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**LIDL**

**Western Avenue, Hillingdon Circus**

## **Transport Assessment**

**Final Report for:**



**March 2025**

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Infrastructure Highways Transport

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## Document Control

**Document:** Transport Assessment  
**Client:** Lidl  
**Project Number:** 16-2253  
**Document Number:** T001  
**Status:** Final  
**Issue:** 4

**Prepared:** MC  
**Checked:** TC  
**Date:** 27<sup>th</sup> March 2025

| Issue Number: | Date:                       | Revision Details:          |
|---------------|-----------------------------|----------------------------|
| 1             | 3 <sup>rd</sup> June 2024   | 1 <sup>st</sup> Issue      |
| 2             | 25 <sup>th</sup> June 2024  | Final – Updated Site Plans |
| 3             | 11 <sup>th</sup> July 2024  | 3 <sup>rd</sup> Issue      |
| 4             | 27 <sup>th</sup> March 2025 | Updated Site Plans         |

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## 1.0 INTRODUCTION

### 1.1 Overview

- 1.1.1 Cora IHT have been instructed by Lidl to prepare a Transport Assessment [TA] to support proposals for a new discount foodstore and self-storage facility located off A40 Western Avenue in Hillingdon Circus, Uxbridge, London. **Figure 1.1** illustrates the site location.

**Figure 1.1: Site Location**



- 1.1.2 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

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1.1.3 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 considers the transport planning policy issues.
- Section 5 provides an assessment of the traffic associated with the proposed development.
- A summary and conclusion are set out in Section 6.

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## **2.0 SITE DESCRIPTION AND EXISTING CONDITIONS**

### **2.1 Site Description**

- 2.1.1 The proposed development site is located to the north of the A40 Western Avenue within the borough of Hillingdon, Uxbridge.
- 2.1.2 The A40 provides a link to the M40 Junction 1 heading westbound and towards Notting Hill and Paddington as well as the centre of London heading eastbound.
- 2.1.3 Long Lane (B466 heading northbound / A437 heading southbound) is a connector road and provides a link to the local residential areas nearby the site in Hillingdon heading southbound and Ickenham heading northbound respectively.
- 2.1.4 The development site is currently vacant land. Bounding the site to the north is Hillingdon Underground Station, local businesses to the east, the Long Lane / Freezeland Way signalised junction to the south and the A40 slip roads to the west. The total area of the red line boundary measures circa 2.088 Acres / 0.845 Hectares.

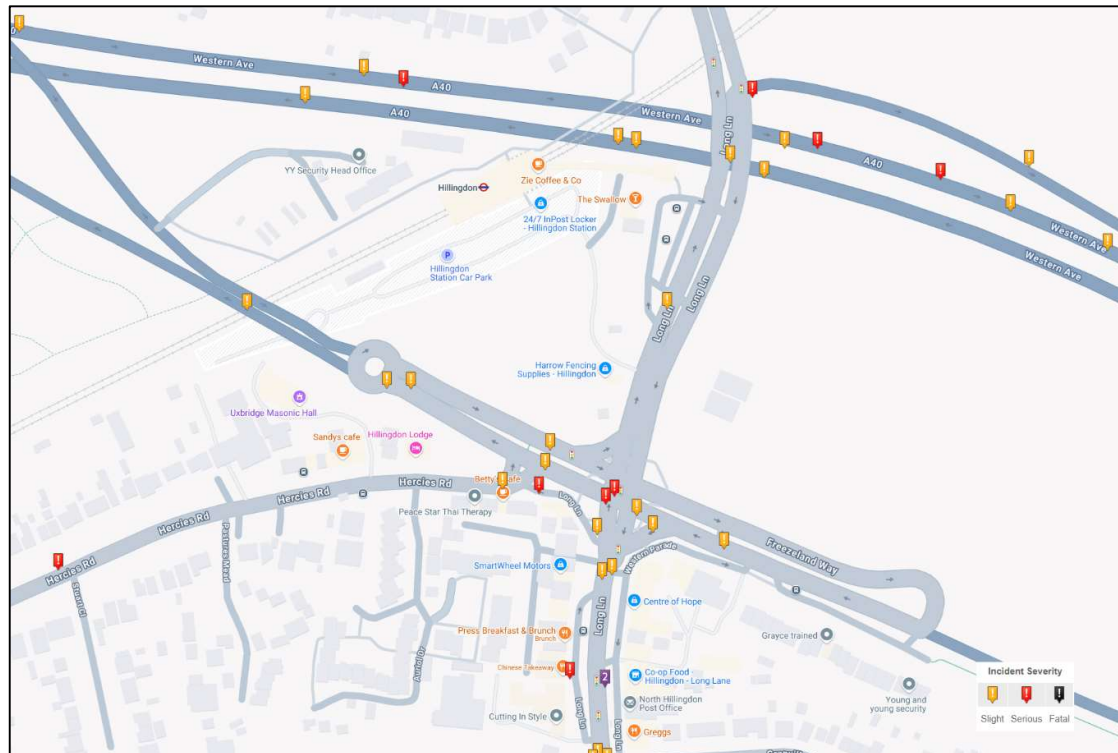
### **2.2 Existing Traffic Conditions**

- 2.3.1 Friday & Saturday turning counts were conducted on Friday 10<sup>th</sup> May 2024 and Saturday 11<sup>th</sup> May 2024 respectively. The following junctions have been surveyed and assessed:
  - “Local Road” / Hercies Road (Left-in / Left-out) Priority Junction;
  - A437 Long Lane / Freezeland Way Signalised Crossroads; and
  - A437 / B466 Long Lane / A40 Western Avenue On-Slip Junction;
- 2.3.2 Queue surveys were also undertaken at the above junctions at the same time as the turning counts.
- 2.3.3 **Traffic Figures 1-3** provides the peak AM, PM and Saturday survey flows in total vehicles and HGVs. **Traffic Figures 4-6** provides the flows in terms of PCUs. **Appendix A** presents the full traffic survey results.

## 2.4 Accident Analysis

2.5.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2019-2023. **Figure 2.1** shows an extract of the accident plot.

**Figure 2.1: Crashmap Accident Plan**



- 2.5.2 A total of 38 accidents were recorded within the study area in the last 5-year period.
- 2.5.3 2 slight accidents have been reported at or nearby the proposed site access / A40 on (westbound) & off (eastbound) slips.
- 2.5.4 There have been 3 slight accidents and 2 serious accidents recorded at A40 Western Avenue On-Slip (Eastbound) / Long Lane signalised junction to the north of the site.
- 2.5.5 8 slight and 2 serious accidents were documented Long Lane / Freezeland Way signalised crossroads, another serious accident was also recorded along Hercies Road / Long Road (one-way) priority junction.
- 2.5.6 A total of 9 slight, and 3 serious accidents were reported along the A40 Western Avenue trunk road nearby the development site.
- 2.5.7 1 slight and 1 serious accidents were recorded along the A40 eastbound on-slip.
- 2.5.8 Given the vicinity of the A40 trunk road and Hillingdon Underground Station nearby the site, the recorded accident data at vicinity of the site, proposed study area and at the surveyed junctions does not indicate any existing highway safety patterns or problems.
- 2.5.9 It can be concluded that further detailed accident analysis is not required.



### 3.0 DEVELOPMENT PROPOSALS

#### 3.1 *Proposed Development*

- 3.1.1 The proposed new Lidl store will provide a sales area of circa 1,336m<sup>2</sup>, whilst the total GIA is 1,999m<sup>2</sup> which includes the warehouse and ancillary areas. An additional self-storage facility is also proposed totalling 5,227m<sup>2</sup> GIA. The total area of the red line boundary measures circa 2.088 Acres / 0.845 Hectares.
- 3.1.2 Vehicular access to the development site is proposed via the existing access arm to the site off the A40 Western Avenue roundabout junction, facilitating the eastbound off-slip and westbound on-slips of the A40. A new access ramp will be installed to make up the 5.5m level difference between the development site and existing roundabout junction.
- 3.1.3 **Figure 3.1** provides an extract of the proposed access arrangement, in addition to service vehicle tracking using a 16.5m artic HGV within the development site. **Appendix B** shows the full access plan.

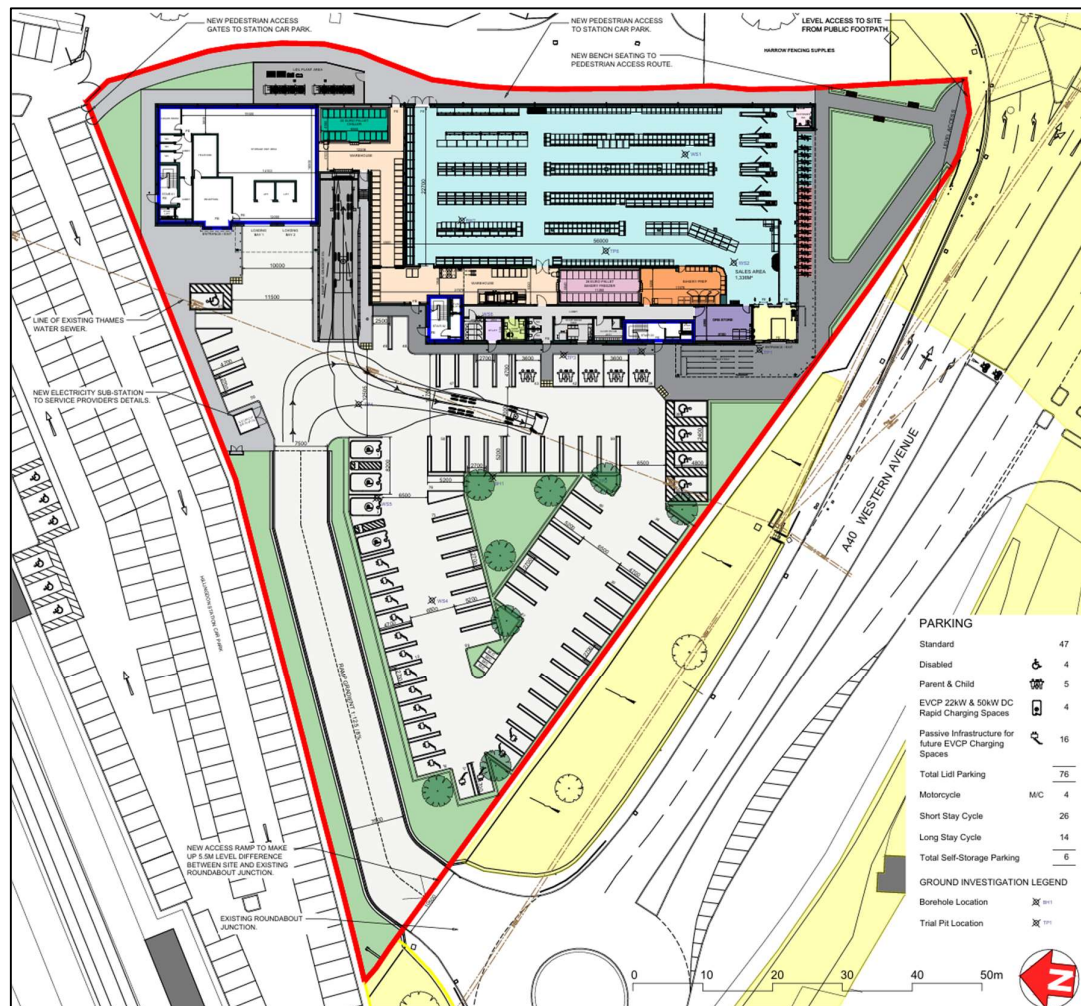
**Figure 3.1: Proposed Access Arrangement & Tracking**



- 3.1.4 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. **Figure 3.2** provides an extract of the proposed site layout. **Appendix C** shows the full site layout plan.
- 3.1.5 Direct pedestrian access will also be provided off the A40 Western Avenue, located adjacent to the A437 Long Lane signalised junction. New pedestrian access gates and access to the Station Car Park will also be provided to the rear of the site.



**Figure 3.2: Proposed Site Layout**



- 3.1.6 The Lidl store proposes a total of 76 spaces are to be provided on site, including 4 disabled, 5 parent & child bays and 4 electric charging bays. Passive infrastructure for 16 EVCP spaces will also be made available in the future.
- 3.1.7 A total of 6 self-storage bays for cycles is proposed, with 26 of those cycle spaces for short-stay and 14 of those are for long-stay cycles.

