE BAYS	2
DRIVE THRU WAITING BAYS	2

AREA SCHEDULE	AREA (m^2)
FOOD & BEVERAGE UNIT (1 NO.)	195
STAFF WELFARE UNIT (1 NO.)	16
CUSTOMER WELFARE UNIT (1 NO.)	30.5
ELECTRICAL UNIT AREA (1 NO.)	323



Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.

5 0 5 10 15 20 25
SCALE 1:500 m

N

Rev	Description	Date	Drn	Ckd
P10	MINOR AMENDMENT TO BOUNDARY TREATMENTS & PLANNING.	29.08.25	AH	CV
P9	MINOR AMENDMENT TO ELECTRICAL UNIT AREA.	19.08.25	JC	CV
P8	PLANNING ISSUE IN LINE WITH DESIGN FREEZE 22.07.25.	30.07.25	JC	CV
P7	PLANNING ISSUE.	25.06.25	JC	CV
P6	F&B UNIT UPDATED, SOLAR CANOPY COLUMN POSITIONS INCLUDED IN PHASE 2, EV CHARGERS INCLUDED, AND OTHER MINOR AMENDMENTS.	06.06.25	AH	JC
P5	UPDATED IN LINE WITH DESIGN FREEZE 02.	23.05.25	JC	JM
P4	SUBSTATION LAYOUT UPDATED. TRUCK PARKING POSITION REVISED. CYCLE PARKING AMENDED	25.03.25	TH	CV
P3	DRAWING UPDATED	10.03.25	TH	CV
P2	NOTES UPDATED	14.02.25	TH	CV
P1	FIRST ISSUE.	13.02.25	TH	CV

Status

PLANNING

SMR
SMALLEY MARSEY RISPIN
ARCHITECTS
The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

HEATHROW FLIGHTPATH CAR PARK, UB7 0DU

Client

LYSARA

Drawing Title

PROPOSED SITE PLAN - PHASE 1

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
7935	SMR	00	ZZ	DR	A	2003	S3	P10

SMR Job Ref	Sheet	Scale	Drawn
7935-00-2003	A2	1 : 500	AH

LEGEND

- SEWER WAYLEAVE
- EMERGENCY ROUTE
- ELECTRICAL UNIT AREA
- EXTENT OF PHOTOVOLTAIC CANOPY
- EXTENT OF ROOT PROTECTION AREAS
- EXISTING BOUNDARY FENCE
- EXISTING KERB LINE
- DEMOLISHED FENCE

SITE APPLICATION BOUNDARY - PHASE 2

		AREA (sqm)	AREA (Hectare)	AREA (Acre)
SITE BOUNDARY		16389.50	1.639	4.05

SITE ACCOMMODATION

CAR PARKING	SPACES
PUBLIC FLEXI COMMERCIAL ELECTRIC VEHICLE STANDARD BAYS (SUBJECT TO NETWORK CAPACITY AVAILABILITY)	139
CONTRACTED FLEXI COMMERCIAL ELECTRIC VEHICLE STANDARD BAYS (SUBJECT TO NETWORK CAPACITY AVAILABILITY)	38
ACCESSIBLE ELECTRIC VEHICLE PARKING BAYS	8
FOOD & BEVERAGE STANDARD PARKING BAYS	8
FOOD & BEVERAGE ACCESSIBLE PARKING BAYS	2
TOTAL	**195**

OPERATIONAL BAYS	SPACES
HIGH GOODS VEHICLE WASTE/ DELIVERY BAY	1
DISTRIBUTION NETWORK OPERATOR MAINTENANCE BAYS	2
DRIVE THRU WAITING BAYS	2

AREA SCHEDULE	AREA (m^2)
FOOD & BEVERAGE UNIT (1 NO.)	195
STAFF WELFARE UNIT (1 NO.)	16
CUSTOMER WELFARE UNIT (1 NO.)	30.5
ELECTRICAL UNIT AREA (1 NO.)	323

5 0 5 10 15 20 25
SCALE 1:500 m

N

BLUE LINE DENOTES EXISTING BOUNDARY FENCE AS PER TOPOGRAPHICAL SURVEY. REFER TO - 35225 Topographical Survey (December 2024).

BINS AREA. REFER TO REFUSE MANAGEMENT STRATEGY FOR FURTHER INFORMATION.

MAGENTA DENOTES TREE ROOT PROTECTION AREA

INDICATIVE LOCATION OF 9.05m HIGH TOTEM SIGNAGE UNDER SEPERATE APPLICATION. COLOUR AND MATERIAL TBC.

PROPOSED KNEE RAIL FENCE REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2006.

PROPOSED REMOVAL/RELOCATION OF EXISTING TREES IN GREEN DASHED LINE. REFER TO - 35225 Topographical Survey (December 2024)

FOOD & BEVERAGE UNIT. DESIGN SUBJECT TO OCCUPIER SPEC TBC.

2NO. LONG STAY CYCLE PARKING SECURE LOCKERS

INDICATIVE E-COMMERCE PICK UP / DROP OFF SMART LOCKER - 95 OPENINGS

5NO. SHEFFIELD STANDS FOR CUSTOMER PARKING & E-BIKE BATTERY CHARGING UNIT.

DROPPED KERBS AND TACTILE PAVING.

INDICATIVE LOCATION OF BARRIERLESS ANPR.

INDICATIVE LOCATION OF WAYFINDING SIGNAGE, UNDER A SEPARATE SIGNAGE APPLICATION.

ACCESS JUNCTION AS PER S278 WORKS. DRWG. REFERENCE: 0001 Rev P6 - FOR CONSTRUCTION BY MAYER BROWN.

PROPOSED KNEE RAIL FENCE. REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2006.

EXISTING FENCE TO BE REMOVED AND NEW FENCE TO BE ERECTED TO PERIMETER. REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2006.

CYCLE SHELTER REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2008.

MAGENTA DENOTES TREE ROOT PROTECTION AREA

SIPSON WAY

PHASE 1 SMOKING SHELTER REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2008.

2NO. ACCESSIBLE BAYS.

2NO. ACCESSIBLE EV CAR PARKING BAYS.

1NO. STAFF BLOCK. REFER TO DRAWING 7935-SMR-03-ZZ-DR-A-2103.

EXISTING KERB LINE.

ORANGE DASH DENOTES PV CANOPY OVERHEAD - DESIGN TO BE CONFIRMED.

PROPOSED REMOVAL/RELOCATION OF EXISTING TREES IN GREEN DASHED LINE. REFER TO - 35225 Topographical Survey (December 2024).

PERIMETER GATE AND FENCE.REFER TO DRAWING /WING 7935-SMR-00-ZZ-DR-A-2006.-2006.

8NO. STANDARD PARKING BAYS FOR USE OF FOOD & BEVERAGE UNIT.

1 No. WELFARE BLOCK. REFER TO DRAWING 7935-SMR-03-ZZ-DR-A-2104.

BATH RD

STOP
NO ENTRY
CUSTOMER ENTRANCE
8NO. NON EV BAYS
16NO. PUBLIC EV BAYS
38NO. CONTRACTED EV CAR PARKING BAYS
PERIMETER GATE AND FENCE BETWEEN PHASES 1 & 2, WITH TEMPORARY KERB AND BANK, TO BE REMOVED ONCE PHASE 2 IS IN OPERATION. REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2006.
PHASE 2 SMOKING SHELTER REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2008.
DELIVERY BAY
DNO
DNO
ELECTRICAL UNIT AREA
SEWER WAYLEAVE
2 MAINTENANCE BAYS
123NO. STANDARD EV CAR PARKING BAYS
EXISTING TREES AS PER TOPOGRAPHICAL SURVEY. REFER TO - 35225 Topographical Survey (December 2024). DETAILS OF NEW FENCING WITHIN ROOT PROTECTION AREAS FOUND IN APPENDIX D OF ARBORICULTURAL IMPACT ASSESMENT ACCOMPANYING THIS PLANNING APPLICATION.
CENTRALISED ELECTRICAL UNIT AREA IN PREPARATION FOR PHASE 2.
2.1m HIGH HEIGHT RESTRICTOR WITH ANPR. REFER TO DRAWING 7935-SMR-00-ZZ-DR-A-2008.
BRIDGE OVER M4 MOTORWAY

TUNNEL ROAD W (M4)

Rev	Description	Date	Drn	Ckd
P12	MINOR AMENDMENT TO BOUNDARY TREATMENTS & PLANNING.	29.08.25	AH	CV
P11	MINOR AMENDMENT TO ELECTRICAL UNIT AREA.	19.08.25	JC	CV
P10	PLANNING ISSUE IN LINE WITH DESIGN FREEZE 22.07.25.	30.07.25	JC	CV
P9	PLANNING ISSUE.	25.06.25	JC	CV
P8	ADDITION OF PHASE 2 FOOTPATH & REVISED WELFARE BLOCK	19.06.25	AH	CV
P7	F&B UNIT UPDATED, SOLAR CANOPY COLUMN POSITIONS INCLUDED IN PHASE 2, EV CHARGERS INCLUDED, AND OTHER MINOR AMENDMENTS.	06.06.25	AH	JC
P6	UPDATED IN LINE WITH DESIGN FREEZE 02.	23.05.25	JC	JM
P5	TREE ROOT PROTECTION OVERLAID, CYCLE ROUTE ADJUSTED ACCORDINGLY	10.04.25	HJ	JM
P4	SUBSTATION LAYOUT UPDATED. TRUCK PARKING POSITION REVISED. CYCLE PARKING AMENDED	25.03.25	TH	CV
P3	DRAWING UPDATED	10.03.25	TH	CV
P2	NOTES UPDATED	14.02.25	TH	CV
P1	FIRST ISSUE.	13.02.25	TH	CV

Status

PLANNING

SMR
SMALLEY MARSEY RISPIN
ARCHITECTS
The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

HEATHROW FLIGHTPATH CAR PARK, UB7 0DU

Client

LYSARA

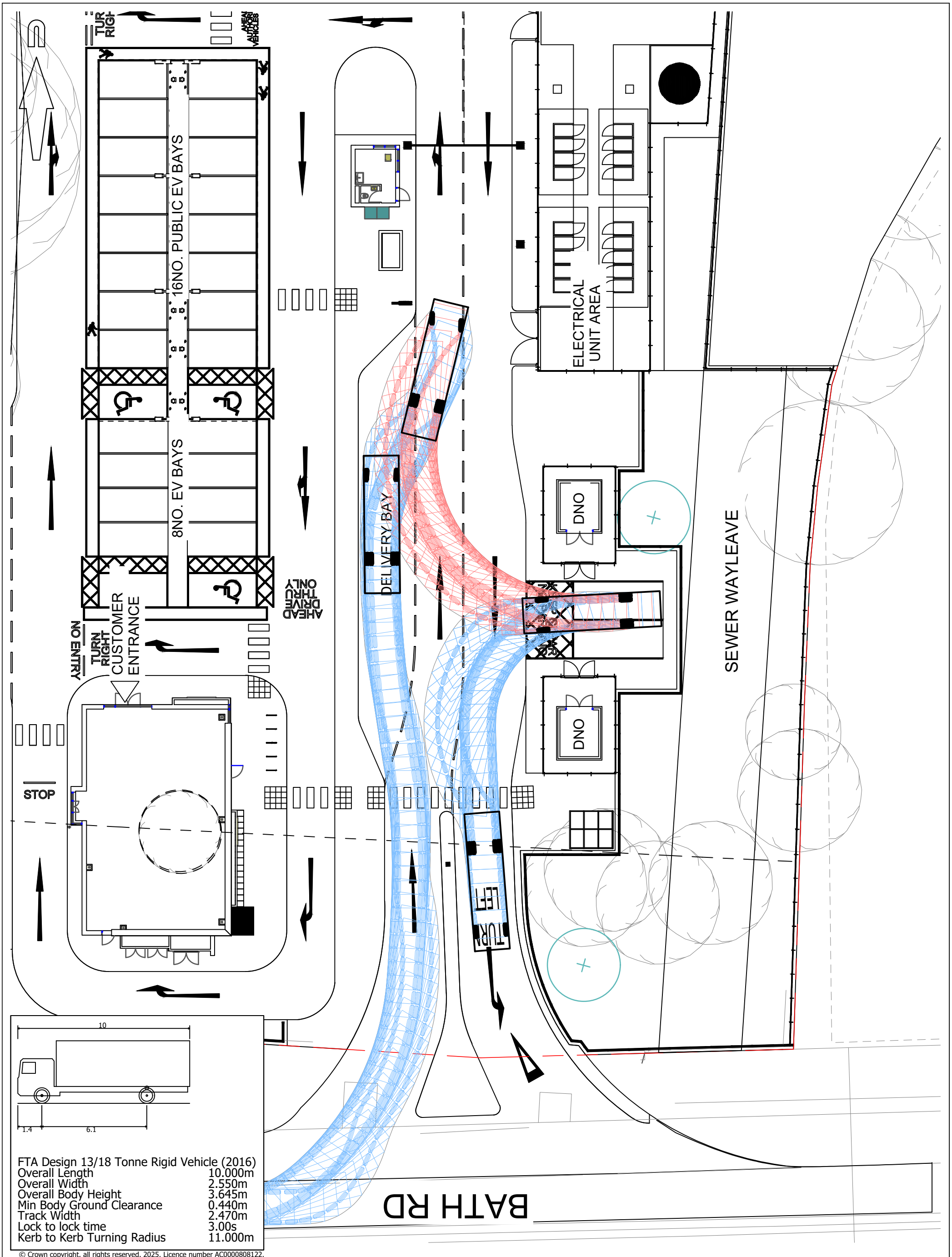
Drawing Title

PROPOSED SITE PLAN - PHASE 2

Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
7935	SMR	00	ZZ	DR	A	2004	S3	P12

SMR Job Ref	Sheet	Scale	Drawn
7935-00-2004	A2	1 : 500	AH

APPENDIX D: Vehicle Swept Path Analysis



FTA Design 13/18 Tonne Rigid Vehicle (2016)

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

mayer brown

Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

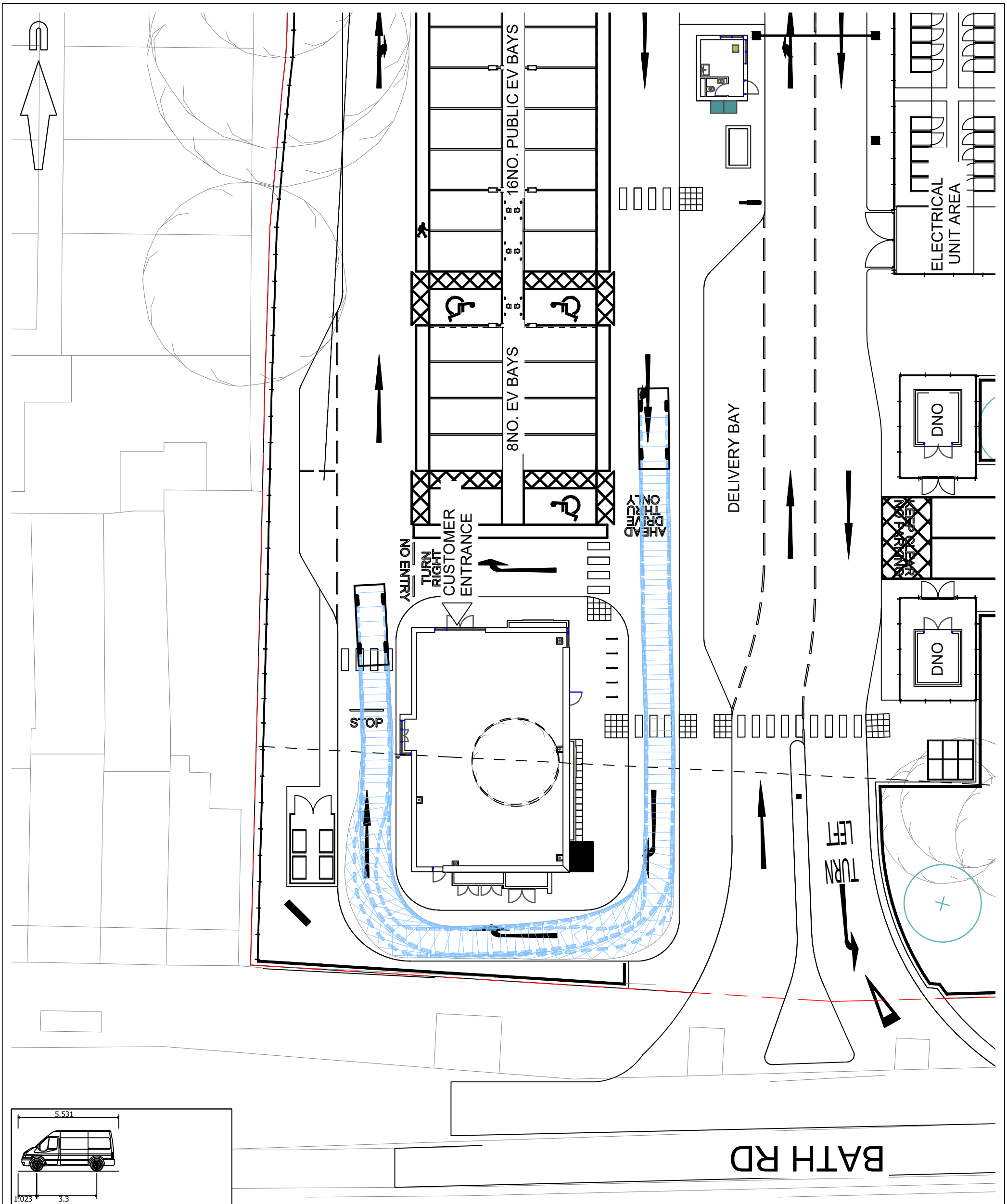
client
LYSARA

title
HEATHROW FLIGHTPATH CAR PARK, A4 BATH ROAD, WEST DRAYTON
SWEPT PATH ANALYSIS
10m RIGID SERVICING SITE

scale	drawn by	checked by
1:250 @ A3	JME	KC

date created	date revised	cad file	suitability	rev.
SEPTEMBER 2025	-	MASTER 2025-09-04	-	P1