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## **4.0 TRANSPORT POLICY AND ACCESSIBILITY**

### **4.1 Preamble**

- 4.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

### **4.2 The Transport Decarbonisation Plan – March 2020**

- 4.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

### **4.1 National Planning Policy Framework [NPPF] 2023**

- 4.1.1 The National Planning Policy Framework was updated on 5 September 2023 and sets out the government's planning policies for England and how these are expected to be applied.

- 4.1.2 Paragraph 104 state:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

- 4.1.3 Paragraph 105 state:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

#### 4.1.4 Paragraph 115 states that:

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. 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.

#### 4.2 ***Travel Plans, Transport Assessments and Statements in Decision-Taking***

4.2.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

4.2.2 The advice reflects current Government policy, promoting a shift from the ‘predict and provide’ approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposal.

#### 4.3 ***The London Plan 2021***

4.3.1 In March 2021, the Mayor of London formally adopted the New London Plan. This supersedes the previous version of the London Plan and sets out the framework for the development of London over the next 20 – 25 years.

4.3.2 Policy T1 relates to the strategic approach to transport during the plan period, with the mayor targeting that 80% of all trips in London be made by foot, cycle or public transport in 2041. The policy also states the following in relation to new development:

*"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."*

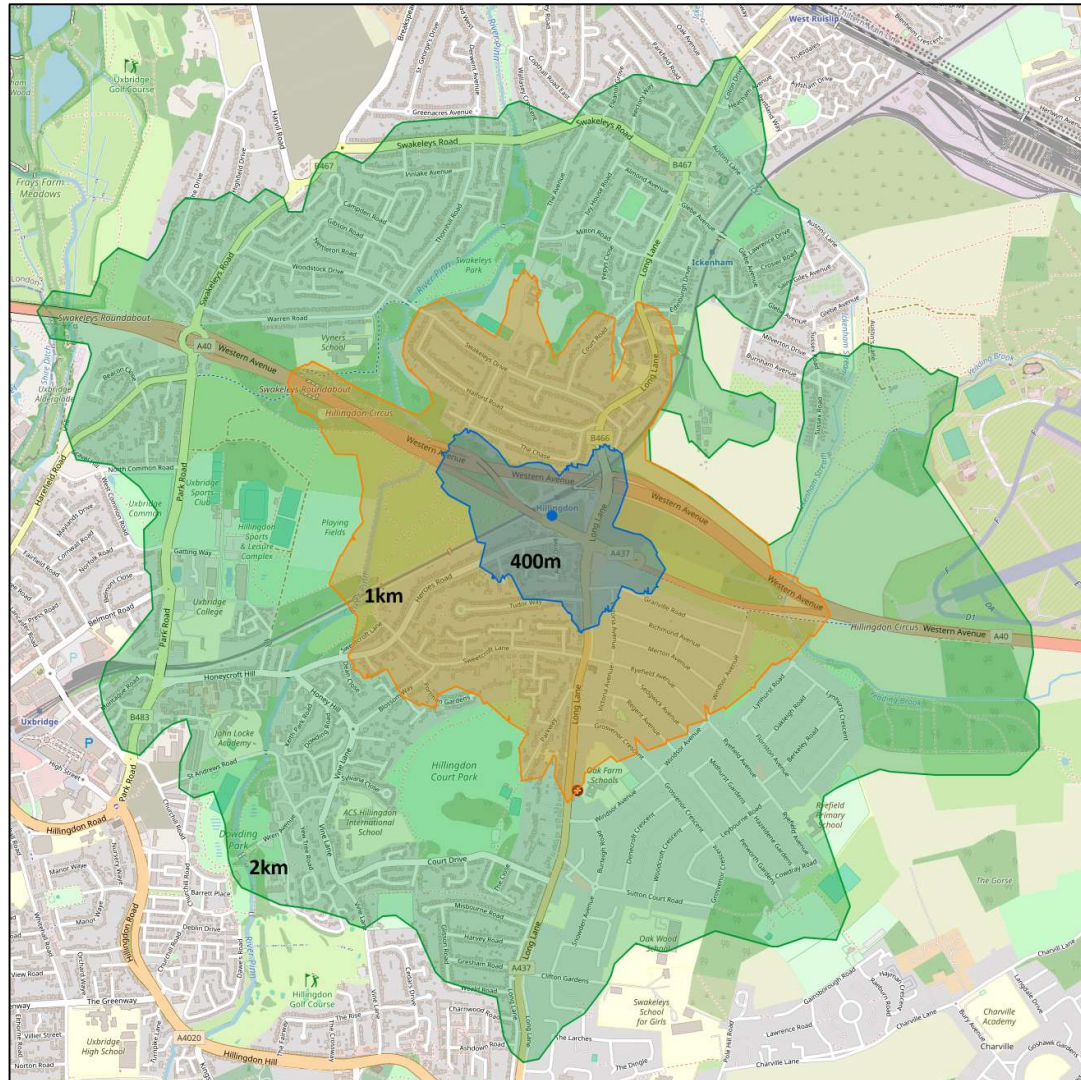
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- 4.3.3 Policy T4 relates to assessing and mitigating transport impacts and notes that a Transport Assessment/Statement should be prepared (along with a Travel Plan and Servicing Management Plan) and should be prepared with regard to Transport for London guidance.



#### 4.4 Walking and Cycling

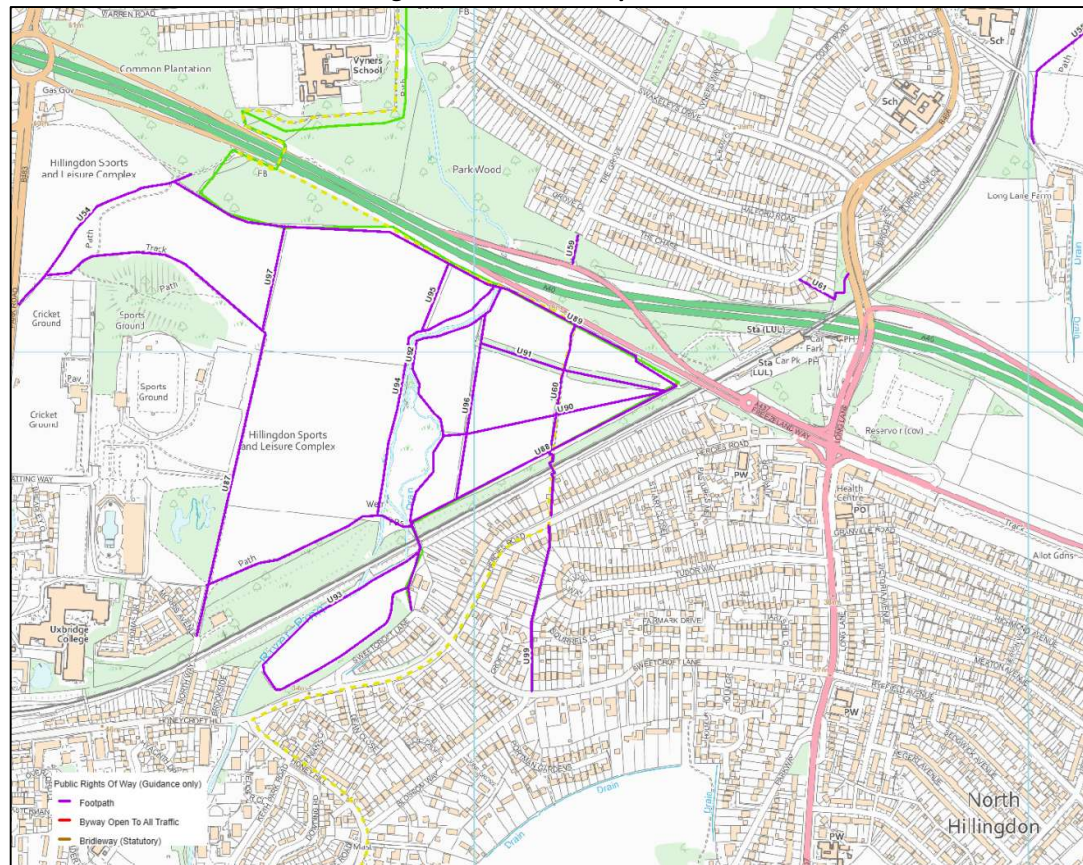
- 4.4.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT, 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m. **Figure 4.1** provides an extract of the indicative 1km / 2km isochrone plan.

**Figure 4.1: 1km / 2km Isochrone Plan**



- 4.4.2 Lit footways heading eastbound from the proposed site are provided on both sides of the A40 Western Avenue, nearby the vicinity of the site. Lit cycleways are also provided along the A437 Long Lane heading in both northbound and southbound directions.
- 4.4.3 A signalised pedestrian crossing can be located adjacent to the site at the A40 Western Avenue / A437 Long Lane / Freezeland Way signalised junction.
- 4.4.4 **Figure 4.2** shows an extract of the Public Rights of Way map for the area surrounding the vicinity of the development site in Hillingdon.

**Figure 4.2: PRoW Map**

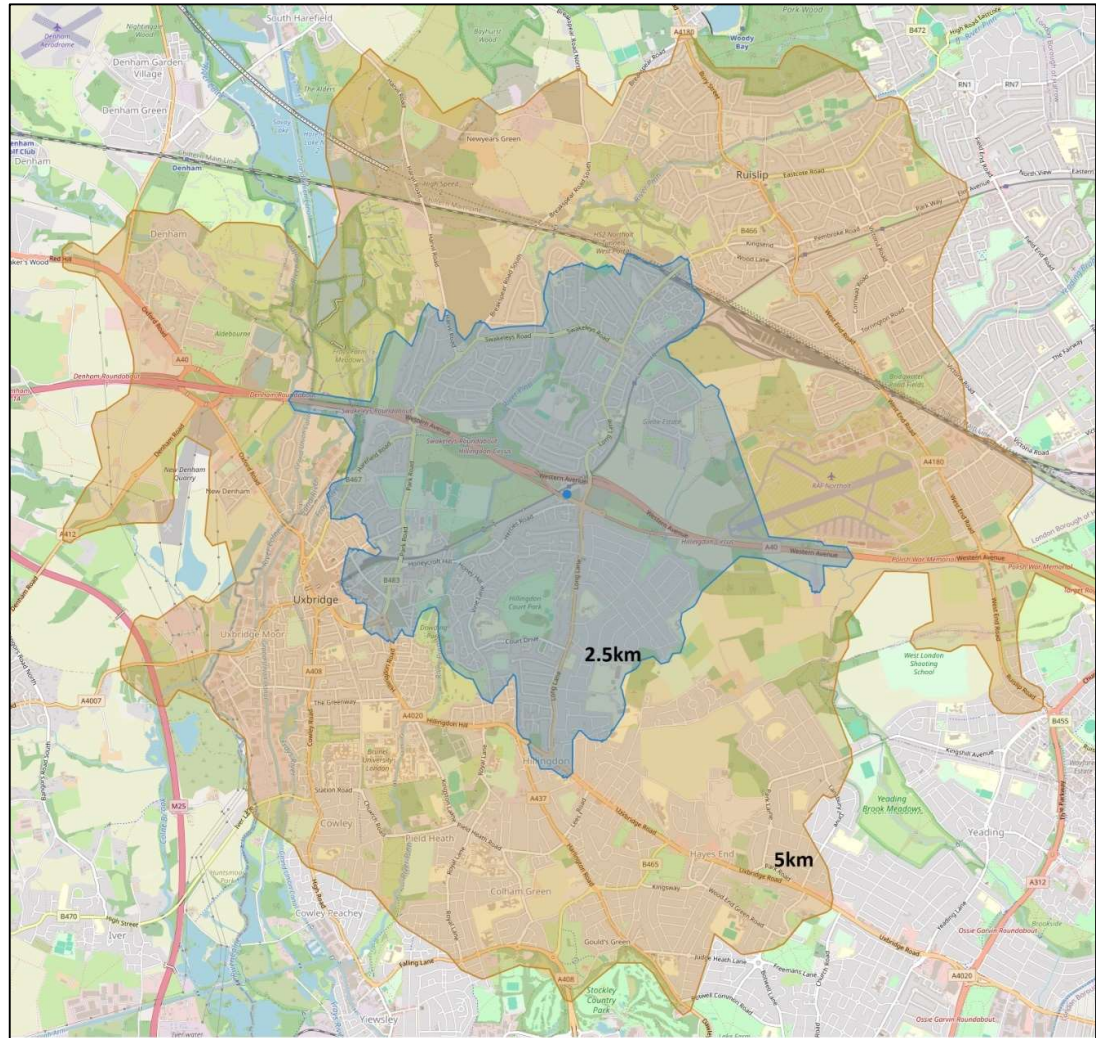


4.4.5 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

4.4.6 **Figure 4.3** provides the 2.5km and 5km cycle catchment.



**Figure 4.3: 2.5km and 5km Cycle Catchment Plan**



4.4.7 As can be seen from **Figure 4.3**, the whole of Hillingdon and the majority of Uxbridge to the west is within 5km of the site, as well as some boroughs to the north of Hillingdon such as Ruislip, providing access for further settlements and residential areas.

## 4.5 Public Transport

### Bus

- 4.5.1 The closest bus stops to the development site can be found adjacent to the east of the site, along Long Lane (Hillingdon Station Underground Stops). A number of bus services align at these stops, including the Oxford Tube service to London Victoria. Further bus stops can be located along Hercules Road, circa 300m away from the site. **Figure 4.4** shows the bus stops local to the developments.

**Figure 4.4: Bus Stops**



- 4.5.2 **Table 4.1** shows the relevant information for the bus services in the area.

**Table 4.1: Bus Service Information**

| <b>Bus Service</b>   | <b>Route</b>   | <b>Monday - Saturday (Frequency)</b> | <b>Sunday (Frequency)</b>  |
|----------------------|--|--------------------------------------|----------------------------|
| <b>TUBE (Oxford)</b> | <i>Oxford – London (Carterton Crossroads - Victoria Green Line Coach Station)</i>  | <i>Every 12-15 Minutes</i>           | <i>Every 12-15 Minutes</i> |
| <b>278</b>           | <i>Heathrow Central - Harlington - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham - Ruislip</i> | <i>Every 15 Minutes</i>              | <i>Every 20 Minutes</i>    |
| <b>U2</b>            | <i>Brunel University - Hillingdon Hospital - Oak Farm - Hillingdon Station - Uxbridge</i>                                    | <i>Every 10 Minutes</i>              | <i>Every 20 Minutes</i>    |

#### **4.6 Accessibility by Underground**

- 4.6.1 The site is located adjacent to Hillingdon Underground Station. This station provides underground links to Central London via the Metropolitan and Piccadilly lines. Located between Uxbridge and Ickenham, it is in Travelcard Zone 6. It is the penultimate station on the Uxbridge branch of both the Metropolitan line and the Piccadilly line.

#### **4.7 PTAL Assessment**

- 4.7.1 In London, the most widely recognised way to measure connectivity to the public transport network in London is by using Public Transport Access Level (PTAL) indicators. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The highest level of connectivity has a PTAL of 6b and the lowest has a PTAL of 0. For the policies in the London Plan, it is important to use connectivity indicators like PTAL because sites with better connectivity provide opportunities for development at higher densities and for sustainable development that reduces the need to travel by car.
- 4.7.2 TfL introduced a new PTAL checking service in 2015 called WebCAT, a web-based connectivity assessment toolkit which allows users to search for a specific location and view a PTAL map for the area around that location.
- 4.7.3 **Figure 4.5** below displays how locations are scored in the PTAL assessment. Accordingly, in order to identify the PTAL score for the existing site, Transport for London's online PTAL mapping tool, WebCAT, has been used.

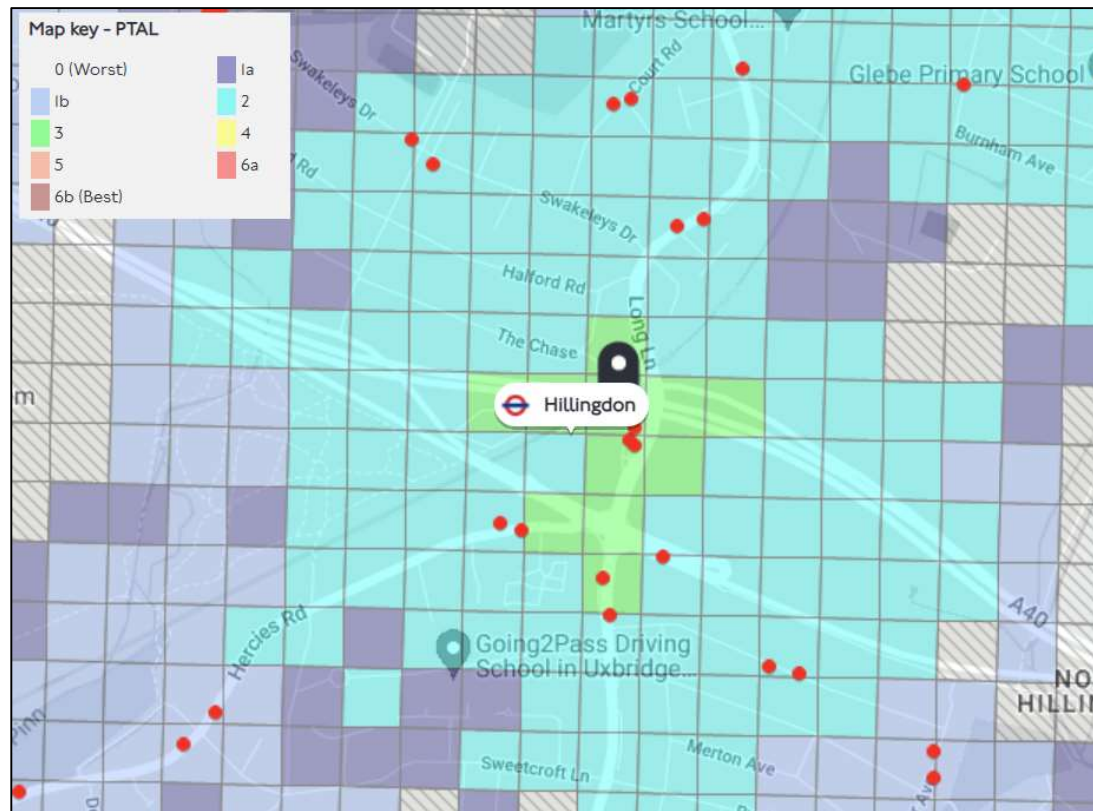


**Figure 4.5 – PTAL Scoring Criteria**

| PTAL      | Range of PTAL Index | Description |
|-----------|---------------------|-------------|
| 1a (Low)  | 0.01 – 2.50         | Very Poor   |
| 1b        | 2.51 - 5.00         | Very Poor   |
| 2         | 5.01 – 10.00        | Poor        |
| 3         | 10.01 – 15.00       | Moderate    |
| 4         | 15.01 – 20.00       | Good        |
| 5         | 20.01 – 25.00       | Very Good   |
| 6a        | 25.01 – 40.00       | Excellent   |
| 6b (High) | 40.01 +             | Excellent   |

- 4.7.4 The outputs as displayed in **Figure 4.6** display that the site has a PTAL rating of 3, which according to the Index is classed as Moderate.
- 4.7.5 Overall, bearing in mind that most of the site falls within land rated moderate as a minimum, with the development site located adjacent to Hillingdon Tube Station and the bus stops which serve the station, the PTAL assessment supports the earlier findings that the site is well provided for by sustainable means.

**Figure 4.6 – PTAL Outputs (Development Site)**



#### **4.8 Summary**

- 4.8.1 In summary, within the vicinity of the site there is good pedestrian and cycle infrastructure, and regular bus services. Additionally, Hillingdon Underground Station is located adjacent to the developments. The site therefore benefits from a good level of accessibility for employees and customers of the developments.

## 5.0 TRAFFIC IMPACT

### 5.1 Introduction

5.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the development traffic which will be generated by the new store, and the impact it will have on the local highway network.

### 5.2 Proposed Development Trips

5.2.1 In order to estimate the likely vehicular trips generated by the new store and restaurant drive-throughs, the industry standard TRICS database has been used to ascertain the likely vehicle trips generated by discount food store uses. For robustness, sites in Wales, Scotland, Northern Ireland, and the Republic of Ireland have been excluded from the assessment process.

5.2.2 The proposed new Lidl store will provide a sales area of circa 1,336m<sup>2</sup>. Whilst the total GIA for the self-storage facility measures circa 5,227m<sup>2</sup>.

5.2.3 **Tables 5.1** and **5.2** shows the calculated trip rates and total development trips for the store and self-storage facility. **Appendix D & E** shows the full TRICS outputs.

**Tables 5.1: Trip Rates & Trip Generation (Discount Food Store)**

| Discount Food Store (1,336m <sup>2</sup> ) | Weekday AM Peak (0800-0900) |       |       | Weekday PM Peak (1600-1700) |       |        | Saturday Peak (1200-1300) |       |        |
|--|-----------------------------|-------|-------|-----------------------------|-------|--------|---------------------------|-------|--------|
|  | Arr                         | Dep   | Total | Arr                         | Dep   | Total  | Arr                       | Dep   | Total  |
| Trip Rates                                 | 3.323                       | 1.971 | 5.294 | 5.051                       | 5.145 | 10.196 | 8.261                     | 8.182 | 16.443 |
| Trips                                      | 44                          | 26    | 71    | 67                          | 69    | 136    | 110                       | 109   | 220    |

**Tables 5.2: Trip Rates & Trip Generation (Self-Storage)**

| Self-Storage (5,227m <sup>2</sup> ) | Weekday AM Peak (0800-0900) |       |       | Weekday PM Peak (1600-1700) |       |       | Saturday Peak (1200-1300) |     |       |
|-------------------------------------|-----------------------------|-------|-------|-----------------------------|-------|-------|---------------------------|-----|-------|
|                                     | Arr                         | Dep   | Total | Arr                         | Dep   | Total | Arr                       | Dep | Total |
| Trip Rates                          | 0.093                       | 0.056 | 0.149 | 0.097                       | 0.099 | 0.196 | -                         | -   | -     |
| Trips                               | 5                           | 3     | 8     | 5                           | 5     | 11    | -                         | -   | -     |

5.2.4 As no trip rates are available for the Saturday Peak time period of the self-storage facility the weekday PM peak will be used going forward.

### 5.3 Trip Types

5.3.1 It is important to recognise that retail developments attract rather than generate trips. In simple terms, people always need to shop for various goods and the provision of a retail store does not, in itself, create the need to make an extra shopping trip. The presence of a retail store merely provides an alternative destination for an existing household's journey.

5.3.2 In considering traffic composition in relation to trips generated by retail developments, they are typically comprised of the following types of trips:



- **Primary (New Trips)** – are defined as those that will be new to the highway network during the assessment period (i.e. not currently undertaking a trip at this time). In most cases, these trips will be associated with new housing or another development. Primary trips would be single purpose trips for example; home – development – home.
- **Non-primary (Existing Trips in the Network)** - are defined as multi-purpose trips which call into a development en-route to another destination. Frequently this is a work-shop-home trip. Non-primary trips can be further sub-divided into:
  - **Pass-by Trips** are those non-primary trips that visit the new development without having to make any significant diversion from their existing route.
  - **Diverted Trips** Diverted trips are those non-primary trips that deviate off their normal route to visit the new development.
  - **Linked Trips** - these are trips that will have multiple destinations within the proposed development site. Examples include trips to food and non-food retail, between both the development site and existing adjacent sites or between the development site and an established town centre. Where there is a high probability that there will be a proportion of linked trips between two uses on a development, it is customary only to 'count' those trips once for the development as a whole, and not effectively double-count them by attributing two visits and departures affecting the sections of highway network being assessed.

5.3.3 The TRICS Consortium research report, 14/1 'Pass-by and Diverted Trips', states that a significant number of trips to retail developments already exist on the network, especially at peak times. This statement is based on a number of studies that are quoted within the report and these are briefly summarised below:

**It found that a high proportion of secondary (pass-by and diverted) trips exist, being in the range of 57-67%.**

Ghezawi et al. (1998) Convenience Store Trip Generation

*This study aimed to develop mathematical models for estimating traffic generated by convenience stores using data collected at 26 stores. Two sets of equations were developed, one for all trips and one for pass-by trips only.*

*13 of the 26 convenience stores were selected for a questionnaire survey to assess the percentage of pass-by trips. A total of 571 interviews were undertaken with questions designed to determine whether a trip made to the store was a primary trip, a diverted trip or a pass-by trip.*

**The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%.** *The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.*

Wrigley (2006) The Effects of Corporate Foodstores on the High Street: Rebalancing the Debates, University of Southampton

*This paper was written in response to the debate surrounding the Competition Commission's Inquiry into the Groceries Market, and presented, as the author states "in the spirit of attempting to rebalance debates on the effects of corporate food stores on the high street". The report considered two food stores located on the edge of town centres in Beverley in East Yorkshire and Warminster in Wiltshire. Research into the level of linked trips occurring between the stores and adjacent town centres indicated that a high level of linked trips combining food shopping and the use of other town centre shops and servicing were taking place.*

**The level of linked (diverted) trips recorded at both locations was in the region of 60% (65% at Beverley, 58% at Warminster).**

Mouchel (2009) Proposed Tesco Store & Shopping Centre, West Bromwich: Working Paper 3 – Linked Trips

*Mouchel, on behalf of Tesco Stores Ltd, produced a working paper regarding linked and pass-by trips to be generated at a new Tesco foodstore in West Bromwich Town Centre. In order to determine the level of linked trips likely to occur at the Tesco store, a number of research papers on linked trips were investigated. It is argued that this research, much of which has been detailed above, demonstrates a high level of linkage between town centres and foodstores, with the level of linked trips ranging from 34% to 66% (Tesco Stores Ltd., 2001) and **the majority of cases having a level of linked trips with adjacent town and shopping centres at above 60%.***

- 5.3.4 In order to be robust, the trip composition for the discount food store aspect of the developments is provided in **Table 5.3**.