drawing number
LNCPHEATHROW.1/TK23



Ford Transit 12 Seater Minibus	
Overall Length	5.531m
Overall Width	2.059m
Overall Body Height	2.235m
Min Body Ground Clearance	0.157m
Track Width	2.000m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

mayer brown

Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

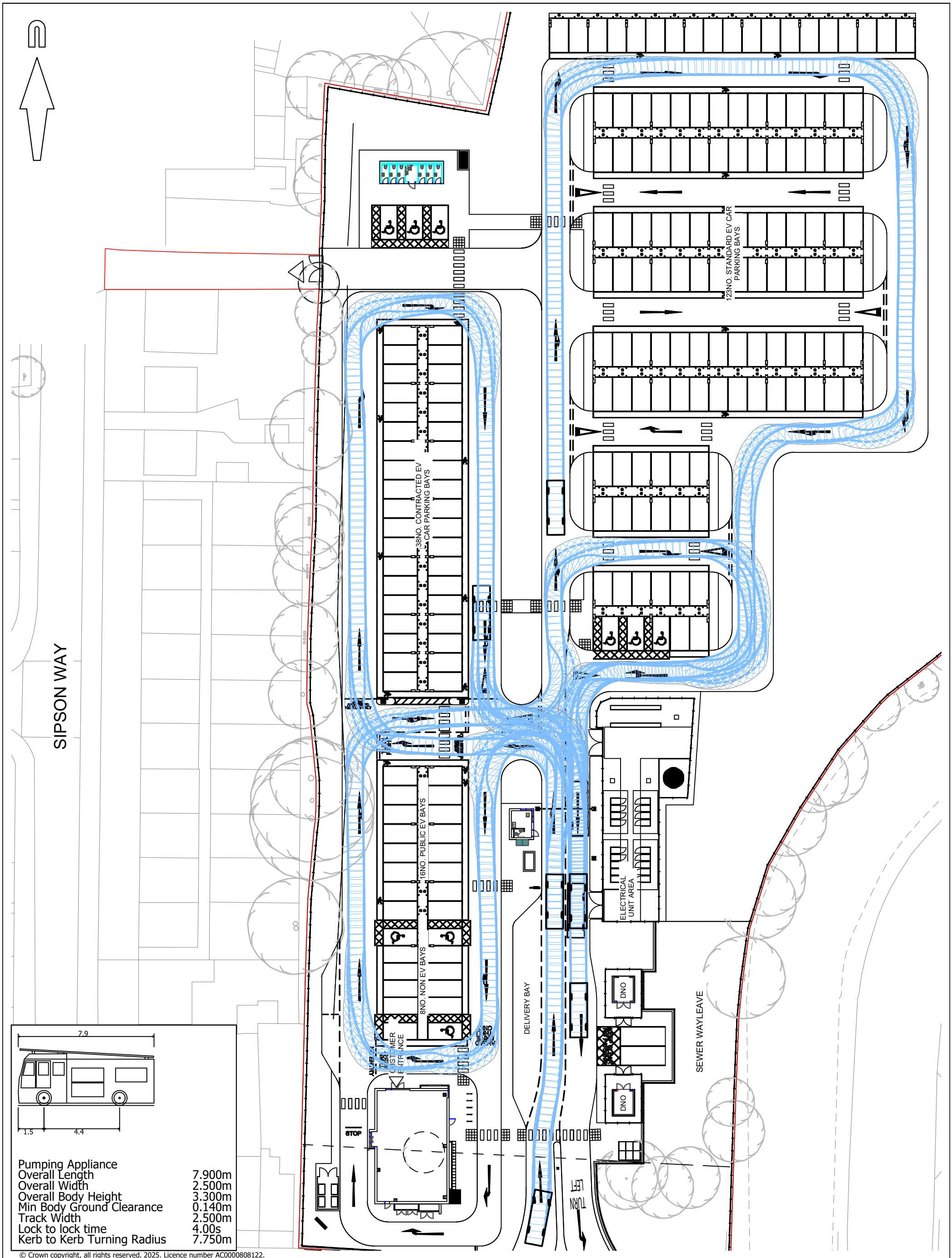
client: LYSARA

title: HEATHROW FLIGHTPATH CAR PARK, A4 BATH ROAD, WEST DRAYTON
SWEPT PATH ANALYSIS
12 SEATER MINIBUS USING DRIVE THRU LANE

scale	drawn by	checked by
1:250 @ A3	JME	KC

date created	date revised	cad file	suitability	rev.
SEPTEMBER 2025	-	MASTER 2025-09-04	-	P1

drawing number: LNCPHEATHROW.1/TK24



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Mayer Brown Limited
Lion House Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 508
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client: LYSARA

title: HEATHROW FLIGHTPATH CAR PARK, A4 BATH ROAD, WEST DRAYTON
SWEPT PATH ANALYSIS
FIRE TENDER AROUND CAR PARK

scale	drawn by	checked by
1:500 @ A3	JME	KC

date created	date revised	cad file	suitability	rev.
SEPTEMBER 2025	-	MASTER 2025-09-05	-	P2

drawing number: LNCPHEATHROW.1/TK25

APPENDIX E: Traffic Survey Data

SITE: ATC - NCP Car Park Heathrow Entrance LOCATION: Attached to bridge wall/ barrier

GRID REFERENCE: 51.482878, -0.452741 DIRECTION: WESTBOUND SPEED LIMIT: 20

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Averages	
	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec	1-5.	1-7.
Hour									
0000-0100	4	5	0	2	1	2	4	2	2.6
0100-0200	0	1	4	0	3	4	2	2.4	2
0200-0300	6	7	7	10	7	10	7	8.2	7.7
0300-0400	16	14	12	16	12	15	16	13.8	14.4
0400-0500	20	29	22	31	23	23	29	25.6	25.3
0500-0600	30	38	34	36	33	31	30	34.4	33.1
0600-0700	**38**	**41**	**50**	**39**	**47**	**40**	**36**	43.4	41.6
0700-0800	22	37	23	33	37	20	28	30	28.6
0800-0900	22	29	18	24	28	21	21	24	23.3
0900-1000	21	34	27	18	27	25	20	26.2	24.6
1000-1100	25	20	20	19	25	21	26	21	22.3
1100-1200	22	27	29	23	27	26	18	26.4	24.6
1200-1300	61	50	44	45	44	36	26	43.8	43.7
1300-1400	**67**	**65**	51	**50**	**64**	36	**50**	53.2	54.7
1400-1500	38	38	41	42	42	**41**	40	40.8	40.3
1500-1600	36	59	**65**	48	42	36	33	50	45.6
1600-1700	18	45	33	19	13	34	26	28.8	26.9
1700-1800	14	37	18	20	13	18	17	21.2	19.6
1800-1900	18	14	9	19	15	20	13	15.4	15.4
1900-2000	13	17	8	16	17	17	12	15	14.3
2000-2100	9	7	8	8	10	11	7	8.8	8.6
2100-2200	7	6	6	10	9	8	6	7.8	7.4
2200-2300	4	6	5	6	10	6	5	6.6	6
2300-2400	5	2	3	6	4	4	1	3.8	3.6
Totals									
0700-1900	364	455	378	360	377	334	318	380.8	369.4
0600-2200	431	526	450	433	460	410	379	455.8	441.3
0600-0000	440	534	458	445	474	420	385	466.2	450.9
0000-0000	516	628	537	540	553	505	473	552.6	536
AM Peak	600	600	600	600	600	600	600		
	38	41	50	39	47	40	36		
PM Peak	1300	1300	1500	1300	1300	1400	1300		
	67	65	65	50	64	41	50		

SITE: ATC - NCP Car Park Heathrow Entrance LOCATION: Attached to bridge wall/ barrier

GRID REFERENCE: 51.482878, -0.452741 DIRECTION: EASTBOUND SPEED LIMIT: 20

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Averages	
	08-Dec	09-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec	1-5.	1-7.
Hour									
0000-0100	12	4	1	0	4	5	4	2.8	4.3
0100-0200	0	11	13	6	7	10	3	9.4	7.1
0200-0300	2	3	2	2	2	2	2	2.2	2.1
0300-0400	2	2	1	2	2	3	3	2	2.1
0400-0500	7	8	7	9	7	7	8	7.6	7.6
0500-0600	15	16	14	11	**24**	12	7	15.4	14.1
0600-0700	**17**	**22**	15	**18**	16	**18**	**30**	17.8	19.4
0700-0800	12	8	**29**	17	12	14	20	16	16
0800-0900	1	1	3	3	0	1	0	1.6	1.3
0900-1000	0	0	1	1	0	0	1	0.4	0.4
1000-1100	0	0	1	3	2	12	0	3.6	2.6
1100-1200	2	0	2	2	2	4	3	2	2.1
1200-1300	2	1	0	0	0	2	0	0.6	0.7
1300-1400	0	6	3	3	2	3	4	3.4	3
1400-1500	2	1	1	4	2	2	4	2	2.3
1500-1600	3	2	2	0	3	1	2	1.6	1.9
1600-1700	4	1	2	3	7	6	3	3.8	3.7
1700-1800	6	4	5	4	3	1	3	3.4	3.7
1800-1900	2	6	2	2	3	0	4	2.6	2.7
1900-2000	3	3	1	1	3	2	2	2	2.1
2000-2100	3	3	6	2	17	0	2	5.6	4.7
2100-2200	12	2	2	17	**30**	8	5	11.8	10.9
2200-2300	**30**	3	**16**	**23**	26	**17**	**17**	17	18.9
2300-2400	17	**11**	13	8	14	10	4	11.2	11
Totals									
0700-1900	34	30	51	42	36	46	44	41	40.4
0600-2200	69	60	75	80	102	74	83	78.2	77.6
0600-0000	116	74	104	111	142	101	104	106.4	107.4
0000-0000	154	118	142	141	188	140	131	145.8	144.9
AM Peak	600	600	700	600	500	600	600		
	17	22	29	18	24	18	30		
PM Peak	2200	2300	2200	2200	2100	2200	2200		
	30	11	16	23	30	17	17		

SITE: A4 Bath Road, West Drayton (Eastbound flows) (51.481398, -0.454005)

			Lane 1			Lane 2		
		Summary	East Bound			East Bound		
			Total Vehicles	Mean Average	85%ile Speed	Total Vehicles	Mean Average	85%ile Speed
Day 1	Sunday	08/12/2024	1028	20	25	6372	25	29
Day 2	Monday	09/12/2024	1382	20	25	7997	25	29
Day 3	Tuesday	10/12/2024	1412	20	25	7823	25	29
Day 4	Wednesday	11/12/2024	1449	20	25	8028	25	29
Day 5	Thursday	12/12/2024	1393	20	25	8371	25	29
Day 6	Friday	13/12/2024	1330	20	25	8341	25	29
Day 7	Saturday	14/12/2024	1251	20	25	6810	25	29
		Week Total	**9245**	**20**	**25**	**53742**	**25**	**29**

SITE: A4 Bath Road, West Drayton LOCATION: Attached to lampposts

GRID REFERENCE: 51.481398, -0.454005 DIRECTION: Eastbound SPEED LIMIT: 40

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
08/12/24	00:00	01:00	32	0	12	20	0	0	0	0	0	0	0	16	22	28	1	4	1	13	13
08/12/24	01:00	02:00	13	0	2	11	0	0	0	0	0	0	0	22	24	27	0	0	1	5	7
08/12/24	02:00	03:00	9	0	4	5	0	0	0	0	0	0	0	19	21	26	0	1	0	1	7
08/12/24	03:00	04:00	13	0	3	10	0	0	0	0	0	0	0	19	23	27	1	0	1	2	9
08/12/24	04:00	05:00	30	0	16	14	0	0	0	0	0	0	0	16	21	27	0	4	0	12	14
08/12/24	05:00	06:00	33	0	27	6	0	0	0	0	0	0	0	15	18	22	1	1	2	10	19
08/12/24	06:00	07:00	44	0	25	18	1	0	0	0	0	0	0	16	20	24	0	6	1	17	20
08/12/24	07:00	08:00	34	0	27	7	0	0	0	0	0	0	0	15	18	21	1	2	0	11	20
08/12/24	08:00	09:00	40	0	27	13	0	0	0	0	0	0	0	16	19	25	0	3	4	14	19
08/12/24	09:00	10:00	53	0	30	23	0	0	0	0	0	0	0	16	20	26	1	2	1	21	28
08/12/24	10:00	11:00	48	0	31	16	1	0	0	0	0	0	0	16	20	24	2	9	2	11	24
08/12/24	11:00	12:00	46	0	33	13	0	0	0	0	0	0	0	16	19	24	1	9	1	13	22
08/12/24	12:00	13:00	60	0	42	18	0	0	0	0	0	0	0	15	19	23	1	5	6	28	20
08/12/24	13:00	14:00	52	0	34	17	1	0	0	0	0	0	0	16	20	24	0	6	2	23	21
08/12/24	14:00	15:00	64	0	40	20	4	0	0	0	0	0	0	16	20	25	0	8	2	28	26
08/12/24	15:00	16:00	45	0	29	13	3	0	0	0	0	0	0	15	20	25	0	6	2	12	25
08/12/24	16:00	17:00	48	0	36	12	0	0	0	0	0	0	0	15	18	21	0	7	7	9	25
08/12/24	17:00	18:00	59	0	32	25	2	0	0	0	0	0	0	16	21	26	0	8	3	21	27
08/12/24	18:00	19:00	59	0	40	16	3	0	0	0	0	0	0	16	20	25	1	11	1	21	25
08/12/24	19:00	20:00	60	0	37	22	1	0	0	0	0	0	0	16	20	24	1	15	5	18	21
08/12/24	20:00	21:00	47	0	32	15	0	0	0	0	0	0	0	16	20	24	0	5	1	18	23
08/12/24	21:00	22:00	58	0	45	12	1	0	0	0	0	0	0	16	19	22	0	8	5	23	22
08/12/24	22:00	23:00	42	0	28	14	0	0	0	0	0	0	0	16	19	24	1	4	1	19	17
08/12/24	23:00	24:00	39	0	23	15	1	0	0	0	0	0	0	17	20	26	0	7	2	14	16

08/12/24	**06:00-09:00**	**118**	**0**	**79**	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**19**	**23**	**1**	**11**	**5**	**42**	**59**
08/12/24	**15:00-19:00**	**211**	**0**	**137**	**66**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**24**	**1**	**32**	**13**	**63**	**102**
08/12/24	**06:00-22:00**	**817**	**0**	**540**	**260**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**24**	**8**	**110**	**43**	**288**	**368**
08/12/24	**00:00-24:00**	**1028**	**0**	**655**	**355**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**12**	**131**	**51**	**364**	**470**