**Table 5.3: Total Trip Generation By Type (Discount Food Store)**

| Trip Types   | Percentage  | Weekday AM Peak (0800-0900) |           |           | Friday Peak (1600-1700) |           |            | Saturday Peak (1200-1300) |            |            |
|--------------|-------------|-----------------------------|-----------|-----------|-------------------------|-----------|------------|---------------------------|------------|------------|
|              |             | Arr                         | Dep       | Total     | Arr                     | Dep       | Total      | Arr                       | Dep        | Total      |
| New          | 20%         | 9                           | 5         | 14        | 13                      | 14        | 27         | 22                        | 22         | 44         |
| Diverted     | 40%         | 18                          | 11        | 28        | 27                      | 27        | 54         | 44                        | 44         | 88         |
| Pass-By      | 40%         | 18                          | 11        | 28        | 27                      | 27        | 54         | 44                        | 44         | 88         |
| <b>Total</b> | <b>100%</b> | <b>44</b>                   | <b>26</b> | <b>71</b> | <b>67</b>               | <b>69</b> | <b>136</b> | <b>110</b>                | <b>109</b> | <b>220</b> |

\*Trip increases have been rounded up / down to the nearest whole number

## 5.4 Development Impact

- 5.4.1 An assessment has been made for future traffic conditions. The TEMpro database, in conjunction with the NTM dataset has been applied to the surveyed traffic flows in order to ascertain future traffic flows with the following parameters:

- Hillingdon 013 (E02000506) area definition;
- Trip end by time period for car drivers; and
- NTM, all road types.

5.4.2 **Table 5.4** summarises the derived growth factors. The years of assessment are 2024 and 2034 (i.e. application year + 10 years).

**Table 5.4: TEMpro / NTM Growth Factors**

| AM Peak      | PM Peak      | SAT Peak     |
|--------------|--------------|--------------|
| 2024 to 2034 | 2024 to 2034 | 2024 to 2034 |
| 1.0971       | 1.1012       | 1.1068       |

5.4.3 **Traffic Figures 4-9** presents show the 2024 Surveyed & 2034 Growthed Traffic flows for the respective peak periods.

5.4.4 The proposed distribution of the new development trips has been calculated based on the existing traffic proportions routing past the site access / A40 Western Avenue (slips) roundabout. **Traffic Figures 10-12** presents the New Development Traffic distribution whilst **Traffic Figures 13-15** shows Total New Development Trips for the peak periods respectively.

5.4.5 **Traffic Figures 16-18** presents the Pass-By Development Trips at the proposed site access roundabout.

5.4.6 **Traffic Figures 19-21** provides the Diverted Development Trips taken from the nearby A437 Long Lane / Freezeland Way signalised junction located to the east of the site.

5.4.7 **Traffic Figures 22-24** show the total development trips for each peak period on the local highway network.

5.4.8 The 2024 & 2034 Base + Proposed Development Flows are represented by **Traffic Figures 25-30**.

5.4.9 **Table 5.5** and **Traffic Figures 31-33** presents the 2024 Base Percentage Development Impact at the observed junctions.

**Table 5.5: 2024 Base Development Impact**

|  | 2024 Base Development Impact |      |       |
|--|------------------------------|------|-------|
|  | AM                           | PM   | SAT   |
| Proposed Site Access / A40 Western Avenue (Slips) Roundabout | 4.4%                         | 6.2% | 15.1% |
| A437 Long Lane / Freezeland Way Signalised Crossroads        | 0.7%                         | 1.4% | 2.6%  |
| A437 / B466 Long Lane / A40 Western Avenue On-Slip Junction  | 0.4%                         | 0.5% | 0.7%  |

5.4.10 The impact assessment above shows that the proposed developments would have a minimal impact on the local highway network.

5.4.11 Notwithstanding the above, a detailed junction capacity assessment has been carried out at the Proposed Site Access / A40 Western Avenue roundabout junction.

## 5.5 Proposed Site Access / A40 Western Road (Slips) Roundabout

5.5.1 The “ARCADY” assessment program has been used to assess the capacity at the new proposed site access roundabout.

5.5.2 **Tables 5.6** summarises the 2024 / 2034 Base with Development capacity assessments respectively. The full output is provided in **Appendix F**.

**Tables 5.6: Proposed Site Access Roundabout – Base + Development Capacity Summary**

|  | 2024 Base +<br>Development AM<br>Peak |       | 2024 Base +<br>Development PM<br>Peak |       | 2024 Base +<br>Development<br>Saturday Peak |       |
|--|---------------------------------------|-------|---------------------------------------|-------|---|-------|
| Arm  | RFC                                   | Queue | RFC                                   | Queue | RFC   | Queue |
| Proposed Site Access                               | 0.03                                  | 0     | 0.10                                  | 0     | 0.13  | 0     |
| Local Road (East)                                  | 0.62                                  | 2     | 0.82                                  | 5     | 0.51  | 1     |
| A40 Western Avenue<br>Eastbound Off-Slip<br>(West) | 0.50                                  | 1     | 0.73                                  | 3     | 0.52  | 1     |

|  | 2034 Base +<br>Development AM<br>Peak |       | 2034 Base +<br>Development PM<br>Peak |       | 2034 Base +<br>Development<br>Saturday Peak |       |
|--|---------------------------------------|-------|---------------------------------------|-------|---|-------|
| Arm  | RFC                                   | Queue | RFC                                   | Queue | RFC   | Queue |
| Proposed Site Access                               | 0.03                                  | 0     | 0.11                                  | 0     | 0.14  | 0     |
| Local Road (East)                                  | 0.67                                  | 2     | 0.90                                  | 8     | 0.56  | 1     |
| A40 Western Avenue<br>Eastbound Off-Slip<br>(West) | 0.55                                  | 1     | 0.81                                  | 4     | 0.57  | 1     |

5.5.3 The assessments show that the proposed site access roundabout junction would operate well within theoretical capacity in the base and future year assessments. It is noted that the Local Road (East) arm is reaching theoretical capacity in the PM peak future year scenario.

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## **6.0 SUMMARY AND CONCLUSION**

### **6.1 Summary**

- 6.1.1 Cora IHT have been instructed by Lidl to prepare a Transport Assessment [TA] to support proposals for a new discount foodstore and self-storage facility located off A40 Western Avenue in Hillingdon Circus, Uxbridge, London.
- 6.1.2 The proposed new Lidl store will provide a sales area of circa 1,336m<sup>2</sup>, whilst the total GIA is 1,999m<sup>2</sup> which includes the warehouse and ancillary areas. An additional self-storage facility is also proposed totalling 5,227m<sup>2</sup> GIA. The total area of the red line boundary measures circa 2.088 Acres / 0.845 Hectares.
- 6.1.3 Vehicular access to the development site is proposed via the existing access arm to the site off the A40 Western Avenue roundabout junction, facilitating the eastbound off-slip and westbound on-slips of the A40. A new access ramp will be installed to make up the 5.5m level difference between the development site and existing roundabout junction.
- 6.1.4 Direct pedestrian access will also be provided off the A40 Western Avenue, located adjacent to the A437 Long Lane signalised junction. New pedestrian access gates and access to the Station Car Park will also be provided to the rear of the site.
- 6.1.5 The Lidl store proposes a total of 76 spaces are to be provided on site, including 4 disabled, 5 parent & child bays and 4 electric charging bays. Passive infrastructure for 16 EVCP spaces will also be made available in the future.
- 6.1.6 A total of 6 self-storage bays for cycles is being proposed, with 26 of those cycle spaces for short-stay and 14 of those are for long-stay cycles.
- 6.1.7 The development impact from the proposed trips on the observed junctions are minimal, whilst the capacity assessments show that the proposed site access / A40 Western Avenue roundabout junction would operate well within capacity in both opening and future assessment years.
- 6.1.8 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 6.1.9 Paragraph 115 of the NPPF states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". The proposed development would have a minimal impact on the highway network.

### **6.2 Conclusion**

- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

---

## TRAFFIC FIGURES



Figure 1: 2024 Surveyed Traffic Flows  
AM Peak: 0800-0900

Notes: 

|     |                |
|-----|----------------|
| 123 | Total Vehicles |
| 123 | HGVs           |

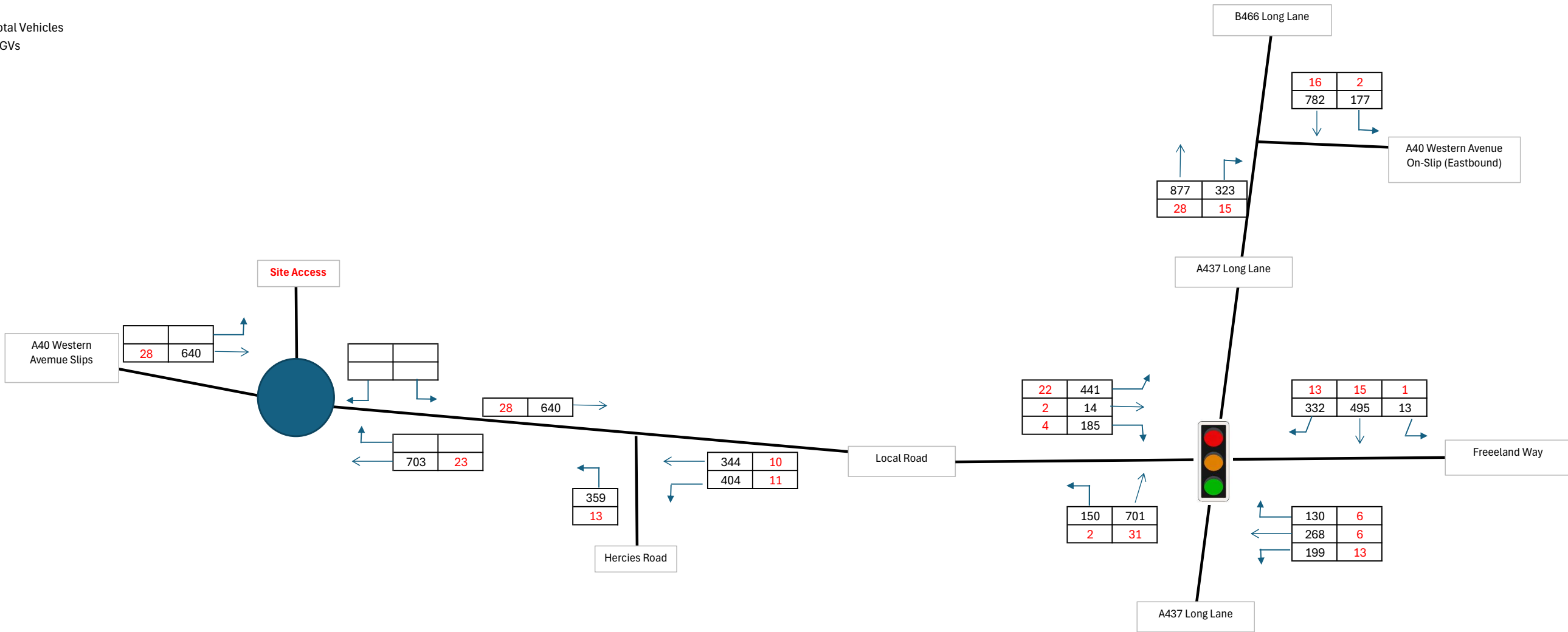


Figure 2: 2024 Surveyed Traffic Flows  
PM Peak: 1600-1700

Notes: 

|     |                |
|-----|----------------|
| 123 | Total Vehicles |
| 123 | HGVs           |

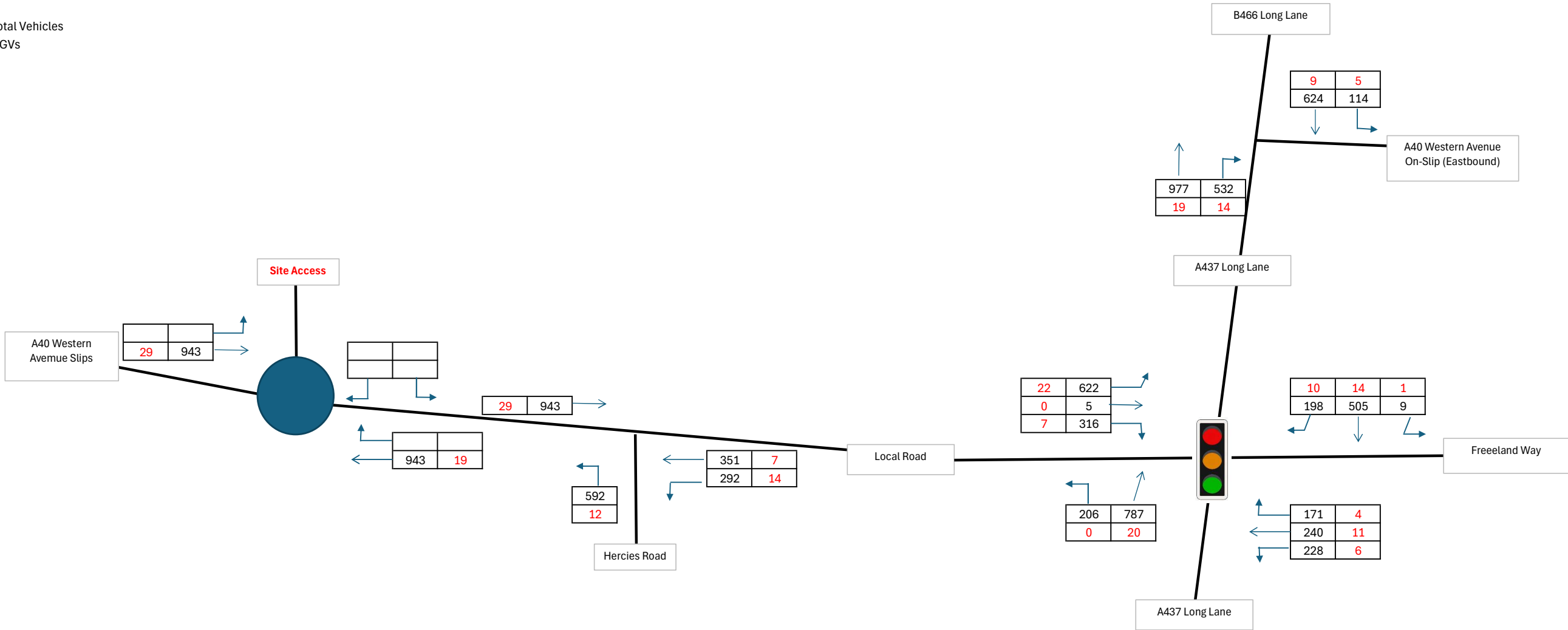


Figure 3: 2024 Surveyed Traffic Flows  
Saturday Peak: 1200-1300

Notes: 

|     |                |
|-----|----------------|
| 123 | Total Vehicles |
| 123 | HGVs           |