Monday	From	To																			
09/12/24	00:00	01:00	34	1	12	19	2	0	0	0	0	0	0	18	22	27	1	11	1	10	11
09/12/24	01:00	02:00	10	0	4	6	0	0	0	0	0	0	0	19	22	26	0	2	0	4	4
09/12/24	02:00	03:00	14	0	4	9	1	0	0	0	0	0	0	19	23	26	0	3	0	3	8
09/12/24	03:00	04:00	12	0	7	5	0	0	0	0	0	0	0	16	19	22	1	0	0	3	8
09/12/24	04:00	05:00	25	0	17	8	0	0	0	0	0	0	0	16	19	24	1	5	2	3	14
09/12/24	05:00	06:00	43	0	32	11	0	0	0	0	0	0	0	16	19	23	0	11	3	11	18
09/12/24	06:00	07:00	66	1	43	20	2	0	0	0	0	0	0	15	19	26	4	14	2	17	29
09/12/24	07:00	08:00	78	1	51	26	0	0	0	0	0	0	0	16	20	25	1	13	1	33	30
09/12/24	08:00	09:00	69	1	43	21	4	0	0	0	0	0	0	14	20	26	0	11	2	33	23
09/12/24	09:00	10:00	72	0	46	26	0	0	0	0	0	0	0	16	20	25	2	18	4	24	24
09/12/24	10:00	11:00	57	0	37	20	0	0	0	0	0	0	0	16	20	24	1	10	1	28	17
09/12/24	11:00	12:00	69	0	45	24	0	0	0	0	0	0	0	16	19	24	0	22	5	22	20
09/12/24	12:00	13:00	63	0	37	24	2	0	0	0	0	0	0	16	20	26	0	17	2	21	23
09/12/24	13:00	14:00	80	0	44	34	2	0	0	0	0	0	0	16	21	26	3	20	4	36	17
09/12/24	14:00	15:00	85	2	60	22	1	0	0	0	0	0	0	15	18	22	2	26	7	29	21
09/12/24	15:00	16:00	75	0	55	18	2	0	0	0	0	0	0	15	19	25	2	15	5	25	28
09/12/24	16:00	17:00	79	0	48	30	1	0	0	0	0	0	0	14	19	24	1	23	6	30	19
09/12/24	17:00	18:00	76	1	52	20	2	1	0	0	0	0	0	16	19	24	1	23	6	21	25
09/12/24	18:00	19:00	80	0	54	24	2	0	0	0	0	0	0	15	19	24	2	24	1	30	23
09/12/24	19:00	20:00	71	0	42	28	1	0	0	0	0	0	0	17	20	26	1	25	2	22	21
09/12/24	20:00	21:00	71	0	37	33	1	0	0	0	0	0	0	16	21	26	1	18	5	24	23
09/12/24	21:00	22:00	54	0	27	26	1	0	0	0	0	0	0	16	20	25	0	13	4	21	16
09/12/24	22:00	23:00	49	0	34	14	0	0	1	0	0	0	0	16	20	27	2	11	6	12	18
09/12/24	23:00	24:00	50	0	28	21	1	0	0	0	0	0	0	16	21	27	3	17	4	12	14

09/12/24	**06:00-09:00**	**213**	**3**	**137**	**67**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**20**	**26**	**5**	**38**	**5**	**83**	**82**
09/12/24	**15:00-19:00**	**310**	**1**	**209**	**92**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**24**	**6**	**85**	**18**	**106**	**95**
09/12/24	**06:00-22:00**	**1145**	**6**	**721**	**396**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**21**	**292**	**57**	**416**	**359**
09/12/24	**00:00-24:00**	**1382**	**7**	**859**	**489**	**25**	**1**	**1**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**29**	**352**	**73**	**474**	**454**

Tuesday	From	To																			
10/12/24	00:00	01:00	33	1	11	19	2	0	0	0	0	0	0	17	23	28	2	14	0	11	6
10/12/24	01:00	02:00	13	0	5	7	1	0	0	0	0	0	0	19	25	30	0	5	1	5	2
10/12/24	02:00	03:00	12	1	5	6	0	0	0	0	0	0	0	16	19	21	1	5	0	2	4
10/12/24	03:00	04:00	17	0	11	4	2	0	0	0	0	0	0	17	21	26	0	6	2	6	3
10/12/24	04:00	05:00	35	0	17	14	4	0	0	0	0	0	0	17	22	29	5	12	3	8	7
10/12/24	05:00	06:00	54	1	33	20	0	0	0	0	0	0	0	16	20	27	4	22	4	14	10
10/12/24	06:00	07:00	74	1	49	21	3	0	0	0	0	0	0	16	20	26	2	19	5	24	24
10/12/24	07:00	08:00	83	0	61	21	1	0	0	0	0	0	0	16	19	22	4	20	3	33	23
10/12/24	08:00	09:00	70	1	51	18	0	0	0	0	0	0	0	14	19	24	2	15	3	32	18
10/12/24	09:00	10:00	71	0	42	27	2	0	0	0	0	0	0	16	20	26	2	16	6	23	24
10/12/24	10:00	11:00	57	0	38	19	0	0	0	0	0	0	0	16	19	22	1	15	5	19	17
10/12/24	11:00	12:00	64	0	40	21	3	0	0	0	0	0	0	16	20	23	0	16	5	28	15
10/12/24	12:00	13:00	68	5	35	27	0	1	0	0	0	0	0	14	19	24	2	27	4	18	17
10/12/24	13:00	14:00	76	1	56	18	1	0	0	0	0	0	0	14	19	24	2	25	2	30	17
10/12/24	14:00	15:00	79	0	49	30	0	0	0	0	0	0	0	15	19	24	3	18	4	27	27
10/12/24	15:00	16:00	65	0	42	19	4	0	0	0	0	0	0	16	21	27	0	19	2	23	21
10/12/24	16:00	17:00	60	0	42	16	2	0	0	0	0	0	0	15	19	24	1	19	5	14	21
10/12/24	17:00	18:00	69	1	49	19	0	0	0	0	0	0	0	15	19	24	0	24	10	15	20
10/12/24	18:00	19:00	81	5	50	25	1	0	0	0	0	0	0	15	19	24	2	34	4	23	18
10/12/24	19:00	20:00	69	2	41	26	0	0	0	0	0	0	0	15	20	26	2	25	3	20	19
10/12/24	20:00	21:00	67	0	35	30	2	0	0	0	0	0	0	16	21	26	2	18	5	26	16
10/12/24	21:00	22:00	61	0	33	26	2	0	0	0	0	0	0	16	20	25	1	17	4	17	22
10/12/24	22:00	23:00	60	0	34	24	2	0	0	0	0	0	0	16	20	25	2	13	10	19	16
10/12/24	23:00	24:00	74	1	27	42	4	0	0	0	0	0	0	17	22	27	0	18	3	33	20

10/12/24	**06:00-09:00**	**227**	**2**	**161**	**60**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**24**	**8**	**54**	**11**	**89**	**65**
10/12/24	**15:00-19:00**	**275**	**6**	**183**	**79**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**25**	**3**	**96**	**21**	**75**	**80**
10/12/24	**06:00-22:00**	**1114**	**16**	**713**	**363**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**20**	**24**	**26**	**327**	**70**	**372**	**319**
10/12/24	**00:00-24:00**	**1412**	**20**	**856**	**499**	**36**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**40**	**422**	**93**	**470**	**387**

Wednesday	From	To																			
11/12/24	00:00	01:00	62	3	13	41	5	0	0	0	0	0	0	18	23	29	1	16	2	30	13
11/12/24	01:00	02:00	16	0	4	12	0	0	0	0	0	0	0	17	23	29	0	6	2	4	4
11/12/24	02:00	03:00	13	2	3	7	1	0	0	0	0	0	0	16	20	25	1	6	0	3	3
11/12/24	03:00	04:00	15	0	5	9	1	0	0	0	0	0	0	14	21	28	0	8	0	4	3
11/12/24	04:00	05:00	35	0	19	16	0	0	0	0	0	0	0	16	20	25	0	14	1	12	8
11/12/24	05:00	06:00	54	1	34	19	0	0	0	0	0	0	0	17	20	24	3	13	3	16	19
11/12/24	06:00	07:00	71	1	46	24	0	0	0	0	0	0	0	15	19	26	3	25	3	20	20
11/12/24	07:00	08:00	86	0	54	27	5	0	0	0	0	0	0	16	20	26	1	24	8	30	23
11/12/24	08:00	09:00	67	2	40	24	0	1	0	0	0	0	0	16	20	25	5	12	4	27	19
11/12/24	09:00	10:00	84	5	56	22	0	1	0	0	0	0	0	14	19	22	2	18	5	35	24
11/12/24	10:00	11:00	63	0	41	22	0	0	0	0	0	0	0	16	20	25	1	14	2	24	22
11/12/24	11:00	12:00	75	0	47	26	2	0	0	0	0	0	0	16	20	26	4	23	8	22	18
11/12/24	12:00	13:00	66	0	43	23	0	0	0	0	0	0	0	16	19	23	4	13	5	24	20
11/12/24	13:00	14:00	78	0	51	26	1	0	0	0	0	0	0	16	20	25	1	18	8	31	20
11/12/24	14:00	15:00	70	0	45	23	2	0	0	0	0	0	0	16	20	24	1	17	3	33	16
11/12/24	15:00	16:00	80	1	55	22	2	0	0	0	0	0	0	13	18	23	1	32	3	26	18
11/12/24	16:00	17:00	69	0	44	25	0	0	0	0	0	0	0	16	20	24	0	21	5	23	20
11/12/24	17:00	18:00	77	0	51	26	0	0	0	0	0	0	0	16	19	23	0	19	7	29	22
11/12/24	18:00	19:00	64	1	41	22	0	0	0	0	0	0	0	15	19	22	2	19	7	23	13
11/12/24	19:00	20:00	78	0	52	23	2	1	0	0	0	0	0	16	20	25	2	21	10	25	20
11/12/24	20:00	21:00	57	2	31	24	0	0	0	0	0	0	0	16	20	25	1	17	6	17	16
11/12/24	21:00	22:00	67	0	39	27	1	0	0	0	0	0	0	16	21	27	1	23	2	23	18
11/12/24	22:00	23:00	51	0	28	21	2	0	0	0	0	0	0	18	21	25	0	15	3	18	15
11/12/24	23:00	24:00	51	1	24	21	5	0	0	0	0	0	0	16	21	28	4	21	2	11	13

11/12/24	**06:00-09:00**	**224**	**3**	**140**	**75**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**26**	**9**	**61**	**15**	**77**	**62**
11/12/24	**15:00-19:00**	**290**	**2**	**191**	**95**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**23**	**3**	**91**	**22**	**101**	**73**
11/12/24	**06:00-22:00**	**1152**	**12**	**736**	**386**	**15**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**24**	**29**	**316**	**86**	**412**	**309**
11/12/24	**00:00-24:00**	**1449**	**19**	**866**	**532**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**38**	**415**	**99**	**510**	**387**

Thursday	From	To																			
12/12/24	00:00	01:00	34	0	16	18	0	0	0	0	0	0	0	18	22	27	2	10	2	13	7
12/12/24	01:00	02:00	21	0	8	9	4	0	0	0	0	0	0	17	23	31	2	6	2	8	3
12/12/24	02:00	03:00	19	0	10	7	2	0	0	0	0	0	0	17	22	26	1	9	1	4	4
12/12/24	03:00	04:00	12	0	6	5	1	0	0	0	0	0	0	18	22	29	0	5	0	2	5
12/12/24	04:00	05:00	33	0	17	15	1	0	0	0	0	0	0	18	22	28	2	13	1	7	10
12/12/24	05:00	06:00	56	0	43	13	0	0	0	0	0	0	0	17	20	24	2	19	3	18	14
12/12/24	06:00	07:00	70	3	47	20	0	0	0	0	0	0	0	15	18	22	1	26	2	19	22
12/12/24	07:00	08:00	90	2	56	28	4	0	0	0	0	0	0	14	19	25	3	22	4	37	24
12/12/24	08:00	09:00	73	1	50	21	0	1	0	0	0	0	0	15	19	24	3	18	3	25	24
12/12/24	09:00	10:00	71	2	29	38	2	0	0	0	0	0	0	17	21	26	1	22	5	20	23
12/12/24	10:00	11:00	62	0	39	23	0	0	0	0	0	0	0	15	19	24	4	15	5	20	18
12/12/24	11:00	12:00	75	0	55	20	0	0	0	0	0	0	0	15	19	24	0	15	6	33	21
12/12/24	12:00	13:00	68	0	43	24	1	0	0	0	0	0	0	16	20	23	3	18	3	25	19
12/12/24	13:00	14:00	61	1	42	17	1	0	0	0	0	0	0	14	19	23	1	18	5	18	19
12/12/24	14:00	15:00	69	0	46	22	1	0	0	0	0	0	0	16	20	24	4	23	4	19	19
12/12/24	15:00	16:00	67	1	46	19	1	0	0	0	0	0	0	14	19	24	2	16	5	26	18
12/12/24	16:00	17:00	72	2	49	21	0	0	0	0	0	0	0	14	18	22	3	22	9	22	16
12/12/24	17:00	18:00	75	0	50	25	0	0	0	0	0	0	0	15	19	24	2	24	9	22	18
12/12/24	18:00	19:00	62	0	40	21	1	0	0	0	0	0	0	16	19	22	1	20	5	21	15
12/12/24	19:00	20:00	75	0	47	27	1	0	0	0	0	0	0	16	20	25	2	22	7	24	20
12/12/24	20:00	21:00	63	0	36	25	2	0	0	0	0	0	0	16	21	27	2	15	7	22	17
12/12/24	21:00	22:00	63	1	41	20	0	1	0	0	0	0	0	16	19	23	2	19	3	19	20
12/12/24	22:00	23:00	57	2	29	25	1	0	0	0	0	0	0	16	20	24	0	13	5	23	16
12/12/24	23:00	24:00	45	1	24	20	0	0	0	0	0	0	0	16	20	24	2	13	5	15	10

12/12/24	**06:00-09:00**	**233**	**6**	**153**	**69**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**24**	**7**	**66**	**9**	**81**	**70**
12/12/24	**15:00-19:00**	**276**	**3**	**185**	**86**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**23**	**8**	**82**	**28**	**91**	**67**
12/12/24	**06:00-22:00**	**1116**	**13**	**716**	**371**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**24**	**34**	**315**	**82**	**372**	**313**
12/12/24	**00:00-24:00**	**1393**	**16**	**869**	**483**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**45**	**403**	**101**	**462**	**382**

Friday	From	To																			
13/12/24	00:00	01:00	31	0	8	20	3	0	0	0	0	0	0	18	23	28	0	10	2	10	9
13/12/24	01:00	02:00	19	0	5	14	0	0	0	0	0	0	0	19	22	25	0	7	2	6	4
13/12/24	02:00	03:00	14	0	9	5	0	0	0	0	0	0	0	18	21	26	0	5	1	4	4
13/12/24	03:00	04:00	11	0	4	7	0	0	0	0	0	0	0	18	23	26	0	5	2	2	2
13/12/24	04:00	05:00	31	0	17	13	1	0	0	0	0	0	0	17	21	26	0	13	3	8	7
13/12/24	05:00	06:00	53	0	39	13	1	0	0	0	0	0	0	16	19	24	2	19	3	14	15
13/12/24	06:00	07:00	53	3	35	15	0	0	0	0	0	0	0	14	19	24	3	12	1	13	24
13/12/24	07:00	08:00	84	2	60	21	1	0	0	0	0	0	0	16	19	23	3	19	6	35	21
13/12/24	08:00	09:00	75	0	48	25	2	0	0	0	0	0	0	16	20	25	4	10	5	28	28
13/12/24	09:00	10:00	70	0	41	29	0	0	0	0	0	0	0	16	20	24	1	9	6	27	27
13/12/24	10:00	11:00	58	0	42	16	0	0	0	0	0	0	0	14	18	24	1	9	4	21	23
13/12/24	11:00	12:00	69	2	44	22	1	0	0	0	0	0	0	16	19	24	1	14	4	25	25
13/12/24	12:00	13:00	61	0	41	19	1	0	0	0	0	0	0	16	20	24	1	12	4	21	23
13/12/24	13:00	14:00	68	0	47	19	2	0	0	0	0	0	0	14	19	23	2	23	3	22	18
13/12/24	14:00	15:00	62	0	36	24	2	0	0	0	0	0	0	16	20	24	0	18	5	15	24
13/12/24	15:00	16:00	65	0	44	19	1	1	0	0	0	0	0	14	19	25	1	18	4	16	26
13/12/24	16:00	17:00	59	1	34	24	0	0	0	0	0	0	0	15	19	24	0	18	4	20	17
13/12/24	17:00	18:00	66	0	41	22	3	0	0	0	0	0	0	15	20	26	3	18	4	18	23
13/12/24	18:00	19:00	76	0	49	26	1	0	0	0	0	0	0	16	20	24	6	21	5	22	22
13/12/24	19:00	20:00	75	0	47	27	1	0	0	0	0	0	0	16	20	24	0	23	2	23	27
13/12/24	20:00	21:00	74	0	44	29	1	0	0	0	0	0	0	16	20	26	5	22	6	19	22
13/12/24	21:00	22:00	54	0	31	21	2	0	0	0	0	0	0	16	20	23	2	14	1	16	21
13/12/24	22:00	23:00	54	0	33	17	4	0	0	0	0	0	0	15	20	26	2	12	5	14	21
13/12/24	23:00	24:00	48	1	24	22	1	0	0	0	0	0	0	16	20	26	1	10	0	19	18