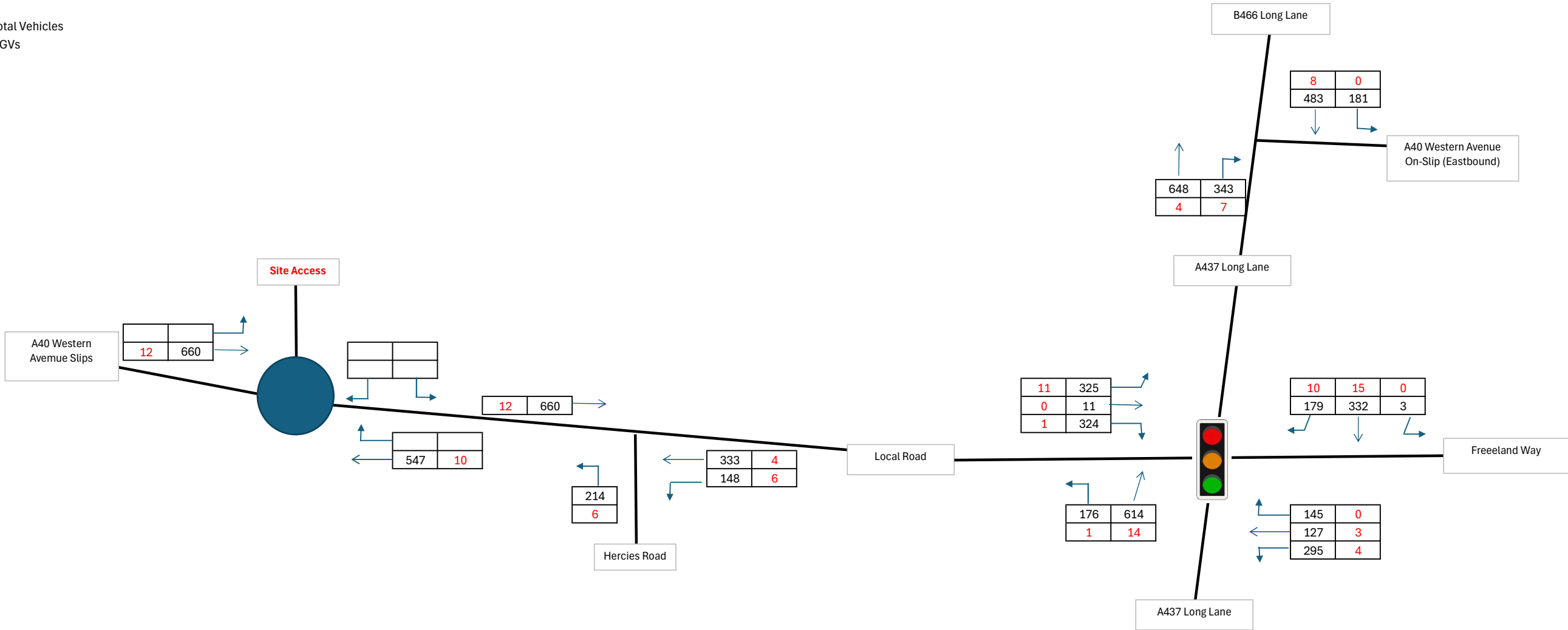


Figure 4: 2024 Surveyed Traffic Flows  
AM Peak: 0800-0900

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

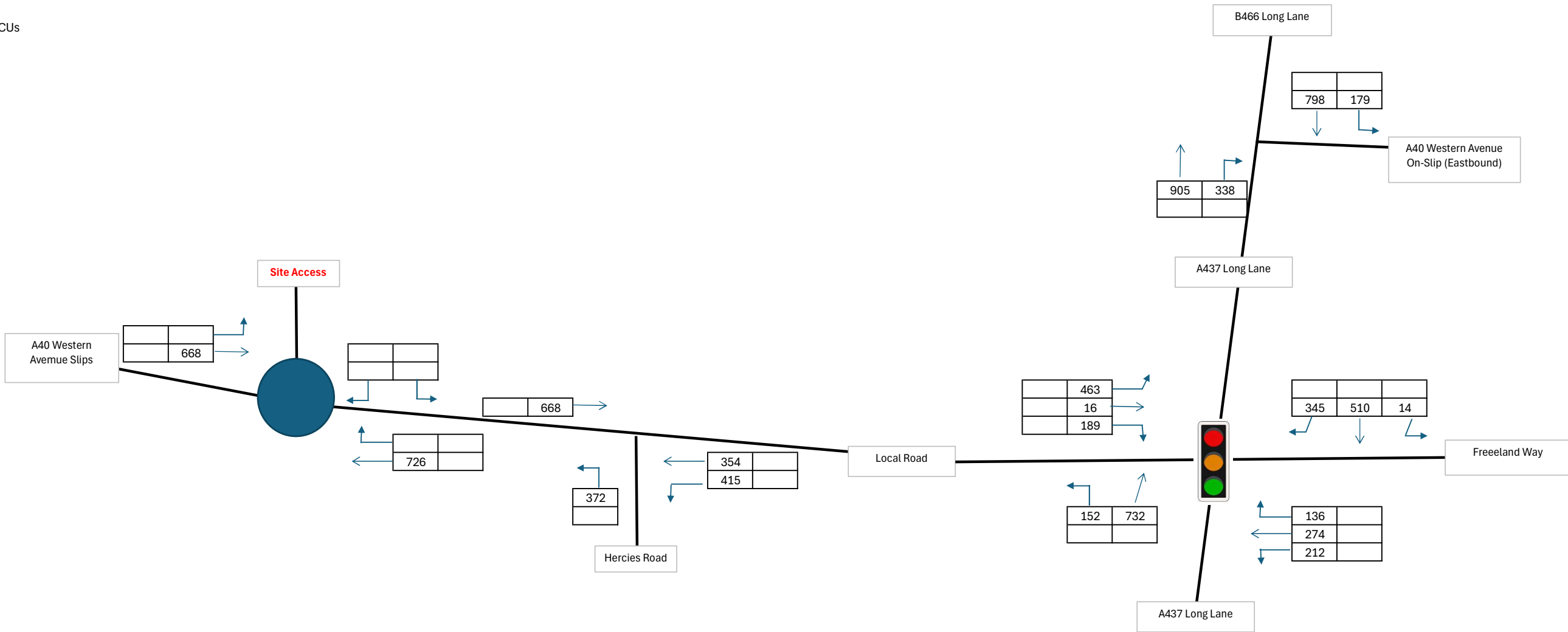


Figure 5: 2024 Surveyed Traffic Flows  
PM Peak: 1600-1700

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

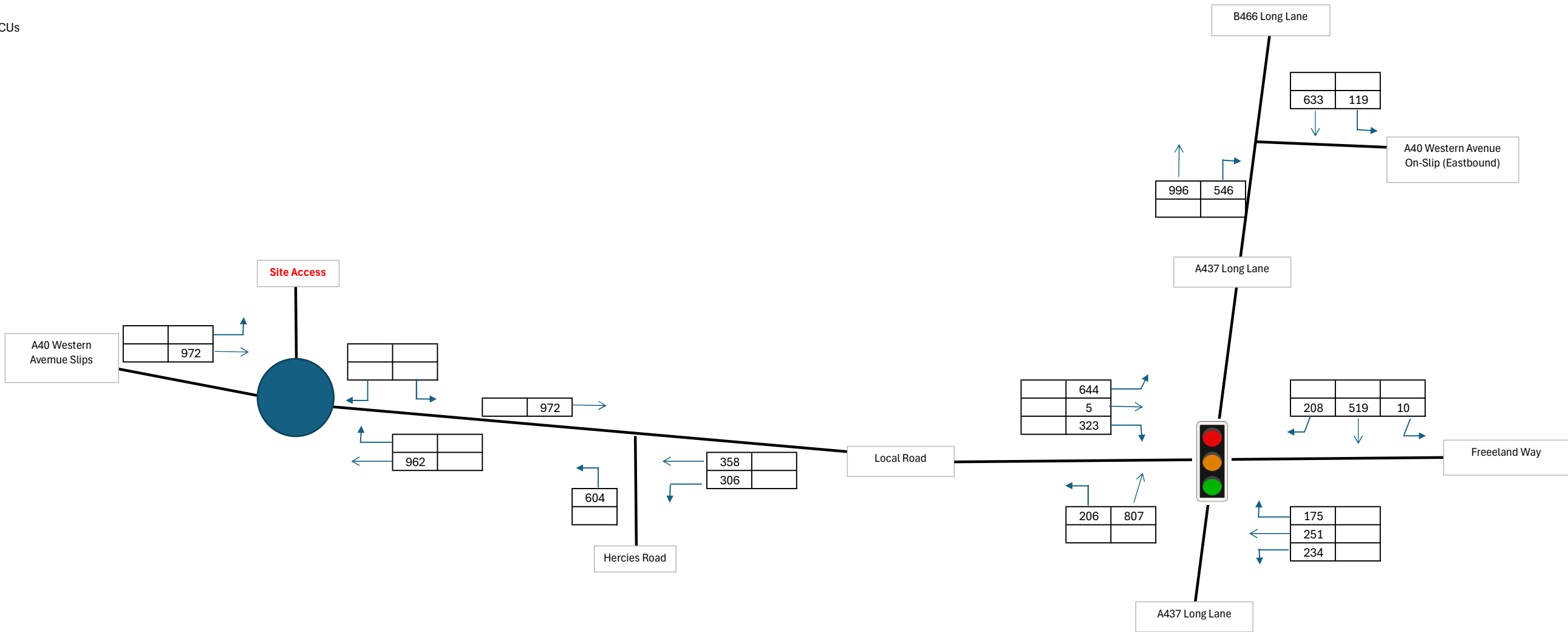


Figure 6: 2024 Surveyed Traffic Flows  
Saturday Peak: 1200-1300

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

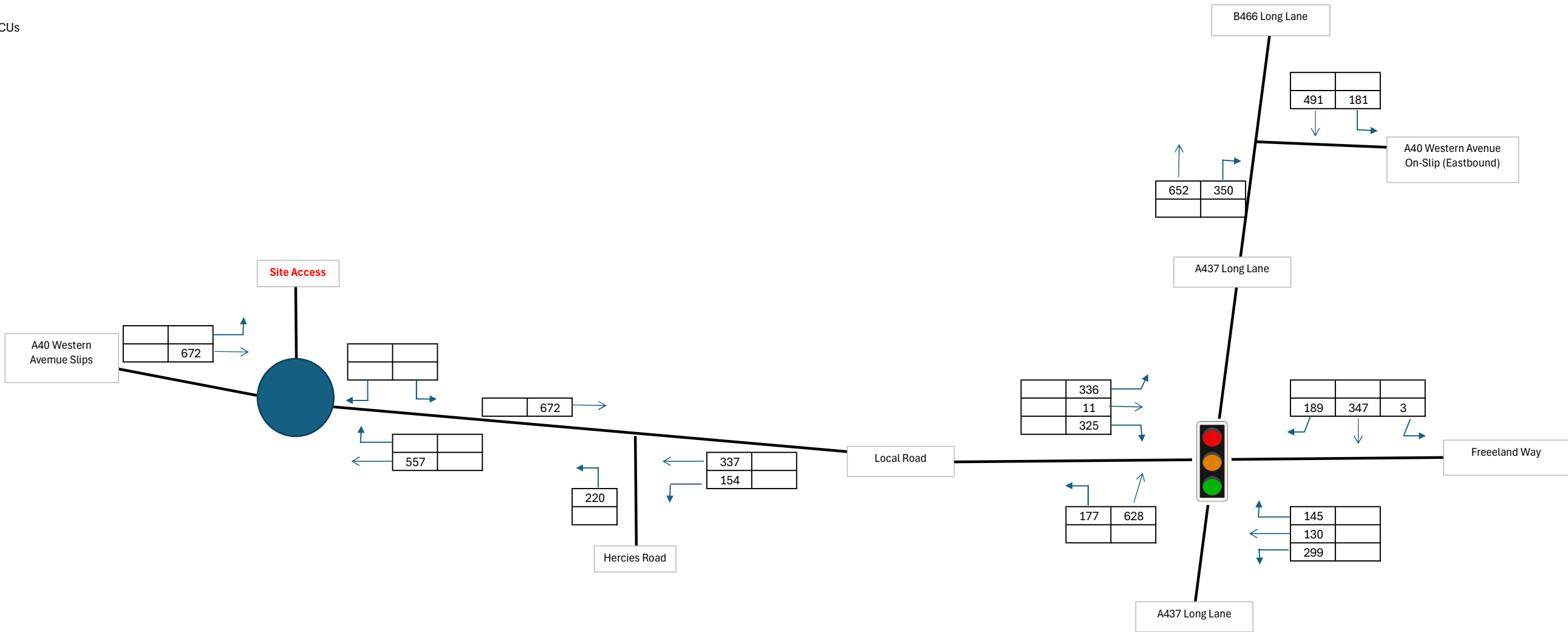




Figure 7: 2034 Growthed Traffic Flows  
AM Peak: 0800-0900

Notes: 

|        |               |
|--------|---------------|
| 123    | PCUs          |
| 1.0971 | Growth Factor |

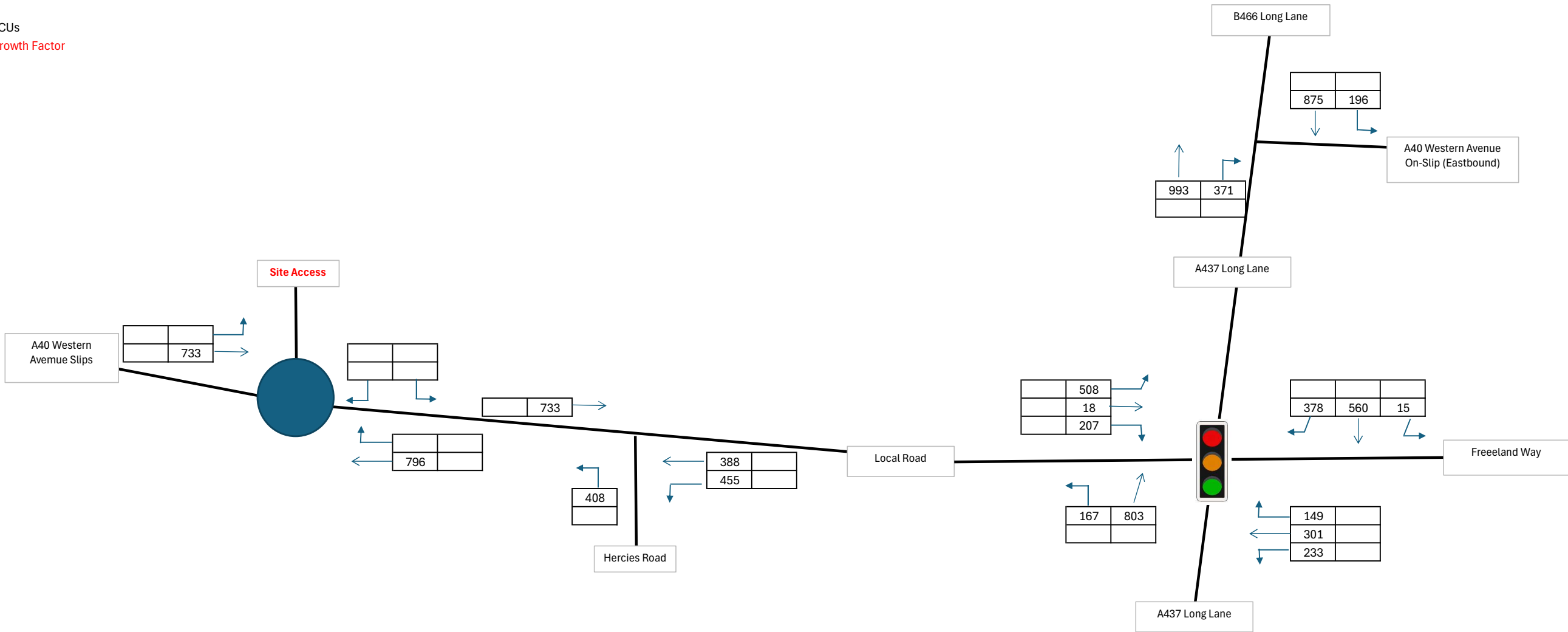


Figure 8: 2034 Growthed Traffic Flows  
PM Peak: 1600-1700

Notes: 

|        |               |
|--------|---------------|
| 123    | PCUs          |
| 1.1012 | Growth Factor |

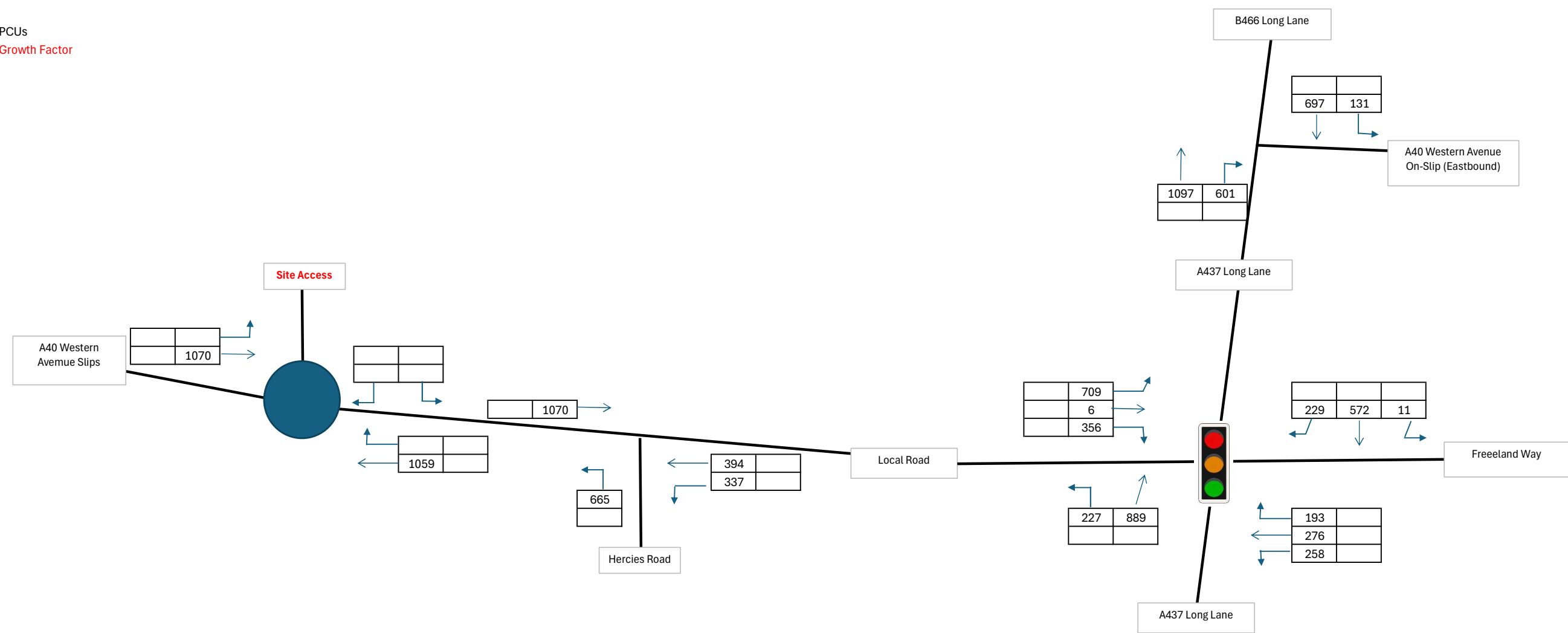


Figure 9: 2034 Growthed Traffic Flows  
Saturday Peak: 1200-1300

Notes: 

|        |               |
|--------|---------------|
| 123    | PCUs          |
| 1.1068 | Growth Factor |