13/12/24	**06:00-09:00**	**212**	**5**	**143**	**61**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**24**	**10**	**41**	**12**	**76**	**73**
13/12/24	**15:00-19:00**	**266**	**1**	**168**	**91**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**20**	**25**	**10**	**75**	**17**	**76**	**88**
13/12/24	**06:00-22:00**	**1069**	**8**	**684**	**358**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**19**	**24**	**33**	**260**	**64**	**341**	**371**
13/12/24	**00:00-24:00**	**1330**	**9**	**823**	**469**	**28**	**1**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**38**	**341**	**82**	**418**	**451**

Saturday	From	To																			
14/12/24	00:00	01:00	33	1	15	16	1	0	0	0	0	0	0	18	22	27	0	11	3	8	11
14/12/24	01:00	02:00	19	0	6	13	0	0	0	0	0	0	0	18	22	26	0	7	0	7	5
14/12/24	02:00	03:00	12	0	3	9	0	0	0	0	0	0	0	20	23	27	0	6	1	1	4
14/12/24	03:00	04:00	12	0	7	5	0	0	0	0	0	0	0	18	21	24	0	6	0	3	3
14/12/24	04:00	05:00	29	0	16	12	1	0	0	0	0	0	0	16	21	24	0	11	0	7	11
14/12/24	05:00	06:00	45	0	30	15	0	0	0	0	0	0	0	16	20	22	2	15	1	13	14
14/12/24	06:00	07:00	54	0	31	22	1	0	0	0	0	0	0	17	21	26	2	20	1	14	17
14/12/24	07:00	08:00	52	0	34	15	3	0	0	0	0	0	0	16	20	24	1	10	1	21	19
14/12/24	08:00	09:00	67	0	49	16	2	0	0	0	0	0	0	14	18	23	0	13	2	24	28
14/12/24	09:00	10:00	72	1	48	21	2	0	0	0	0	0	0	16	19	24	0	12	1	27	32
14/12/24	10:00	11:00	78	0	53	22	3	0	0	0	0	0	0	16	20	24	1	17	1	30	29
14/12/24	11:00	12:00	55	1	37	16	1	0	0	0	0	0	0	16	19	23	2	11	0	21	21
14/12/24	12:00	13:00	65	0	42	22	1	0	0	0	0	0	0	16	19	23	0	24	2	23	16
14/12/24	13:00	14:00	63	0	43	17	3	0	0	0	0	0	0	15	20	26	1	15	1	28	18
14/12/24	14:00	15:00	65	0	33	28	3	1	0	0	0	0	0	16	21	26	1	16	3	22	23
14/12/24	15:00	16:00	66	0	32	31	2	1	0	0	0	0	0	16	21	27	1	21	0	25	19
14/12/24	16:00	17:00	63	0	47	15	1	0	0	0	0	0	0	14	19	24	3	19	6	17	18
14/12/24	17:00	18:00	64	0	41	22	0	1	0	0	0	0	0	16	19	23	1	17	7	21	18
14/12/24	18:00	19:00	74	0	37	35	2	0	0	0	0	0	0	17	21	26	3	19	8	20	24
14/12/24	19:00	20:00	72	0	40	31	1	0	0	0	0	0	0	16	21	26	3	19	4	22	24
14/12/24	20:00	21:00	50	0	27	19	4	0	0	0	0	0	0	17	21	27	2	16	2	13	17
14/12/24	21:00	22:00	50	0	35	12	3	0	0	0	0	0	0	16	20	26	1	15	2	15	17
14/12/24	22:00	23:00	49	2	33	13	1	0	0	0	0	0	0	14	19	24	0	16	4	11	18
14/12/24	23:00	24:00	42	0	22	20	0	0	0	0	0	0	0	17	20	25	1	14	4	9	14

14/12/24	**06:00-09:00**	**173**	**0**	**114**	**53**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**24**	**3**	**43**	**4**	**59**	**64**
14/12/24	**15:00-19:00**	**267**	**0**	**157**	**103**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**8**	**76**	**21**	**83**	**79**
14/12/24	**06:00-22:00**	**1010**	**2**	**629**	**344**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**22**	**264**	**41**	**343**	**340**
14/12/24	**00:00-24:00**	**1251**	**5**	**761**	**447**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**25**	**350**	**54**	**402**	**420**

Total			**9245**	**76**	**5689**	**3274**	**194**	**11**	**1**	**0**	**0**	**0**	**0**	**16**	**20**	**25**	**227**	**2414**	**553**	**3100**	**2951**

SITE: A4 Bath Road, West Drayton LOCATION: Attached to lampposts

GRID REFERENCE: 51.481398, -0.454005 DIRECTION: Eastbound SPEED LIMIT: 40

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
08/12/24	00:00	01:00	152	0	7	115	29	1	0	0	0	0	0	23	27	31	2	149	0	1	0
08/12/24	01:00	02:00	60	0	7	42	10	1	0	0	0	0	0	21	26	31	4	54	0	0	2
08/12/24	02:00	03:00	57	0	9	38	9	1	0	0	0	0	0	21	26	32	1	54	1	0	1
08/12/24	03:00	04:00	69	0	5	52	12	0	0	0	0	0	0	21	26	31	1	67	0	1	0
08/12/24	04:00	05:00	123	0	12	91	20	0	0	0	0	0	0	22	26	31	2	117	1	2	1
08/12/24	05:00	06:00	176	0	28	126	21	1	0	0	0	0	0	20	25	29	0	172	1	2	1
08/12/24	06:00	07:00	211	0	18	172	20	1	0	0	0	0	0	21	26	29	3	202	3	3	0
08/12/24	07:00	08:00	270	0	53	204	13	0	0	0	0	0	0	19	24	28	0	266	1	3	0
08/12/24	08:00	09:00	293	4	44	218	26	1	0	0	0	0	0	20	24	28	1	290	1	1	0
08/12/24	09:00	10:00	312	1	72	227	12	0	0	0	0	0	0	19	23	27	1	306	3	2	0
08/12/24	10:00	11:00	327	8	64	236	19	0	0	0	0	0	0	19	24	28	2	322	1	1	1
08/12/24	11:00	12:00	316	5	54	233	22	2	0	0	0	0	0	20	24	28	4	307	1	1	3
08/12/24	12:00	13:00	424	8	47	349	20	0	0	0	0	0	0	21	24	28	3	417	1	3	0
08/12/24	13:00	14:00	481	5	70	366	40	0	0	0	0	0	0	20	24	28	4	473	4	0	0
08/12/24	14:00	15:00	450	1	73	344	32	0	0	0	0	0	0	20	24	28	1	446	1	2	0
08/12/24	15:00	16:00	380	3	59	293	25	0	0	0	0	0	0	20	24	28	3	374	1	2	0
08/12/24	16:00	17:00	305	2	63	232	8	0	0	0	0	0	0	19	23	27	1	300	2	2	0
08/12/24	17:00	18:00	369	1	56	295	17	0	0	0	0	0	0	20	24	28	3	361	1	3	1
08/12/24	18:00	19:00	338	3	64	244	27	0	0	0	0	0	0	19	24	28	5	330	1	2	0
08/12/24	19:00	20:00	340	7	56	259	18	0	0	0	0	0	0	20	24	28	3	332	2	1	2
08/12/24	20:00	21:00	266	6	30	200	29	1	0	0	0	0	0	21	25	29	4	257	3	2	0
08/12/24	21:00	22:00	232	3	17	184	26	2	0	0	0	0	0	22	26	30	1	227	1	2	1
08/12/24	22:00	23:00	255	0	22	202	27	3	1	0	0	0	0	22	26	30	1	249	3	0	2
08/12/24	23:00	24:00	166	0	13	135	18	0	0	0	0	0	0	22	26	30	2	162	1	0	1

08/12/24	**06:00-09:00**	**774**	**4**	**115**	**594**	**59**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**25**	**28**	**4**	**758**	**5**	**7**	**0**
08/12/24	**15:00-19:00**	**1392**	**9**	**242**	**1064**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**12**	**1365**	**5**	**9**	**1**
08/12/24	**06:00-22:00**	**5314**	**57**	**840**	**4056**	**354**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**39**	**5210**	**27**	**30**	**8**
08/12/24	**00:00-24:00**	**6372**	**57**	**943**	**4857**	**500**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**52**	**6234**	**34**	**36**	**16**

Monday	From	To																			
09/12/24	00:00	01:00	84	0	1	68	15	0	0	0	0	0	0	22	27	31	5	78	0	0	1
09/12/24	01:00	02:00	43	0	2	26	14	1	0	0	0	0	0	22	28	31	3	40	0	0	0
09/12/24	02:00	03:00	34	0	1	23	10	0	0	0	0	0	0	21	27	32	2	31	0	0	1
09/12/24	03:00	04:00	69	0	5	49	13	2	0	0	0	0	0	23	27	34	1	61	4	2	1
09/12/24	04:00	05:00	148	0	29	103	15	1	0	0	0	0	0	20	25	29	1	144	2	1	0
09/12/24	05:00	06:00	277	2	55	193	27	0	0	0	0	0	0	19	24	29	0	267	2	8	0
09/12/24	06:00	07:00	402	2	83	272	45	0	0	0	0	0	0	19	24	29	1	385	7	6	3
09/12/24	07:00	08:00	485	15	88	352	30	0	0	0	0	0	0	19	24	28	9	460	7	8	1
09/12/24	08:00	09:00	491	11	50	391	37	2	0	0	0	0	0	21	25	28	4	469	10	6	2
09/12/24	09:00	10:00	454	11	69	345	27	2	0	0	0	0	0	20	24	28	2	428	9	11	4
09/12/24	10:00	11:00	424	5	68	324	27	0	0	0	0	0	0	20	24	28	3	401	10	7	3
09/12/24	11:00	12:00	382	8	74	278	22	0	0	0	0	0	0	19	24	28	4	360	6	12	0
09/12/24	12:00	13:00	425	6	63	333	23	0	0	0	0	0	0	20	24	28	2	407	9	5	2
09/12/24	13:00	14:00	500	5	65	376	52	2	0	0	0	0	0	21	25	29	6	470	10	10	4
09/12/24	14:00	15:00	499	4	57	413	25	0	0	0	0	0	0	21	24	28	2	485	6	4	2
09/12/24	15:00	16:00	469	9	72	357	30	0	1	0	0	0	0	20	24	28	3	442	11	12	1
09/12/24	16:00	17:00	527	10	98	397	22	0	0	0	0	0	0	20	23	27	3	502	9	11	2
09/12/24	17:00	18:00	495	9	113	341	32	0	0	0	0	0	0	19	23	27	7	473	10	5	0
09/12/24	18:00	19:00	402	3	81	302	15	1	0	0	0	0	0	19	24	27	2	394	3	0	3
09/12/24	19:00	20:00	345	3	53	263	24	2	0	0	0	0	0	20	24	28	3	332	5	3	2
09/12/24	20:00	21:00	270	9	19	207	32	3	0	0	0	0	0	21	25	29	9	251	6	3	1
09/12/24	21:00	22:00	263	3	14	211	32	2	1	0	0	0	0	22	26	30	3	254	4	2	0
09/12/24	22:00	23:00	322	2	26	263	29	0	2	0	0	0	0	21	26	29	1	313	4	3	1
09/12/24	23:00	24:00	187	1	4	142	37	2	1	0	0	0	0	23	27	31	1	181	1	2	2

09/12/24	**06:00-09:00**	**1378**	**28**	**221**	**1015**	**112**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**14**	**1314**	**24**	**20**	**6**
09/12/24	**15:00-19:00**	**1893**	**31**	**364**	**1397**	**99**	**1**	**1**	**0**	**0**	**0**	**0**	**20**	**23**	**27**	**15**	**1811**	**33**	**28**	**6**
09/12/24	**06:00-22:00**	**6833**	**113**	**1067**	**5162**	**475**	**14**	**2**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**63**	**6513**	**122**	**105**	**30**
09/12/24	**00:00-24:00**	**7997**	**118**	**1190**	**6029**	**635**	**20**	**5**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**77**	**7628**	**135**	**121**	**36**

Tuesday	From	To																			
10/12/24	00:00	01:00	100	0	6	73	21	0	0	0	0	0	0	23	27	31	0	95	1	3	1
10/12/24	01:00	02:00	51	0	1	44	6	0	0	0	0	0	0	23	26	29	1	48	0	2	0
10/12/24	02:00	03:00	46	0	6	29	10	1	0	0	0	0	0	21	27	31	2	43	0	1	0
10/12/24	03:00	04:00	62	0	4	42	16	0	0	0	0	0	0	23	28	32	0	58	1	2	1
10/12/24	04:00	05:00	146	1	16	95	34	0	0	0	0	0	0	22	27	31	1	139	4	1	1
10/12/24	05:00	06:00	273	1	37	205	30	0	0	0	0	0	0	21	25	29	1	262	3	6	1
10/12/24	06:00	07:00	367	2	42	271	51	1	0	0	0	0	0	21	25	30	1	352	5	6	3
10/12/24	07:00	08:00	446	17	82	326	20	1	0	0	0	0	0	19	23	27	5	416	13	11	1
10/12/24	08:00	09:00	428	12	65	316	33	1	1	0	0	0	0	20	24	28	3	406	12	6	1
10/12/24	09:00	10:00	469	8	68	370	22	1	0	0	0	0	0	20	24	28	3	452	5	9	0
10/12/24	10:00	11:00	415	7	51	330	26	1	0	0	0	0	0	21	24	28	2	384	19	8	2
10/12/24	11:00	12:00	364	3	57	273	30	1	0	0	0	0	0	20	24	28	2	344	2	11	5
10/12/24	12:00	13:00	399	8	66	291	30	2	2	0	0	0	0	20	24	29	7	379	7	4	2
10/12/24	13:00	14:00	472	8	57	366	40	1	0	0	0	0	0	21	24	29	4	455	9	3	1
10/12/24	14:00	15:00	486	5	55	391	35	0	0	0	0	0	0	21	24	29	5	461	13	6	1
10/12/24	15:00	16:00	436	8	59	334	32	2	1	0	0	0	0	20	24	29	3	411	10	11	1
10/12/24	16:00	17:00	484	6	94	345	39	0	0	0	0	0	0	19	24	28	3	466	10	5	0
10/12/24	17:00	18:00	545	11	94	412	25	3	0	0	0	0	0	20	24	27	4	528	6	6	1
10/12/24	18:00	19:00	467	4	58	382	23	0	0	0	0	0	0	21	24	28	3	455	5	2	2
10/12/24	19:00	20:00	332	5	31	269	27	0	0	0	0	0	0	21	25	29	2	318	5	5	2
10/12/24	20:00	21:00	295	12	26	216	39	1	1	0	0	0	0	21	25	30	9	279	4	3	0
10/12/24	21:00	22:00	289	2	27	218	40	2	0	0	0	0	0	21	26	30	4	277	4	4	0
10/12/24	22:00	23:00	260	1	22	202	34	1	0	0	0	0	0	22	26	30	1	251	4	2	2
10/12/24	23:00	24:00	191	0	10	153	28	0	0	0	0	0	0	21	26	30	1	179	6	3	2

10/12/24	**06:00-09:00**	**1241**	**31**	**189**	**913**	**104**	**3**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**9**	**1174**	**30**	**23**	**5**
10/12/24	**15:00-19:00**	**1932**	**29**	**305**	**1473**	**119**	**5**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**13**	**1860**	**31**	**24**	**4**
10/12/24	**06:00-22:00**	**6694**	**118**	**932**	**5110**	**512**	**17**	**5**	**0**	**0**	**0**	**0**	**20**	**24**	**29**	**60**	**6383**	**129**	**100**	**22**
10/12/24	**00:00-24:00**	**7823**	**121**	**1034**	**5953**	**691**	**19**	**5**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**67**	**7458**	**148**	**120**	**30**

Wednesday	From	To																			
11/12/24	00:00	01:00	131	2	17	97	15	0	0	0	0	0	0	21	25	29	4	123	2	1	1
11/12/24	01:00	02:00	60	0	7	42	10	1	0	0	0	0	0	22	26	31	5	53	2	0	0
11/12/24	02:00	03:00	60	0	4	42	14	0	0	0	0	0	0	22	28	31	0	58	0	0	2
11/12/24	03:00	04:00	67	0	2	49	15	1	0	0	0	0	0	24	28	31	0	66	0	1	0
11/12/24	04:00	05:00	174	0	19	132	22	1	0	0	0	0	0	21	26	30	0	163	7	0	4
11/12/24	05:00	06:00	260	0	34	191	34	1	0	0	0	0	0	21	26	30	3	250	1	5	1
11/12/24	06:00	07:00	376	2	69	265	40	0	0	0	0	0	0	20	24	29	1	361	6	6	2
11/12/24	07:00	08:00	471	5	62	369	34	1	0	0	0	0	0	21	24	28	3	442	8	16	2
11/12/24	08:00	09:00	453	7	61	347	37	1	0	0	0	0	0	21	24	28	5	427	13	7	1
11/12/24	09:00	10:00	390	153	48	177	12	0	0	0	0	0	0	5	16	26	9	360	13	8	0
11/12/24	10:00	11:00	366	5	58	283	20	0	0	0	0	0	0	20	24	28	4	344	9	9	0
11/12/24	11:00	12:00	417	5	58	326	26	2	0	0	0	0	0	21	24	28	4	397	6	7	3
11/12/24	12:00	13:00	429	15	43	344	27	0	0	0	0	0	0	21	24	28	7	403	12	2	5
11/12/24	13:00	14:00	501	10	48	393	49	1	0	0	0	0	0	21	25	29	6	464	14	12	5
11/12/24	14:00	15:00	514	7	53	413	39	2	0	0	0	0	0	21	25	29	3	494	8	7	2
11/12/24	15:00	16:00	466	14	71	346	34	1	0	0	0	0	0	20	24	28	5	437	10	11	3
11/12/24	16:00	17:00	457	6	51	370	29	1	0	0	0	0	0	21	24	28	5	440	2	7	3
11/12/24	17:00	18:00	534	10	95	397	32	0	0	0	0	0	0	19	24	28	2	519	9	3	1
11/12/24	18:00	19:00	484	2	63	385	33	1	0	0	0	0	0	21	24	28	3	470	5	5	1
11/12/24	19:00	20:00	364	2	45	288	28	1	0	0	0	0	0	21	24	28	1	352	8	3	0
11/12/24	20:00	21:00	296	5	25	246	20	0	0	0	0	0	0	21	25	28	2	289	1	3	1
11/12/24	21:00	22:00	301	4	24	220	52	1	0	0	0	0	0	21	26	31	3	294	2	2	0
11/12/24	22:00	23:00	284	0	14	242	24	4	0	0	0	0	0	22	26	29	0	273	8	1	2
11/12/24	23:00	24:00	173	1	9	139	22	2	0	0	0	0	0	22	26	30	1	166	4	1	1

11/12/24	**06:00-09:00**	**1300**	**14**	**192**	**981**	**111**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**24**	**28**	**9**	**1230**	**27**	**29**	**5**
11/12/24	**15:00-19:00**	**1941**	**32**	**280**	**1498**	**128**	**3**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**15**	**1866**	**26**	**26**	**8**
11/12/24	**06:00-22:00**	**6819**	**252**	**874**	**5169**	**512**	**12**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**63**	**6493**	**126**	**108**	**29**
11/12/24	**00:00-24:00**	**8028**	**255**	**980**	**6103**	**668**	**22**	**0**	**0**	**0**	**0**	**0**	**20**	**25**	**29**	**76**	**7645**	**150**	**117**	**40**

Thursday	From	To																			
12/12/24	00:00	01:00	89	2	7	60	18	2	0	0	0	0	0	21	27	32	3	85	0	0	1
12/12/24	01:00	02:00	60	0	5	42	12	1	0	0	0	0	0	22	26	31	0	57	1	1	1
12/12/24	02:00	03:00	50	0	6	30	14	0	0	0	0	0	0	21	26	32	3	44	1	0	2
12/12/24	03:00	04:00	76	0	1	51	23	1	0	0	0	0	0	23	28	32	3	68	3	1	1
12/12/24	04:00	05:00	165	0	18	120	27	0	0	0	0	0	0	21	26	31	1	157	3	2	2
12/12/24	05:00	06:00	291	2	47	216	26	0	0	0	0	0	0	20	25	29	1	280	3	5	2
12/12/24	06:00	07:00	411	8	60	302	41	0	0	0	0	0	0	20	24	28	2	389	8	9	3
12/12/24	07:00	08:00	455	13	82	325	33	1	1	0	0	0	0	19	24	28	6	426	8	13	2
12/12/24	08:00	09:00	412	5	54	316	36	1	0	0	0	0	0	21	25	29	2	386	15	9	0
12/12/24	09:00	10:00	438	9	61	339	29	0	0	0	0	0	0	20	24	28	2	413	11	7	5
12/12/24	10:00	11:00	377	9	58	281	29	0	0	0	0	0	0	20	24	28	6	353	5	9	4
12/12/24	11:00	12:00	400	5	54	314	25	2	0	0	0	0	0	21	24	28	2	382	8	6	2
12/12/24	12:00	13:00	454	9	65	354	26	0	0	0	0	0	0	20	24	28	5	429	8	7	5
12/12/24	13:00	14:00	482	14	48	363	56	1	0	0	0	0	0	21	25	29	8	458	10	6	0
12/12/24	14:00	15:00	547	6	74	441	26	0	0	0	0	0	0	21	24	28	4	521	10	8	4
12/12/24	15:00	16:00	512	9	93	389	21	0	0	0	0	0	0	20	23	27	4	481	17	7	3
12/12/24	16:00	17:00	575	30	127	401	17	0	0	0	0	0	0	18	22	27	3	548	12	9	3
12/12/24	17:00	18:00	565	4	134	401	26	0	0	0	0	0	0	19	23	27	1	553	6	4	1
12/12/24	18:00	19:00	511	7	102	390	11	0	1	0	0	0	0	19	23	27	5	490	9	5	2
12/12/24	19:00	20:00	419	7	38	351	22	1	0	0	0	0	0	21	25	28	7	408	3	1	0
12/12/24	20:00	21:00	309	3	31	250	24	1	0	0	0	0	0	21	25	29	2	297	5	4	1
12/12/24	21:00	22:00	288	2	41	224	21	0	0	0	0	0	0	21	24	28	1	277	6	4	0
12/12/24	22:00	23:00	278	0	16	225	36	1	0	0	0	0	0	22	26	29	1	269	4	3	1
12/12/24	23:00	24:00	207	0	11	173	22	1	0	0	0	0	0	22	26	29	0	202	2	2	1

12/12/24	**06:00-09:00**	**1278**	**26**	**196**	**943**	**110**	**2**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**10**	**1201**	**31**	**31**	**5**
12/12/24	**15:00-19:00**	**2163**	**50**	**456**	**1581**	**75**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**23**	**27**	**13**	**2072**	**44**	**25**	**9**
12/12/24	**06:00-22:00**	**7155**	**140**	**1122**	**5441**	**443**	**7**	**2**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**60**	**6811**	**141**	**108**	**35**
12/12/24	**00:00-24:00**	**8371**	**144**	**1233**	**6358**	**621**	**13**	**2**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**72**	**7973**	**158**	**122**	**46**

Friday	From	To																			
13/12/24	00:00	01:00	118	0	7	96	13	2	0	0	0	0	0	22	26	29	0	113	3	2	0
13/12/24	01:00	02:00	71	0	5	54	12	0	0	0	0	0	0	22	26	31	2	64	2	3	0
13/12/24	02:00	03:00	66	0	4	48	13	1	0	0	0	0	0	22	27	32	0	62	2	1	1
13/12/24	03:00	04:00	75	0	8	48	17	2	0	0	0	0	0	21	27	32	1	73	1	0	0
13/12/24	04:00	05:00	142	0	17	102	21	2	0	0	0	0	0	21	26	31	1	139	0	2	0
13/12/24	05:00	06:00	299	0	42	211	46	0	0	0	0	0	0	21	25	31	0	287	3	7	2
13/12/24	06:00	07:00	348	3	36	271	35	3	0	0	0	0	0	21	25	29	4	330	8	5	1
13/12/24	07:00	08:00	438	7	91	312	27	1	0	0	0	0	0	19	23	28	4	408	11	12	3
13/12/24	08:00	09:00	498	40	93	342	22	0	1	0	0	0	0	18	22	27	11	471	6	9	1
13/12/24	09:00	10:00	453	6	107	318	22	0	0	0	0	0	0	19	23	27	4	427	7	11	4
13/12/24	10:00	11:00	398	4	70	310	14	0	0	0	0	0	0	20	23	27	2	369	12	12	3
13/12/24	11:00	12:00	393	2	76	291	23	1	0	0	0	0	0	20	24	28	3	363	6	16	5
13/12/24	12:00	13:00	418	4	43	333	36	1	1	0	0	0	0	21	25	29	2	402	5	6	3
13/12/24	13:00	14:00	503	8	60	388	44	3	0	0	0	0	0	21	25	29	5	480	7	5	6
13/12/24	14:00	15:00	572	13	103	428	27	1	0	0	0	0	0	19	23	28	1	549	7	11	4
13/12/24	15:00	16:00	437	7	66	335	28	1	0	0	0	0	0	20	24	28	2	414	10	7	4
13/12/24	16:00	17:00	493	6	73	378	34	2	0	0	0	0	0	20	24	28	4	474	8	6	1
13/12/24	17:00	18:00	532	2	91	407	32	0	0	0	0	0	0	20	24	28	3	517	9	3	0
13/12/24	18:00	19:00	506	4	75	392	34	1	0	0	0	0	0	20	24	29	4	490	9	2	1
13/12/24	19:00	20:00	451	3	91	327	27	2	1	0	0	0	0	19	23	27	3	442	3	2	1
13/12/24	20:00	21:00	301	7	45	222	27	0	0	0	0	0	0	20	24	29	4	294	2	0	1
13/12/24	21:00	22:00	325	5	19	275	26	0	0	0	0	0	0	22	25	29	2	318	2	1	2
13/12/24	22:00	23:00	282	4	22	218	37	0	1	0	0	0	0	22	26	30	2	274	3	2	1
13/12/24	23:00	24:00	222	0	9	176	34	3	0	0	0	0	0	22	27	31	1	213	4	2	2

13/12/24	**06:00-09:00**	**1284**	**50**	**220**	**925**	**84**	**4**	**1**	**0**	**0**	**0**	**0**	**19**	**24**	**28**	**19**	**1209**	**25**	**26**	**5**
13/12/24	**15:00-19:00**	**1968**	**19**	**305**	**1512**	**128**	**4**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**13**	**1895**	**36**	**18**	**6**
13/12/24	**06:00-22:00**	**7066**	**121**	**1139**	**5329**	**458**	**16**	**3**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**58**	**6748**	**112**	**108**	**40**
13/12/24	**00:00-24:00**	**8341**	**125**	**1253**	**6282**	**651**	**26**	**4**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**65**	**7973**	**130**	**127**	**46**

Saturday	From	To																			
14/12/24	00:00	01:00	123	2	10	91	19	1	0	0	0	0	0	21	26	31	2	115	2	0	4
14/12/24	01:00	02:00	91	1	3	66	19	2	0	0	0	0	0	22	27	32	1	86	1	2	1
14/12/24	02:00	03:00	67	0	0	54	13	0	0	0	0	0	0	24	28	31	0	65	1	1	0
14/12/24	03:00	04:00	63	0	6	42	12	1	2	0	0	0	0	22	28	32	0	58	3	1	1
14/12/24	04:00	05:00	133	0	14	85	33	1	0	0	0	0	0	21	27	32	0	130	1	2	0
14/12/24	05:00	06:00	238	3	27	175	31	2	0	0	0	0	0	21	25	30	4	230	0	3	1
14/12/24	06:00	07:00	332	3	43	252	34	0	0	0	0	0	0	21	24	29	8	318	2	4	0
14/12/24	07:00	08:00	272	8	45	195	23	1	0	0	0	0	0	19	24	29	2	259	7	3	1
14/12/24	08:00	09:00	220	26	43	144	6	1	0	0	0	0	0	18	21	27	5	209	2	3	1
14/12/24	09:00	10:00	384	32	91	235	26	0	0	0	0	0	0	17	22	28	10	371	1	2	0
14/12/24	10:00	11:00	322	13	32	254	22	1	0	0	0	0	0	21	24	28	3	317	1	1	0
14/12/24	11:00	12:00	364	6	56	274	26	2	0	0	0	0	0	20	24	29	3	355	3	2	1
14/12/24	12:00	13:00	412	6	41	324	41	0	0	0	0	0	0	21	25	29	7	399	3	1	2
14/12/24	13:00	14:00	454	8	49	344	53	0	0	0	0	0	0	21	25	29	4	444	3	3	0
14/12/24	14:00	15:00	479	8	44	381	45	1	0	0	0	0	0	21	25	29	1	472	1	3	2
14/12/24	15:00	16:00	389	7	48	296	35	3	0	0	0	0	0	21	25	29	5	377	5	2	0
14/12/24	16:00	17:00	389	11	76	276	25	1	0	0	0	0	0	19	23	28	4	378	3	4	0
14/12/24	17:00	18:00	342	5	44	258	32	2	1	0	0	0	0	21	25	29	3	333	4	1	1
14/12/24	18:00	19:00	370	5	52	283	29	1	0	0	0	0	0	20	24	28	3	358	4	3	2
14/12/24	19:00	20:00	326	3	43	244	33	3	0	0	0	0	0	21	25	29	4	319	0	2	1
14/12/24	20:00	21:00	291	6	28	226	30	1	0	0	0	0	0	21	25	29	2	282	3	2	2
14/12/24	21:00	22:00	294	2	30	222	36	4	0	0	0	0	0	21	26	30	0	292	1	1	0
14/12/24	22:00	23:00	277	2	32	208	34	1	0	0	0	0	0	21	25	29	3	271	1	1	1
14/12/24	23:00	24:00	178	0	6	143	28	1	0	0	0	0	0	22	26	31	1	172	1	1	3

14/12/24	**06:00-09:00**	**824**	**37**	**131**	**591**	**63**	**2**	**0**	**0**	**0**	**0**	**0**	**19**	**23**	**28**	**15**	**786**	**11**	**10**	**2**
14/12/24	**15:00-19:00**	**1490**	**28**	**220**	**1113**	**121**	**7**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**29**	**15**	**1446**	**16**	**10**	**3**
14/12/24	**06:00-22:00**	**5640**	**149**	**765**	**4208**	**496**	**21**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**29**	**64**	**5483**	**43**	**37**	**13**
14/12/24	**00:00-24:00**	**6810**	**157**	**863**	**5072**	**685**	**30**	**3**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**75**	**6610**	**53**	**48**	**24**

Total			**53742**	**977**	**7496**	**40654**	**4451**	**144**	**20**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**484**	**51521**	**808**	**691**	**238**

APPENDIX F: TRICS Output

Calculation Reference: AUDIT-807401-250804-0858

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : C - ELECTRIC VEHICLE CHARGING STATION
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
05	EAST MIDLANDS		
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Charging bays
Actual Range:	8 to 8 (units:)
Range Selected by User:	8 to 8 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 EX-13-C-01 BP PULSE ESSEX
STATION APPROACH
BRAINTREE

Edge of Town Centre
Residential Zone
Total Charging bays: 8
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

2 NN-13-C-01 ECONETIQ NORTH NORTHAMPTONSHIRE
KESTREL ROAD
CORBY

Edge of Town
Residential Zone
Total Charging bays: 8
Survey date: THURSDAY *18/04/24* *Survey Type: MANUAL*