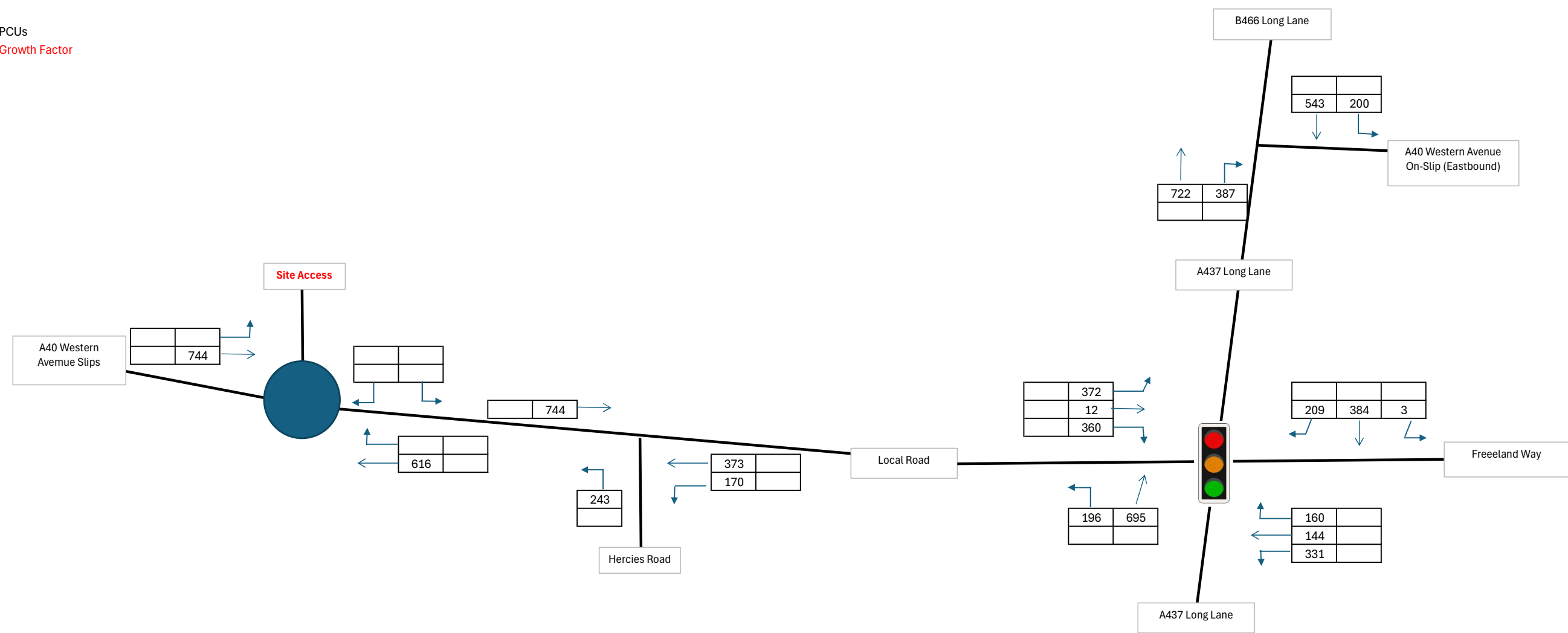


Figure 10: New Development Trip Distribution  
AM Peak

Notes: 

|   |            |
|---|------------|
| % | Arrivals   |
| % | Departures |

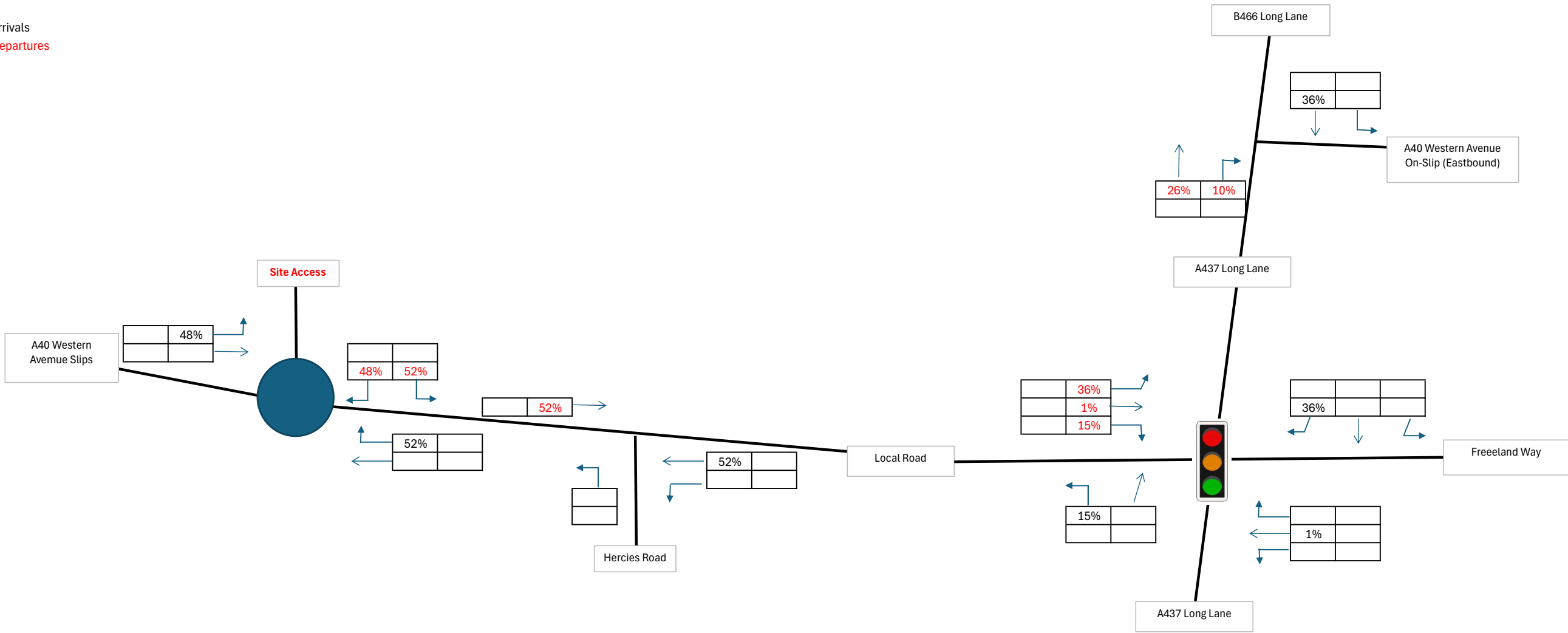


Figure 10: New Development Trip Distribution  
PM Peak

Notes: 

|   |            |
|---|------------|
| % | Arrivals   |
| % | Departures |

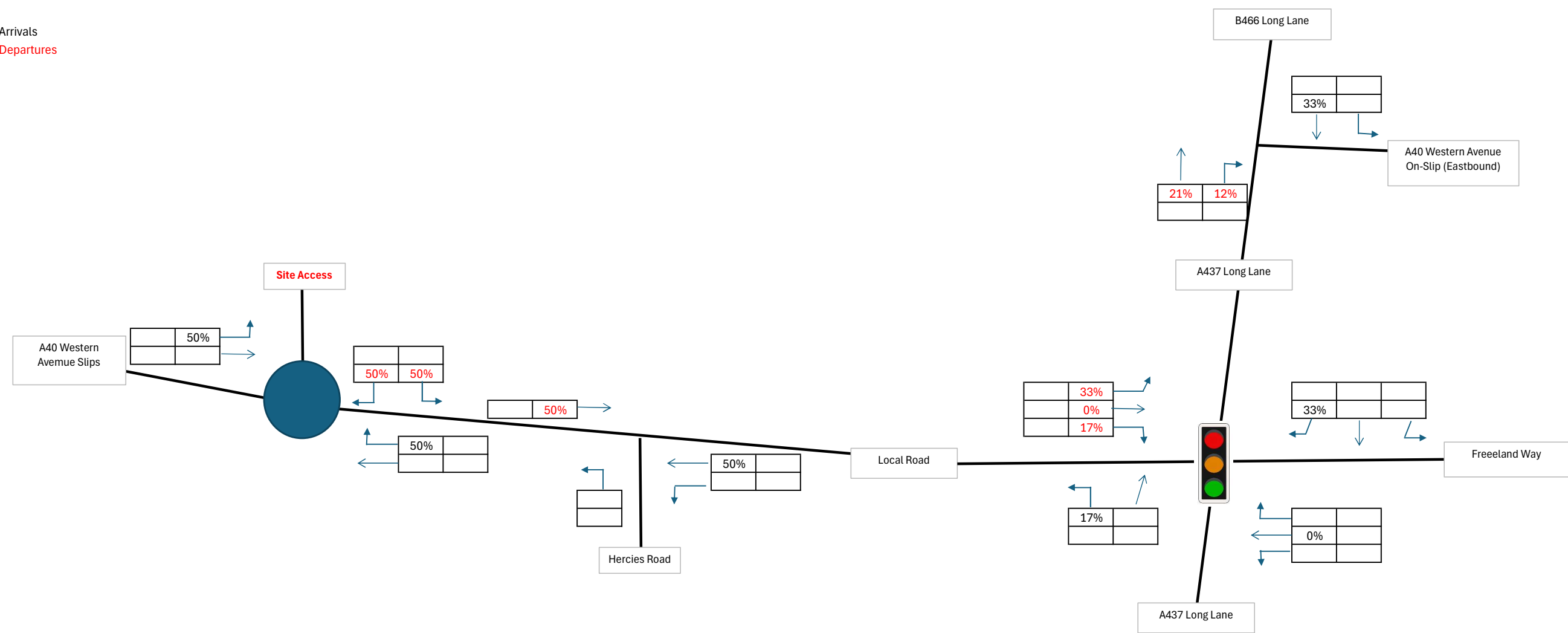




Figure 12: New Development Trip Distribution  
Saturday Peak

Notes: 

|   |            |
|---|------------|
| % | Arrivals   |
| % | Departures |

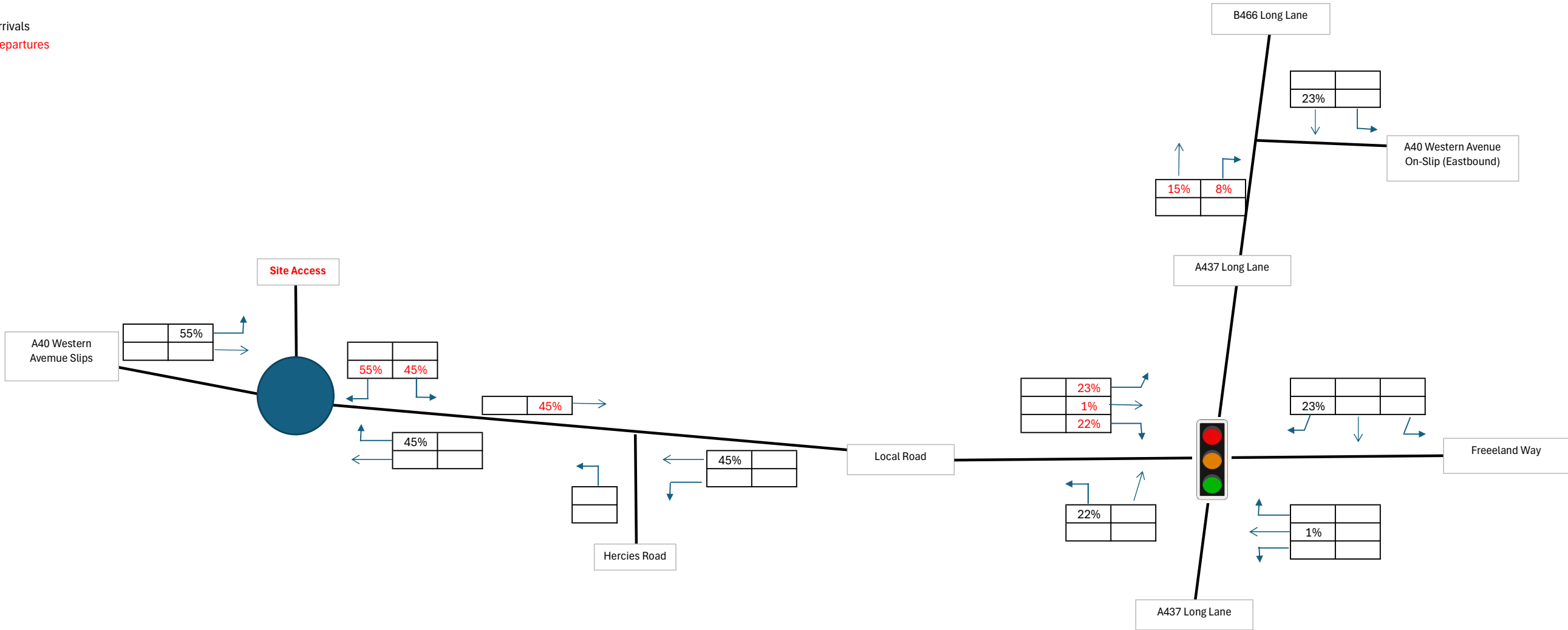


Figure 13: New Development Trip Generation  
AM Peak

Notes: 