3 WM-13-C-01 MFG WEST MIDLANDS
NEW JOHN STREET WEST
BIRMINGHAM
HOCKLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Charging bays: 8
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/C - ELECTRIC VEHICLE CHARGING STATION
TOTAL VEHICLES
Calculation factor: 1 BAYS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	8	0.000	3	8	0.000	3	8	0.000
07:00 - 08:00	3	8	0.167	3	8	0.042	3	8	0.209
08:00 - 09:00	3	8	0.042	3	8	0.167	3	8	0.209
09:00 - 10:00	3	8	0.250	3	8	0.083	3	8	0.333
10:00 - 11:00	3	8	0.208	3	8	0.167	3	8	0.375
11:00 - 12:00	3	8	0.083	3	8	0.208	3	8	0.291
12:00 - 13:00	3	8	0.042	3	8	0.083	3	8	0.125
13:00 - 14:00	3	8	0.083	3	8	0.083	3	8	0.166
14:00 - 15:00	3	8	0.125	3	8	0.125	3	8	0.250
15:00 - 16:00	3	8	0.208	3	8	0.125	3	8	0.333
16:00 - 17:00	3	8	0.250	3	8	0.250	3	8	0.500
17:00 - 18:00	3	8	0.333	3	8	0.333	3	8	0.666
18:00 - 19:00	3	8	0.125	3	8	0.125	3	8	0.250
19:00 - 20:00	3	8	0.042	3	8	0.083	3	8	0.125
20:00 - 21:00	3	8	0.042	3	8	0.125	3	8	0.167
21:00 - 22:00	3	8	0.000	3	8	0.000	3	8	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.000			1.999			3.999

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	8 - 8 (units:)
Survey date date range:	01/01/16 - 18/04/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-807401-250804-0820

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	CU	CUMBERLAND	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	215 to 245 (units: sqm)
Range Selected by User:	185 to 245 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Out of Town	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CU-06-J-03	COSTA COFFEE		CUMBERLAND
	A689			
	CARLISLE			
	Edge of Town			
	Commercial Zone			
	Total Gross floor area:		225 sqm	
	Survey date: THURSDAY		*20/06/24*	*Survey Type: MANUAL*
2	CU-06-J-04	COSTA COFFEE		CUMBERLAND
	LONDON ROAD			
	CARLISLE			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		225 sqm	
	Survey date: FRIDAY		*21/06/24*	*Survey Type: MANUAL*
3	HC-06-J-02	STARBUCKS		HAMPSHIRE
	A303			
	NEAR BASINGSTOKE			
	POPHAM			
	Free Standing (PPS6 Out of Town)			
	Out of Town			
	Total Gross floor area:		215 sqm	
	Survey date: TUESDAY		*16/05/23*	*Survey Type: MANUAL*
4	MS-06-J-02	STARBUCKS		MERSEYSIDE
	COOPERS LANE			
	LIVERPOOL			
	BRINTONWOOD			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:		245 sqm	
	Survey date: WEDNESDAY		*01/05/24*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.59

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	225	0.000	1	225	0.000	1	225	0.000
06:00 - 07:00	4	228	3.846	4	228	3.297	4	228	7.143
07:00 - 08:00	4	228	13.077	4	228	11.099	4	228	24.176
08:00 - 09:00	4	228	18.571	4	228	18.022	4	228	36.593
09:00 - 10:00	4	228	13.956	4	228	13.077	4	228	27.033
10:00 - 11:00	4	228	11.429	4	228	10.989	4	228	22.418
11:00 - 12:00	4	228	11.319	4	228	10.769	4	228	22.088
12:00 - 13:00	4	228	11.758	4	228	13.297	4	228	25.055
13:00 - 14:00	4	228	8.022	4	228	8.681	4	228	16.703
14:00 - 15:00	4	228	11.429	4	228	12.088	4	228	23.517
15:00 - 16:00	4	228	10.549	4	228	9.451	4	228	20.000
16:00 - 17:00	4	228	7.253	4	228	8.681	4	228	15.934
17:00 - 18:00	4	228	5.165	4	228	6.264	4	228	11.429
18:00 - 19:00	3	232	2.734	3	232	3.453	3	232	6.187
19:00 - 20:00	2	225	2.889	2	225	2.667	2	225	5.556
20:00 - 21:00	1	225	0.000	1	225	0.889	1	225	0.889
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			131.997			132.724			264.721

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	215 - 245 (units: sqm)
Survey date date range:	01/01/16 - 21/06/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	225	0.000	1	225	0.000	1	225	0.000
06:00 - 07:00	4	228	0.110	4	228	0.110	4	228	0.220
07:00 - 08:00	4	228	0.000	4	228	0.000	4	228	0.000
08:00 - 09:00	4	228	0.000	4	228	0.000	4	228	0.000
09:00 - 10:00	4	228	0.000	4	228	0.000	4	228	0.000
10:00 - 11:00	4	228	0.110	4	228	0.110	4	228	0.220
11:00 - 12:00	4	228	0.220	4	228	0.110	4	228	0.330
12:00 - 13:00	4	228	0.000	4	228	0.110	4	228	0.110
13:00 - 14:00	4	228	0.330	4	228	0.110	4	228	0.440
14:00 - 15:00	4	228	0.000	4	228	0.220	4	228	0.220
15:00 - 16:00	4	228	0.000	4	228	0.000	4	228	0.000
16:00 - 17:00	4	228	0.000	4	228	0.000	4	228	0.000
17:00 - 18:00	4	228	0.110	4	228	0.110	4	228	0.220
18:00 - 19:00	3	232	0.000	3	232	0.000	3	232	0.000
19:00 - 20:00	2	225	0.000	2	225	0.000	2	225	0.000
20:00 - 21:00	1	225	0.000	1	225	0.000	1	225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.880			0.880			1.760

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	225	0.000	1	225	0.000	1	225	0.000
06:00 - 07:00	4	228	0.000	4	228	0.000	4	228	0.000
07:00 - 08:00	4	228	0.110	4	228	0.110	4	228	0.220
08:00 - 09:00	4	228	0.220	4	228	0.000	4	228	0.220
09:00 - 10:00	4	228	0.000	4	228	0.220	4	228	0.220
10:00 - 11:00	4	228	0.000	4	228	0.000	4	228	0.000
11:00 - 12:00	4	228	0.220	4	228	0.220	4	228	0.440
12:00 - 13:00	4	228	0.000	4	228	0.000	4	228	0.000
13:00 - 14:00	4	228	0.110	4	228	0.000	4	228	0.110
14:00 - 15:00	4	228	0.000	4	228	0.110	4	228	0.110
15:00 - 16:00	4	228	0.000	4	228	0.000	4	228	0.000
16:00 - 17:00	4	228	0.549	4	228	0.000	4	228	0.549
17:00 - 18:00	4	228	0.000	4	228	0.549	4	228	0.549
18:00 - 19:00	3	232	0.000	3	232	0.000	3	232	0.000
19:00 - 20:00	2	225	0.000	2	225	0.000	2	225	0.000
20:00 - 21:00	1	225	0.000	1	225	0.000	1	225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.209			1.209			2.418

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	225	0.000	1	225	0.000	1	225	0.000
06:00 - 07:00	4	228	0.110	4	228	0.000	4	228	0.110
07:00 - 08:00	4	228	0.220	4	228	0.110	4	228	0.330
08:00 - 09:00	4	228	2.747	4	228	2.527	4	228	5.274
09:00 - 10:00	4	228	6.264	4	228	4.176	4	228	10.440
10:00 - 11:00	4	228	3.846	4	228	5.495	4	228	9.341
11:00 - 12:00	4	228	3.297	4	228	2.747	4	228	6.044
12:00 - 13:00	4	228	4.066	4	228	3.736	4	228	7.802
13:00 - 14:00	4	228	2.747	4	228	3.407	4	228	6.154
14:00 - 15:00	4	228	2.637	4	228	2.418	4	228	5.055
15:00 - 16:00	4	228	1.648	4	228	2.418	4	228	4.066
16:00 - 17:00	4	228	1.978	4	228	1.429	4	228	3.407
17:00 - 18:00	4	228	0.549	4	228	1.319	4	228	1.868
18:00 - 19:00	3	232	0.144	3	232	0.288	3	232	0.432
19:00 - 20:00	2	225	0.222	2	225	0.222	2	225	0.444
20:00 - 21:00	1	225	0.000	1	225	0.000	1	225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			30.475			30.292			60.767

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	225	0.444	1	225	0.000	1	225	0.444
06:00 - 07:00	4	228	0.000	4	228	0.000	4	228	0.000
07:00 - 08:00	4	228	0.110	4	228	0.000	4	228	0.110
08:00 - 09:00	4	228	0.110	4	228	0.220	4	228	0.330
09:00 - 10:00	4	228	0.769	4	228	0.330	4	228	1.099
10:00 - 11:00	4	228	0.330	4	228	0.549	4	228	0.879
11:00 - 12:00	4	228	0.330	4	228	0.110	4	228	0.440
12:00 - 13:00	4	228	0.440	4	228	0.440	4	228	0.880
13:00 - 14:00	4	228	0.000	4	228	0.220	4	228	0.220
14:00 - 15:00	4	228	0.000	4	228	0.110	4	228	0.110
15:00 - 16:00	4	228	0.110	4	228	0.220	4	228	0.330
16:00 - 17:00	4	228	0.330	4	228	0.110	4	228	0.440
17:00 - 18:00	4	228	0.000	4	228	0.110	4	228	0.110
18:00 - 19:00	3	232	0.000	3	232	0.288	3	232	0.288
19:00 - 20:00	2	225	0.000	2	225	0.000	2	225	0.000
20:00 - 21:00	1	225	0.000	1	225	0.000	1	225	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.973			2.707			5.680

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX G: Trip Attraction

Site Name:	LNCPHeathrow	
Calculation Factor:	1	Bay
EV Bays	185	Bays

Development Scenario:	Proposed Development - EV Charging Station
Trip Rate for:	TOTAL VEHICLES

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	Bays	Rate	Days	Bays	Rate	Days	Bays	Rate		
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00	3	8	0.000	3	8	0.000	3	8	0.000	0	0
07:00-08:00	3	8	0.167	3	8	0.042	3	8	0.209	31	8
08:00-09:00	3	8	0.042	3	8	0.167	3	8	0.209	8	31
09:00-10:00	3	8	0.25	3	8	0.083	3	8	0.333	46	15
10:00-11:00	3	8	0.208	3	8	0.167	3	8	0.375	38	31
11:00-12:00	3	8	0.083	3	8	0.208	3	8	0.291	15	38
12:00-13:00	3	8	0.042	3	8	0.083	3	8	0.125	8	15
13:00-14:00	3	8	0.083	3	8	0.083	3	8	0.166	15	15
14:00-15:00	3	8	0.125	3	8	0.125	3	8	0.25	23	23
15:00-16:00	3	8	0.208	3	8	0.125	3	8	0.333	38	23
16:00-17:00	3	8	0.25	3	8	0.25	3	8	0.5	46	46
17:00-18:00	3	8	0.333	3	8	0.333	3	8	0.666	62	62
18:00-19:00	3	8	0.125	3	8	0.125	3	8	0.25	23	23
19:00-20:00	3	8	0.042	3	8	0.083	3	8	0.125	8	15
20:00-21:00	3	8	0.042	3	8	0.125	3	8	0.167	8	23
21:00-22:00	3	8	0.000	3	8	0.000	3	8	0.000	0	0
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			2.000			1.999			3.999	370	370

SITE: A4 Bath Road, West Drayton LOCATION: Attached to lampposts

GRID REFERENCE: 51.481398, -0.454005 DIRECTION: Eastbound SPEED LIMIT: 40

			Count	Speed bins [mph]										v15	vm	v85	Length bins [m]				
				1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	>90	15%ile	mean	85%ile	1.5	6.5	8.5	10.5	14.0
Date	Time																P/C Bike	Car	MGV	HGV	Artic/Bus
Sunday	From	To																			
08/12/24	00:00	01:00	152	0	7	115	29	1	0	0	0	0	0	23	27	31	2	149	0	1	0
08/12/24	01:00	02:00	60	0	7	42	10	1	0	0	0	0	0	21	26	31	4	54	0	0	2
08/12/24	02:00	03:00	57	0	9	38	9	1	0	0	0	0	0	21	26	32	1	54	1	0	1
08/12/24	03:00	04:00	69	0	5	52	12	0	0	0	0	0	0	21	26	31	1	67	0	1	0
08/12/24	04:00	05:00	123	0	12	91	20	0	0	0	0	0	0	22	26	31	2	117	1	2	1
08/12/24	05:00	06:00	176	0	28	126	21	1	0	0	0	0	0	20	25	29	0	172	1	2	1
08/12/24	06:00	07:00	211	0	18	172	20	1	0	0	0	0	0	21	26	29	3	202	3	3	0
08/12/24	07:00	08:00	270	0	53	204	13	0	0	0	0	0	0	19	24	28	0	266	1	3	0
08/12/24	08:00	09:00	293	4	44	218	26	1	0	0	0	0	0	20	24	28	1	290	1	1	0
08/12/24	09:00	10:00	312	1	72	227	12	0	0	0	0	0	0	19	23	27	1	306	3	2	0
08/12/24	10:00	11:00	327	8	64	236	19	0	0	0	0	0	0	19	24	28	2	322	1	1	1
08/12/24	11:00	12:00	316	5	54	233	22	2	0	0	0	0	0	20	24	28	4	307	1	1	3
08/12/24	12:00	13:00	424	8	47	349	20	0	0	0	0	0	0	21	24	28	3	417	1	3	0
08/12/24	13:00	14:00	481	5	70	366	40	0	0	0	0	0	0	20	24	28	4	473	4	0	0
08/12/24	14:00	15:00	450	1	73	344	32	0	0	0	0	0	0	20	24	28	1	446	1	2	0
08/12/24	15:00	16:00	380	3	59	293	25	0	0	0	0	0	0	20	24	28	3	374	1	2	0
08/12/24	16:00	17:00	305	2	63	232	8	0	0	0	0	0	0	19	23	27	1	300	2	2	0
08/12/24	17:00	18:00	369	1	56	295	17	0	0	0	0	0	0	20	24	28	3	361	1	3	1
08/12/24	18:00	19:00	338	3	64	244	27	0	0	0	0	0	0	19	24	28	5	330	1	2	0
08/12/24	19:00	20:00	340	7	56	259	18	0	0	0	0	0	0	20	24	28	3	332	2	1	2
08/12/24	20:00	21:00	266	6	30	200	29	1	0	0	0	0	0	21	25	29	4	257	3	2	0
08/12/24	21:00	22:00	232	3	17	184	26	2	0	0	0	0	0	22	26	30	1	227	1	2	1
08/12/24	22:00	23:00	255	0	22	202	27	3	1	0	0	0	0	22	26	30	1	249	3	0	2
08/12/24	23:00	24:00	166	0	13	135	18	0	0	0	0	0	0	22	26	30	2	162	1	0	1

08/12/24		**06:00-09:00**	**774**	**4**	**115**	**594**	**59**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**25**	**28**	**4**	**758**	**5**	**7**	**0**
08/12/24		**15:00-19:00**	**1392**	**9**	**242**	**1064**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**12**	**1365**	**5**	**9**	**1**
08/12/24		**06:00-22:00**	**5314**	**57**	**840**	**4056**	**354**	**7**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**39**	**5210**	**27**	**30**	**8**
08/12/24		**00:00-24:00**	**6372**	**57**	**943**	**4857**	**500**	**14**	**1**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**52**	**6234**	**34**	**36**	**16**

Monday	From	To																			
09/12/24	00:00	01:00	84	0	1	68	15	0	0	0	0	0	0	22	27	31	5	78	0	0	1
09/12/24	01:00	02:00	43	0	2	26	14	1	0	0	0	0	0	22	28	31	3	40	0	0	0
09/12/24	02:00	03:00	34	0	1	23	10	0	0	0	0	0	0	21	27	32	2	31	0	0	1
09/12/24	03:00	04:00	69	0	5	49	13	2	0	0	0	0	0	23	27	34	1	61	4	2	1
09/12/24	04:00	05:00	148	0	29	103	15	1	0	0	0	0	0	20	25	29	1	144	2	1	0
09/12/24	05:00	06:00	277	2	55	193	27	0	0	0	0	0	0	19	24	29	0	267	2	8	0
09/12/24	06:00	07:00	402	2	83	272	45	0	0	0	0	0	0	19	24	29	1	385	7	6	3
09/12/24	07:00	08:00	485	15	88	352	30	0	0	0	0	0	0	19	24	28	9	460	7	8	1
09/12/24	08:00	09:00	491	11	50	391	37	2	0	0	0	0	0	21	25	28	4	469	10	6	2
09/12/24	09:00	10:00	454	11	69	345	27	2	0	0	0	0	0	20	24	28	2	428	9	11	4
09/12/24	10:00	11:00	424	5	68	324	27	0	0	0	0	0	0	20	24	28	3	401	10	7	3
09/12/24	11:00	12:00	382	8	74	278	22	0	0	0	0	0	0	19	24	28	4	360	6	12	0
09/12/24	12:00	13:00	425	6	63	333	23	0	0	0	0	0	0	20	24	28	2	407	9	5	2
09/12/24	13:00	14:00	500	5	65	376	52	2	0	0	0	0	0	21	25	29	6	470	10	10	4
09/12/24	14:00	15:00	499	4	57	413	25	0	0	0	0	0	0	21	24	28	2	485	6	4	2
09/12/24	15:00	16:00	469	9	72	357	30	0	1	0	0	0	0	20	24	28	3	442	11	12	1
09/12/24	16:00	17:00	527	10	98	397	22	0	0	0	0	0	0	20	23	27	3	502	9	11	2
09/12/24	17:00	18:00	495	9	113	341	32	0	0	0	0	0	0	19	23	27	7	473	10	5	0
09/12/24	18:00	19:00	402	3	81	302	15	1	0	0	0	0	0	19	24	27	2	394	3	0	3
09/12/24	19:00	20:00	345	3	53	263	24	2	0	0	0	0	0	20	24	28	3	332	5	3	2
09/12/24	20:00	21:00	270	9	19	207	32	3	0	0	0	0	0	21	25	29	9	251	6	3	1
09/12/24	21:00	22:00	263	3	14	211	32	2	1	0	0	0	0	22	26	30	3	254	4	2	0
09/12/24	22:00	23:00	322	2	26	263	29	0	2	0	0	0	0	21	26	29	1	313	4	3	1
09/12/24	23:00	24:00	187	1	4	142	37	2	1	0	0	0	0	23	27	31	1	181	1	2	2

09/12/24		**06:00-09:00**	**1378**	**28**	**221**	**1015**	**112**	**2**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**14**	**1314**	**24**	**20**	**6**
09/12/24		**15:00-19:00**	**1893**	**31**	**364**	**1397**	**99**	**1**	**1**	**0**	**0**	**0**	**0**	**20**	**23**	**27**	**15**	**1811**	**33**	**28**	**6**
09/12/24		**06:00-22:00**	**6833**	**113**	**1067**	**5162**	**475**	**14**	**2**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**63**	**6513**	**122**	**105**	**30**
09/12/24		**00:00-24:00**	**7997**	**118**	**1190**	**6029**	**635**	**20**	**5**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**77**	**7628**	**135**	**121**	**36**

Tuesday	From	To																			
10/12/24	00:00	01:00	100	0	6	73	21	0	0	0	0	0	0	23	27	31	0	95	1	3	1
10/12/24	01:00	02:00	51	0	1	44	6	0	0	0	0	0	0	23	26	29	1	48	0	2	0
10/12/24	02:00	03:00	46	0	6	29	10	1	0	0	0	0	0	21	27	31	2	43	0	1	0
10/12/24	03:00	04:00	62	0	4	42	16	0	0	0	0	0	0	23	28	32	0	58	1	2	1
10/12/24	04:00	05:00	146	1	16	95	34	0	0	0	0	0	0	22	27	31	1	139	4	1	1
10/12/24	05:00	06:00	273	1	37	205	30	0	0	0	0	0	0	21	25	29	1	262	3	6	1
10/12/24	06:00	07:00	367	2	42	271	51	1	0	0	0	0	0	21	25	30	1	352	5	6	3
10/12/24	07:00	08:00	446	17	82	326	20	1	0	0	0	0	0	19	23	27	5	416	13	11	1
10/12/24	08:00	09:00	428	12	65	316	33	1	1	0	0	0	0	20	24	28	3	406	12	6	1
10/12/24	09:00	10:00	469	8	68	370	22	1	0	0	0	0	0	20	24	28	3	452	5	9	0
10/12/24	10:00	11:00	415	7	51	330	26	1	0	0	0	0	0	21	24	28	2	384	19	8	2
10/12/24	11:00	12:00	364	3	57	273	30	1	0	0	0	0	0	20	24	28	2	344	2	11	5
10/12/24	12:00	13:00	399	8	66	291	30	2	2	0	0	0	0	20	24	29	7	379	7	4	2
10/12/24	13:00	14:00	472	8	57	366	40	1	0	0	0	0	0	21	24	29	4	455	9	3	1
10/12/24	14:00	15:00	486	5	55	391	35	0	0	0	0	0	0	21	24	29	5	461	13	6	1
10/12/24	15:00	16:00	436	8	59	334	32	2	1	0	0	0	0	20	24	29	3	411	10	11	1
10/12/24	16:00	17:00	484	6	94	345	39	0	0	0	0	0	0	19	24	28	3	466	10	5	0
10/12/24	17:00	18:00	545	11	94	412	25	3	0	0	0	0	0	20	24	27	4	528	6	6	1
10/12/24	18:00	19:00	467	4	58	382	23	0	0	0	0	0	0	21	24	28	3	455	5	2	2
10/12/24	19:00	20:00	332	5	31	269	27	0	0	0	0	0	0	21	25	29	2	318	5	5	2
10/12/24	20:00	21:00	295	12	26	216	39	1	1	0	0	0	0	21	25	30	9	279	4	3	0
10/12/24	21:00	22:00	289	2	27	218	40	2	0	0	0	0	0	21	26	30	4	277	4	4	0
10/12/24	22:00	23:00	260	1	22	202	34	1	0	0	0	0	0	22	26	30	1	251	4	2	2
10/12/24	23:00	24:00	191	0	10	153	28	0	0	0	0	0	0	21	26	30	1	179	6	3	2

10/12/24		**06:00-09:00**	**1241**	**31**	**189**	**913**	**104**	**3**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**9**	**1174**	**30**	**23**	**5**
10/12/24		**15:00-19:00**	**1932**	**29**	**305**	**1473**	**119**	**5**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**13**	**1860**	**31**	**24**	**4**
10/12/24		**06:00-22:00**	**6694**	**118**	**932**	**5110**	**512**	**17**	**5**	**0**	**0**	**0**	**0**	**20**	**24**	**29**	**60**	**6383**	**129**	**100**	**22**
10/12/24		**00:00-24:00**	**7823**	**121**	**1034**	**5953**	**691**	**19**	**5**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**67**	**7458**	**148**	**120**	**30**

Wednesday	From	To																			
11/12/24	00:00	01:00	131	2	17	97	15	0	0	0	0	0	0	21	25	29	4	123	2	1	1
11/12/24	01:00	02:00	60	0	7	42	10	1	0	0	0	0	0	22	26	31	5	53	2	0	0
11/12/24	02:00	03:00	60	0	4	42	14	0	0	0	0	0	0	22	28	31	0	58	0	0	2
11/12/24	03:00	04:00	67	0	2	49	15	1	0	0	0	0	0	24	28	31	0	66	0	1	0
11/12/24	04:00	05:00	174	0	19	132	22	1	0	0	0	0	0	21	26	30	0	163	7	0	4
11/12/24	05:00	06:00	260	0	34	191	34	1	0	0	0	0	0	21	26	30	3	250	1	5	1
11/12/24	06:00	07:00	376	2	69	265	40	0	0	0	0	0	0	20	24	29	1	361	6	6	2
11/12/24	07:00	08:00	471	5	62	369	34	1	0	0	0	0	0	21	24	28	3	442	8	16	2
11/12/24	08:00	09:00	453	7	61	347	37	1	0	0	0	0	0	21	24	28	5	427	13	7	1
11/12/24	09:00	10:00	390	153	48	177	12	0	0	0	0	0	0	5	16	26	9	360	13	8	0
11/12/24	10:00	11:00	366	5	58	283	20	0	0	0	0	0	0	20	24	28	4	344	9	9	0
11/12/24	11:00	12:00	417	5	58	326	26	2	0	0	0	0	0	21	24	28	4	397	6	7	3
11/12/24	12:00	13:00	429	15	43	344	27	0	0	0	0	0	0	21	24	28	7	403	12	2	5
11/12/24	13:00	14:00	501	10	48	393	49	1	0	0	0	0	0	21	25	29	6	464	14	12	5
11/12/24	14:00	15:00	514	7	53	413	39	2	0	0	0	0	0	21	25	29	3	494	8	7	2
11/12/24	15:00	16:00	466	14	71	346	34	1	0	0	0	0	0	20	24	28	5	437	10	11	3
11/12/24	16:00	17:00	457	6	51	370	29	1	0	0	0	0	0	21	24	28	5	440	2	7	3
11/12/24	17:00	18:00	534	10	95	397	32	0	0	0	0	0	0	19	24	28	2	519	9	3	1
11/12/24	18:00	19:00	484	2	63	385	33	1	0	0	0	0	0	21	24	28	3	470	5	5	1
11/12/24	19:00	20:00	364	2	45	288	28	1	0	0	0	0	0	21	24	28	1	352	8	3	0
11/12/24	20:00	21:00	296	5	25	246	20	0	0	0	0	0	0	21	25	28	2	289	1	3	1
11/12/24	21:00	22:00	301	4	24	220	52	1	0	0	0	0	0	21	26	31	3	294	2	2	0
11/12/24	22:00	23:00	284	0	14	242	24	4	0	0	0	0	0	22	26	29	0	273	8	1	2
11/12/24	23:00	24:00	173	1	9	139	22	2	0	0	0	0	0	22	26	30	1	166	4	1	1

11/12/24		**06:00-09:00**	**1300**	**14**	**192**	**981**	**111**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**24**	**28**	**9**	**1230**	**27**	**29**	**5**
11/12/24		**15:00-19:00**	**1941**	**32**	**280**	**1498**	**128**	**3**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**15**	**1866**	**26**	**26**	**8**
11/12/24		**06:00-22:00**	**6819**	**252**	**874**	**5169**	**512**	**12**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**63**	**6493**	**126**	**108**	**29**
11/12/24		**00:00-24:00**	**8028**	**255**	**980**	**6103**	**668**	**22**	**0**	**0**	**0**	**0**	**0**	**20**	**25**	**29**	**76**	**7645**	**150**	**117**	**40**

Thursday	From	To																			
12/12/24	00:00	01:00	89	2	7	60	18	2	0	0	0	0	0	21	27	32	3	85	0	0	1
12/12/24	01:00	02:00	60	0	5	42	12	1	0	0	0	0	0	22	26	31	0	57	1	1	1
12/12/24	02:00	03:00	50	0	6	30	14	0	0	0	0	0	0	21	26	32	3	44	1	0	2
12/12/24	03:00	04:00	76	0	1	51	23	1	0	0	0	0	0	23	28	32	3	68	3	1	1
12/12/24	04:00	05:00	165	0	18	120	27	0	0	0	0	0	0	21	26	31	1	157	3	2	2
12/12/24	05:00	06:00	291	2	47	216	26	0	0	0	0	0	0	20	25	29	1	280	3	5	2
12/12/24	06:00	07:00	411	8	60	302	41	0	0	0	0	0	0	20	24	28	2	389	8	9	3
12/12/24	07:00	08:00	455	13	82	325	33	1	1	0	0	0	0	19	24	28	6	426	8	13	2
12/12/24	08:00	09:00	412	5	54	316	36	1	0	0	0	0	0	21	25	29	2	386	15	9	0
12/12/24	09:00	10:00	438	9	61	339	29	0	0	0	0	0	0	20	24	28	2	413	11	7	5
12/12/24	10:00	11:00	377	9	58	281	29	0	0	0	0	0	0	20	24	28	6	353	5	9	4
12/12/24	11:00	12:00	400	5	54	314	25	2	0	0	0	0	0	21	24	28	2	382	8	6	2
12/12/24	12:00	13:00	454	9	65	354	26	0	0	0	0	0	0	20	24	28	5	429	8	7	5
12/12/24	13:00	14:00	482	14	48	363	56	1	0	0	0	0	0	21	25	29	8	458	10	6	0
12/12/24	14:00	15:00	547	6	74	441	26	0	0	0	0	0	0	21	24	28	4	521	10	8	4
12/12/24	15:00	16:00	512	9	93	389	21	0	0	0	0	0	0	20	23	27	4	481	17	7	3
12/12/24	16:00	17:00	575	30	127	401	17	0	0	0	0	0	0	18	22	27	3	548	12	9	3
12/12/24	17:00	18:00	565	4	134	401	26	0	0	0	0	0	0	19	23	27	1	553	6	4	1
12/12/24	18:00	19:00	511	7	102	390	11	0	1	0	0	0	0	19	23	27	5	490	9	5	2
12/12/24	19:00	20:00	419	7	38	351	22	1	0	0	0	0	0	21	25	28	7	408	3	1	0
12/12/24	20:00	21:00	309	3	31	250	24	1	0	0	0	0	0	21	25	29	2	297	5	4	1
12/12/24	21:00	22:00	288	2	41	224	21	0	0	0	0	0	0	21	24	28	1	277	6	4	0
12/12/24	22:00	23:00	278	0	16	225	36	1	0	0	0	0	0	22	26	29	1	269	4	3	1
12/12/24	23:00	24:00	207	0	11	173	22	1	0	0	0	0	0	22	26	29	0	202	2	2	1

12/12/24		**06:00-09:00**	**1278**	**26**	**196**	**943**	**110**	**2**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**10**	**1201**	**31**	**31**	**5**
12/12/24		**15:00-19:00**	**2163**	**50**	**456**	**1581**	**75**	**0**	**1**	**0**	**0**	**0**	**0**	**19**	**23**	**27**	**13**	**2072**	**44**	**25**	**9**
12/12/24		**06:00-22:00**	**7155**	**140**	**1122**	**5441**	**443**	**7**	**2**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**60**	**6811**	**141**	**108**	**35**
12/12/24		**00:00-24:00**	**8371**	**144**	**1233**	**6358**	**621**	**13**	**2**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**72**	**7973**	**158**	**122**	**46**

Friday	From	To																			
13/12/24	00:00	01:00	118	0	7	96	13	2	0	0	0	0	0	22	26	29	0	113	3	2	0
13/12/24	01:00	02:00	71	0	5	54	12	0	0	0	0	0	0	22	26	31	2	64	2	3	0
13/12/24	02:00	03:00	66	0	4	48	13	1	0	0	0	0	0	22	27	32	0	62	2	1	1
13/12/24	03:00	04:00	75	0	8	48	17	2	0	0	0	0	0	21	27	32	1	73	1	0	0
13/12/24	04:00	05:00	142	0	17	102	21	2	0	0	0	0	0	21	26	31	1	139	0	2	0
13/12/24	05:00	06:00	299	0	42	211	46	0	0	0	0	0	0	21	25	31	0	287	3	7	2
13/12/24	06:00	07:00	348	3	36	271	35	3	0	0	0	0	0	21	25	29	4	330	8	5	1
13/12/24	07:00	08:00	438	7	91	312	27	1	0	0	0	0	0	19	23	28	4	408	11	12	3
13/12/24	08:00	09:00	498	40	93	342	22	0	1	0	0	0	0	18	22	27	11	471	6	9	1
13/12/24	09:00	10:00	453	6	107	318	22	0	0	0	0	0	0	19	23	27	4	427	7	11	4
13/12/24	10:00	11:00	398	4	70	310	14	0	0	0	0	0	0	20	23	27	2	369	12	12	3
13/12/24	11:00	12:00	393	2	76	291	23	1	0	0	0	0	0	20	24	28	3	363	6	16	5
13/12/24	12:00	13:00	418	4	43	333	36	1	1	0	0	0	0	21	25	29	2	402	5	6	3
13/12/24	13:00	14:00	503	8	60	388	44	3	0	0	0	0	0	21	25	29	5	480	7	5	6
13/12/24	14:00	15:00	572	13	103	428	27	1	0	0	0	0	0	19	23	28	1	549	7	11	4
13/12/24	15:00	16:00	437	7	66	335	28	1	0	0	0	0	0	20	24	28	2	414	10	7	4
13/12/24	16:00	17:00	493	6	73	378	34	2	0	0	0	0	0	20	24	28	4	474	8	6	1
13/12/24	17:00	18:00	532	2	91	407	32	0	0	0	0	0	0	20	24	28	3	517	9	3	0
13/12/24	18:00	19:00	506	4	75	392	34	1	0	0	0	0	0	20	24	29	4	490	9	2	1
13/12/24	19:00	20:00	451	3	91	327	27	2	1	0	0	0	0	19	23	27	3	442	3	2	1
13/12/24	20:00	21:00	301	7	45	222	27	0	0	0	0	0	0	20	24	29	4	294	2	0	1
13/12/24	21:00	22:00	325	5	19	275	26	0	0	0	0	0	0	22	25	29	2	318	2	1	2
13/12/24	22:00	23:00	282	4	22	218	37	0	1	0	0	0	0	22	26	30	2	274	3	2	1
13/12/24	23:00	24:00	222	0	9	176	34	3	0	0	0	0	0	22	27	31	1	213	4	2	2

13/12/24		**06:00-09:00**	**1284**	**50**	**220**	**925**	**84**	**4**	**1**	**0**	**0**	**0**	**0**	**19**	**24**	**28**	**19**	**1209**	**25**	**26**	**5**
13/12/24		**15:00-19:00**	**1968**	**19**	**305**	**1512**	**128**	**4**	**0**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**13**	**1895**	**36**	**18**	**6**
13/12/24		**06:00-22:00**	**7066**	**121**	**1139**	**5329**	**458**	**16**	**3**	**0**	**0**	**0**	**0**	**20**	**24**	**28**	**58**	**6748**	**112**	**108**	**40**
13/12/24		**00:00-24:00**	**8341**	**125**	**1253**	**6282**	**651**	**26**	**4**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**65**	**7973**	**130**	**127**	**46**

Saturday	From	To																			
14/12/24	00:00	01:00	123	2	10	91	19	1	0	0	0	0	0	21	26	31	2	115	2	0	4
14/12/24	01:00	02:00	91	1	3	66	19	2	0	0	0	0	0	22	27	32	1	86	1	2	1
14/12/24	02:00	03:00	67	0	0	54	13	0	0	0	0	0	0	24	28	31	0	65	1	1	0
14/12/24	03:00	04:00	63	0	6	42	12	1	2	0	0	0	0	22	28	32	0	58	3	1	1
14/12/24	04:00	05:00	133	0	14	85	33	1	0	0	0	0	0	21	27	32	0	130	1	2	0
14/12/24	05:00	06:00	238	3	27	175	31	2	0	0	0	0	0	21	25	30	4	230	0	3	1
14/12/24	06:00	07:00	332	3	43	252	34	0	0	0	0	0	0	21	24	29	8	318	2	4	0
14/12/24	07:00	08:00	272	8	45	195	23	1	0	0	0	0	0	19	24	29	2	259	7	3	1
14/12/24	08:00	09:00	220	26	43	144	6	1	0	0	0	0	0	18	21	27	5	209	2	3	1
14/12/24	09:00	10:00	384	32	91	235	26	0	0	0	0	0	0	17	22	28	10	371	1	2	0
14/12/24	10:00	11:00	322	13	32	254	22	1	0	0	0	0	0	21	24	28	3	317	1	1	0
14/12/24	11:00	12:00	364	6	56	274	26	2	0	0	0	0	0	20	24	29	3	355	3	2	1
14/12/24	12:00	13:00	412	6	41	324	41	0	0	0	0	0	0	21	25	29	7	399	3	1	2
14/12/24	13:00	14:00	454	8	49	344	53	0	0	0	0	0	0	21	25	29	4	444	3	3	0
14/12/24	14:00	15:00	479	8	44	381	45	1	0	0	0	0	0	21	25	29	1	472	1	3	2
14/12/24	15:00	16:00	389	7	48	296	35	3	0	0	0	0	0	21	25	29	5	377	5	2	0
14/12/24	16:00	17:00	389	11	76	276	25	1	0	0	0	0	0	19	23	28	4	378	3	4	0
14/12/24	17:00	18:00	342	5	44	258	32	2	1	0	0	0	0	21	25	29	3	333	4	1	1
14/12/24	18:00	19:00	370	5	52	283	29	1	0	0	0	0	0	20	24	28	3	358	4	3	2
14/12/24	19:00	20:00	326	3	43	244	33	3	0	0	0	0	0	21	25	29	4	319	0	2	1
14/12/24	20:00	21:00	291	6	28	226	30	1	0	0	0	0	0	21	25	29	2	282	3	2	2
14/12/24	21:00	22:00	294	2	30	222	36	4	0	0	0	0	0	21	26	30	0	292	1	1	0
14/12/24	22:00	23:00	277	2	32	208	34	1	0	0	0	0	0	21	25	29	3	271	1	1	1
14/12/24	23:00	24:00	178	0	6	143	28	1	0	0	0	0	0	22	26	31	1	172	1	1	3

14/12/24		**06:00-09:00**	**824**	**37**	**131**	**591**	**63**	**2**	**0**	**0**	**0**	**0**	**0**	**19**	**23**	**28**	**15**	**786**	**11**	**10**	**2**
14/12/24		**15:00-19:00**	**1490**	**28**	**220**	**1113**	**121**	**7**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**29**	**15**	**1446**	**16**	**10**	**3**
14/12/24		**06:00-22:00**	**5640**	**149**	**765**	**4208**	**496**	**21**	**1**	**0**	**0**	**0**	**0**	**20**	**24**	**29**	**64**	**5483**	**43**	**37**	**13**
14/12/24		**00:00-24:00**	**6810**	**157**	**863**	**5072**	**685**	**30**	**3**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**75**	**6610**	**53**	**48**	**24**

Total			**53742**	**977**	**7496**	**40654**	**4451**	**144**	**20**	**0**	**0**	**0**	**0**	**21**	**25**	**29**	**484**	**51521**	**808**	**691**	**238**

		TRICS Trip Rate	3.999	6am to 10pm	Uplift
			4.692	24hr	17.3%
185	EV bays	Veh Trips	868		

5-day

Ave	**06:00-22:00**	**6913**
Ave	**00:00-24:00**	**8112**

1.173373

Arr	Dep	Total	
2.000	1.999	3.999	TRICS 6am to 10pm
370	370	740	
2.347	2.346	4.692	Uplifted to 24hr
434	434	868	

Site Name:	LNCPHeathrow
Calculation Factor:	100 sqm
GFA:	167 sqm

Development Scenario:	Proposed Development - Drive Through Coffee Shop
Trip Rate for:	TOTAL VEHICLES 50% Linked Trips

	ARRIVALS			DEPARTURES			TOTALS			TRIPS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arr.	Dep.	Parking Demand
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00	4	228	3.846	4	228	3.297	4	228	7.143	3	3	0
07:00-08:00	4	228	13.077	4	228	11.099	4	228	24.176	11	9	2
08:00-09:00	4	228	18.571	4	228	18.022	4	228	36.593	16	15	3
09:00-10:00	4	228	13.956	4	228	13.077	4	228	27.033	12	11	3
10:00-11:00	4	228	11.429	4	228	10.989	4	228	22.418	10	9	4
11:00-12:00	4	228	11.319	4	228	10.769	4	228	22.088	9	9	4
12:00-13:00	4	228	11.758	4	228	13.297	4	228	25.055	10	11	3
13:00-14:00	4	228	8.022	4	228	8.681	4	228	16.703	7	7	2
14:00-15:00	4	228	11.429	4	228	12.088	4	228	23.517	10	10	2
15:00-16:00	4	228	10.549	4	228	9.451	4	228	20	9	8	3
16:00-17:00	4	228	7.253	4	228	8.681	4	228	15.934	6	7	1
17:00-18:00	4	228	5.165	4	228	6.264	4	228	11.429	4	5	1
18:00-19:00	3	232	2.734	3	232	3.453	3	232	6.187	2	3	0
19:00-20:00	2	225	2.889	2	225	2.667	2	225	5.556	2	2	0
20:00-21:00												
21:00-22:00												
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			131.997			132.724			264.721	110	110	

Development Scenario:	Proposed Development - Drive Through Coffee Shop
Trip Rate for:	CYCLISTS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	Arr.	Dep.
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00	4	228	0.000	4	228	0.000	4	228	0.000	0	0
07:00-08:00	4	228	0.11	4	228	0.11	4	228	0.22	0	0
08:00-09:00	4	228	0.22	4	228	0	4	228	0.22	0	0
09:00-10:00	4	228	0	4	228	0.22	4	228	0.22	0	0
10:00-11:00	4	228	0	4	228	0	4	228	0	0	0
11:00-12:00	4	228	0.22	4	228	0.22	4	228	0.44	0	0
12:00-13:00	4	228	0	4	228	0	4	228	0	0	0
13:00-14:00	4	228	0.11	4	228	0	4	228	0.11	0	0
14:00-15:00	4	228	0	4	228	0.11	4	228	0.11	0	0
15:00-16:00	4	228	0	4	228	0	4	228	0	0	0
16:00-17:00	4	228	0.549	4	228	0	4	228	0.549	1	0
17:00-18:00	4	228	0	4	228	0.549	4	228	0.549	0	1
18:00-19:00	3	232	0	3	232	0	3	232	0	0	0
19:00-20:00	2	225	0	2	225	0	2	225	0	0	0
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			1.209			1.209			2.418	2	2

Development Scenario:	Proposed Development - Drive Through Coffee Shop
Trip Rate for:	PEDESTRIANS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00	4	228	0.110	4	228	0.000	4	228	0.110	0	0
07:00-08:00	4	228	0.22	4	228	0.11	4	228	0.33	0	0
08:00-09:00	4	228	2.747	4	228	2.527	4	228	5.274	5	4
09:00-10:00	4	228	6.264	4	228	4.176	4	228	10.44	10	7
10:00-11:00	4	228	3.846	4	228	5.495	4	228	9.341	6	9
11:00-12:00	4	228	3.297	4	228	2.747	4	228	6.044	6	5
12:00-13:00	4	228	4.066	4	228	3.736	4	228	7.802	7	6
13:00-14:00	4	228	2.747	4	228	3.407	4	228	6.154	5	6
14:00-15:00	4	228	2.637	4	228	2.418	4	228	5.055	4	4
15:00-16:00	4	228	1.648	4	228	2.418	4	228	4.066	3	4
16:00-17:00	4	228	1.978	4	228	1.429	4	228	3.407	3	2
17:00-18:00	4	228	0.549	4	228	1.319	4	228	1.868	1	2
18:00-19:00	3	232	0.144	3	232	0.288	3	232	0.432	0	0
19:00-20:00	2	225	0.222	2	225	0.222	2	225	0.444	0	0
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			30.475			30.292			60.767	51	51

Development Scenario:	Proposed Development - Drive Through Coffee Shop
Trip Rate for:	PUBLIC TRANSPORT USERS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate		
00:00-01:00											
01:00-02:00											
02:00-03:00											
03:00-04:00											
04:00-05:00											
05:00-06:00											
06:00-07:00	4	228	0.000	4	228	0.000	4	228	0.000	0	0
07:00-08:00	4	228	0.11	4	228	0	4	228	0.11	0	0
08:00-09:00	4	228	0.11	4	228	0.22	4	228	0.33	0	0
09:00-10:00	4	228	0.769	4	228	0.33	4	228	1.099	1	1
10:00-11:00	4	228	0.33	4	228	0.549	4	228	0.879	1	1
11:00-12:00	4	228	0.33	4	228	0.11	4	228	0.44	1	0
12:00-13:00	4	228	0.44	4	228	0.44	4	228	0.88	1	1
13:00-14:00	4	228	0	4	228	0.22	4	228	0.22	0	0
14:00-15:00	4	228	0	4	228	0.11	4	228	0.11	0	0
15:00-16:00	4	228	0.11	4	228	0.22	4	228	0.33	0	0
16:00-17:00	4	228	0.33	4	228	0.11	4	228	0.44	1	0
17:00-18:00	4	228	0	4	228	0.11	4	228	0.11	0	0
18:00-19:00	3	232	0	3	232	0.288	3	232	0.288	0	0
19:00-20:00	2	225	0	2	225	0	2	225	0	0	0
20:00-21:00											
21:00-22:00											
22:00-23:00											
23:00-24:00											
Daily Trip Rates:			2.973			2.707			5.680	4	5

APPENDIX H: Impact Assessment

A4 Eastbound Weekday Peak Hour Traffic Flows

Car/LGV	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
AM Peak	480	421	439	404	481	445
PM Peak	496	552	538	577	535	540

HGV	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
AM Peak	76	72	71	76	77	74
PM Peak	67	58	71	60	57	63

Total	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
AM Peak	556	493	510	480	558	519
PM Peak	563	610	609	637	592	602

% HGV	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
AM Peak	13.7%	14.6%	13.9%	15.8%	13.8%	14.3%
PM Peak	11.9%	9.5%	11.7%	9.4%	9.6%	10.4%

Tempro v8.1

AM Peak 2024-2030	
Area	**Local Growth Figure**
Hillingdon 031	1.0463

PM Peak 2024-2030	
Area	**Local Growth Figure**
Hillingdon 031	1.0453

Tempro selection parameters:

Result type: trip ends by time period
Trip end type: O/D
NTM Dataset: NRTP 2022 Core
Road type: A Road
Area: Region

Total 2029	Mon 9th Dec 2024	Tues 10th Dec 2024	Wed 11th Dec 2024	Thurs 12th Dec 2024	Fri 13th Dec 2024	Weekday Average
AM Peak						543
PM Peak						629

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: 2025-06-30 A4-Site Access.j10
Path: H:_Planning Woking\Current Jobs\LNCPHeathrow\Analysis\Picady
Report generation date: 30/06/2025 13:56:50

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2030 + Development											
Stream B-AC	D1	0.1	6.04	0.08	A	245 %	D2	0.1	6.54	0.12	A	182 %
Stream C-AB		0.0	0.00	0.00	A	[Stream B-AC]		0.0	0.00	0.00	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	05/07/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAYERBROWN2K\kchaney
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 + Development	AM	A4 Eastbound with bus lane excluded.	ONE HOUR	07:45	09:15	15
D2	2030 + Development	PM	A4 Eastbound with bus lane excluded.	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	NCP Heathrow Access	T-Junction	Entry Only	Two-way	Exit Only		0.40	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	245	Stream B-AC	0.40	A

Arms

Arms

Arm	Name	Description	Arm type
A	A4 Bath Road Eastbound		Major
B	Site Access		Minor
C	A4 Bath Road Westbound		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.35	✓	0.00			✓	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.89	250	75

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	712	0.128	0.323	0.203	0.461
B-C	798	0.087	0.219	-	-
C-B	574	0.188	0.188	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 + Development	AM	A4 Eastbound with bus lane excluded.	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	567	100.000
B		✓	46	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	24	543
	B	0	0	46
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	14
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	6.04	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	694	0.050	34	0.1	5.455	A
C-AB	0	483	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	467			467			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	674	0.061	41	0.1	5.689	A
C-AB	0	465	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	558			558			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	646	0.078	51	0.1	6.044	A
C-AB	0	440	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	683			683			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	646	0.078	51	0.1	6.044	A
C-AB	0	440	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	26			26			
A-C	683			683			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	674	0.061	41	0.1	5.690	A
C-AB	0	465	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	22			22			
A-C	558			558			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	694	0.050	35	0.1	5.458	A
C-AB	0	483	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	18			18			
A-C	467			467			

2030 + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	NCP Heathrow Access	T-Junction	Entry Only	Two-way	Exit Only		0.53	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	182	Stream B-AC	0.53	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 + Development	PM	A4 Eastbound with bus lane excluded.	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	695	100.000
B		✓	67	100.000
C		✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	66	629
	B	0	0	67
	C	0	0	0

Vehicle Mix

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	10
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	6.54	0.1	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	679	0.074	50	0.1	5.719	A
C-AB	0	466	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	523			523			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	656	0.092	60	0.1	6.039	A
C-AB	0	445	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	59			59			
A-C	624			624			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	624	0.118	74	0.1	6.535	A
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	73			73			
A-C	765			765			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	624	0.118	74	0.1	6.538	A
C-AB	0	416	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	73			73			
A-C	765			765			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	60	656	0.092	60	0.1	6.042	A
C-AB	0	445	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	59			59			
A-C	624			624			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	50	679	0.074	51	0.1	5.727	A
C-AB	0	466	0.000	0	0.0	0.000	A
C-A	0			0			
A-B	50			50			
A-C	523			523