|    |            |
|----|------------|
| 14 | Arrivals   |
| 8  | Departures |

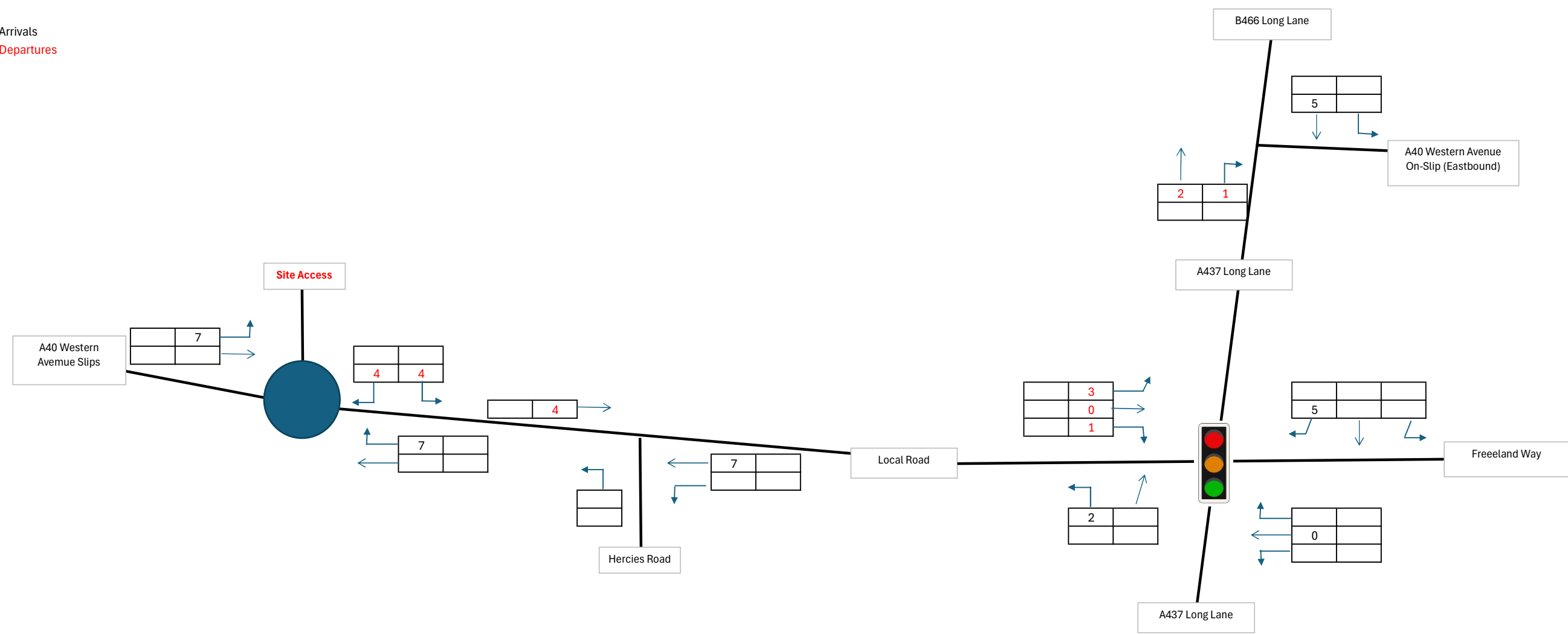


Figure 14: New Development Trip Generation  
PM Peak

Notes: 

|    |            |
|----|------------|
| 19 | Arrivals   |
| 19 | Departures |

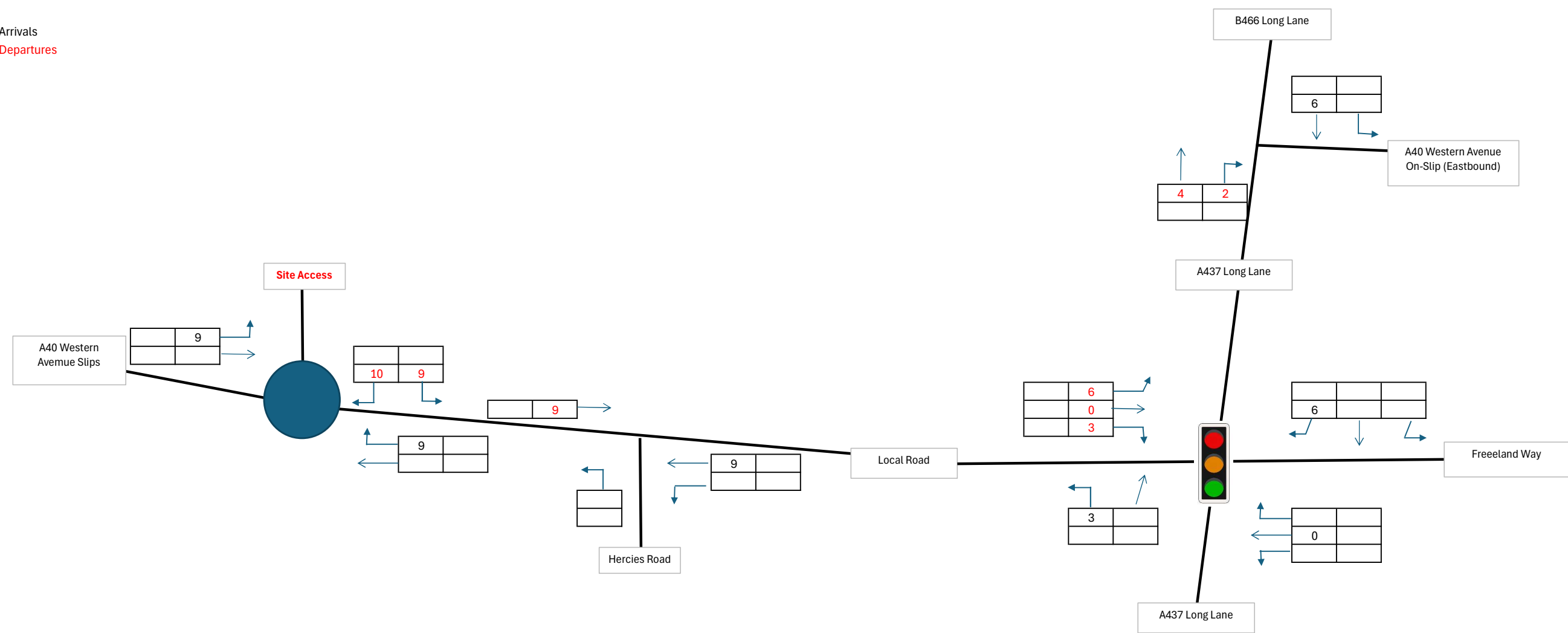


Figure 15: New Development Trip Generation  
Saturday Peak

Notes: 

|    |            |
|----|------------|
| 27 | Arrivals   |
| 27 | Departures |

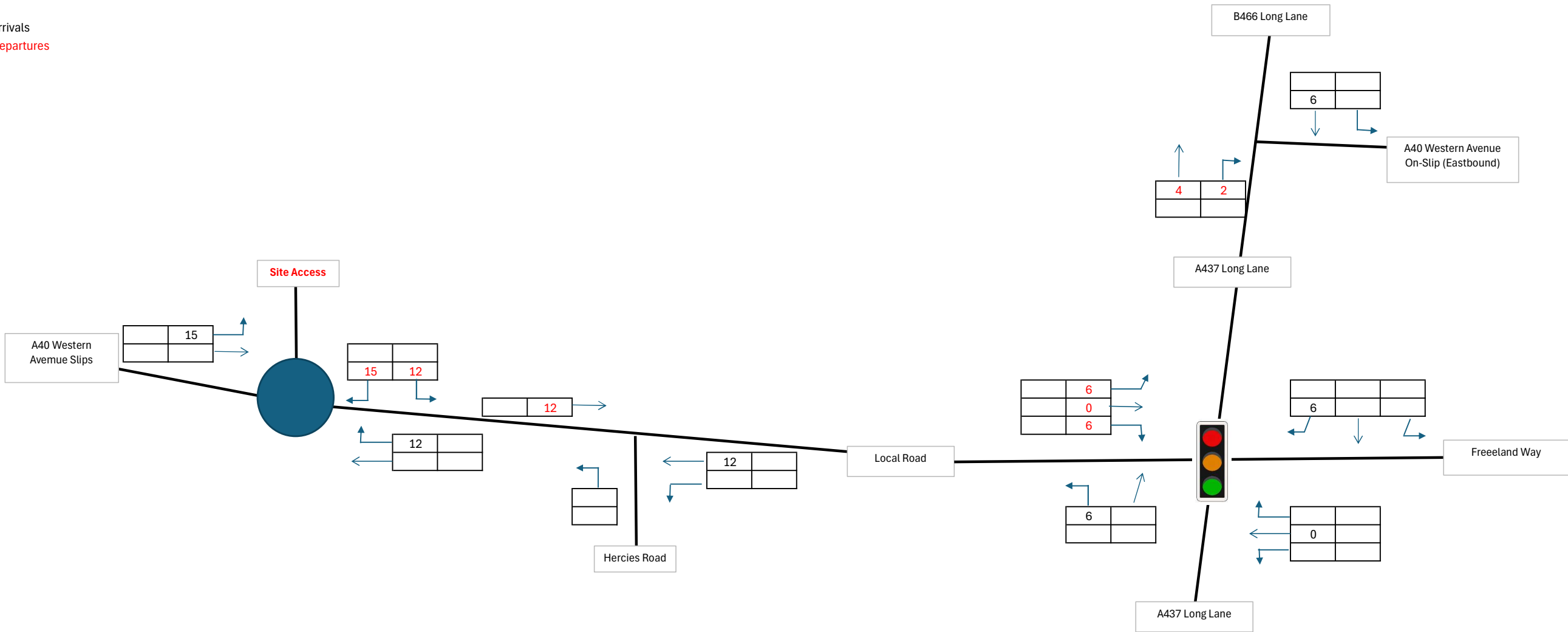


Figure 16: Pass-By Trips  
AM Peak

Notes: 

|    |            |
|----|------------|
| 18 | Arrivals   |
| 11 | Departures |

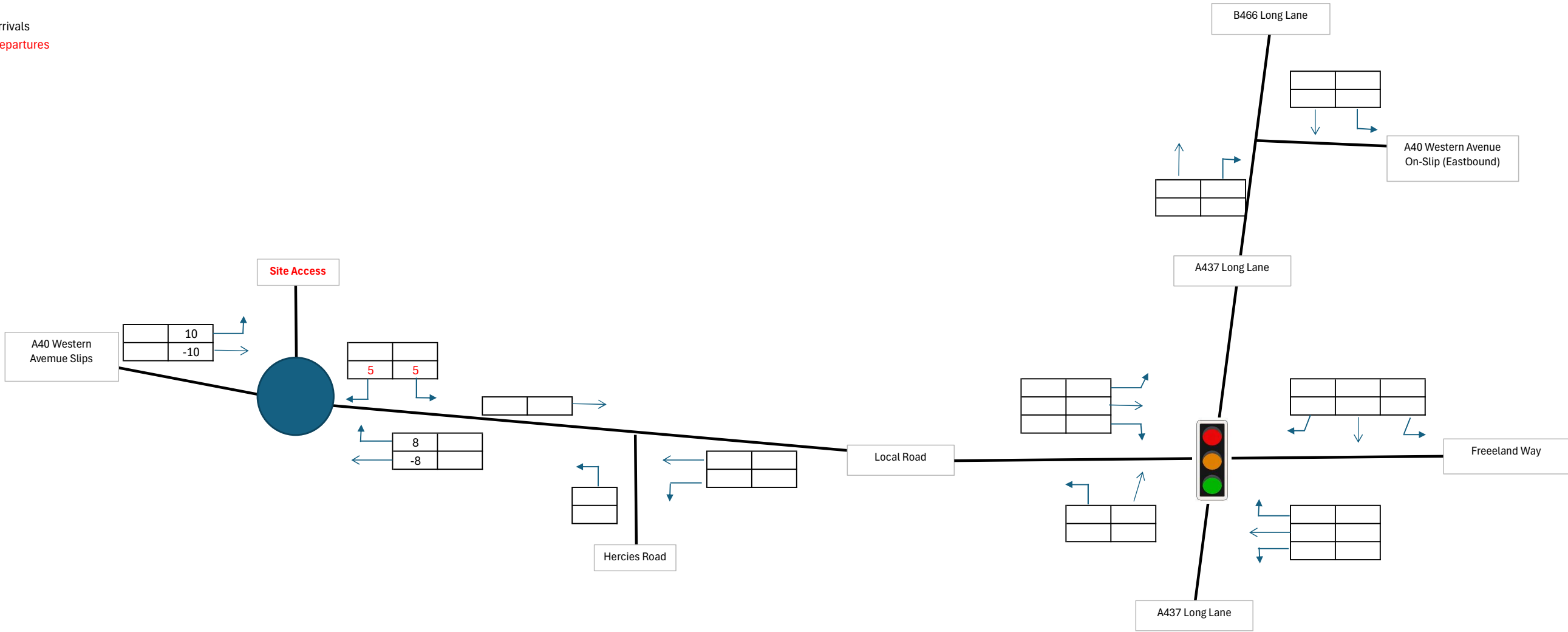




Figure 17: Pass-By Trips  
PM Peak

Notes: 

|    |            |
|----|------------|
| 27 | Arrivals   |
| 27 | Departures |

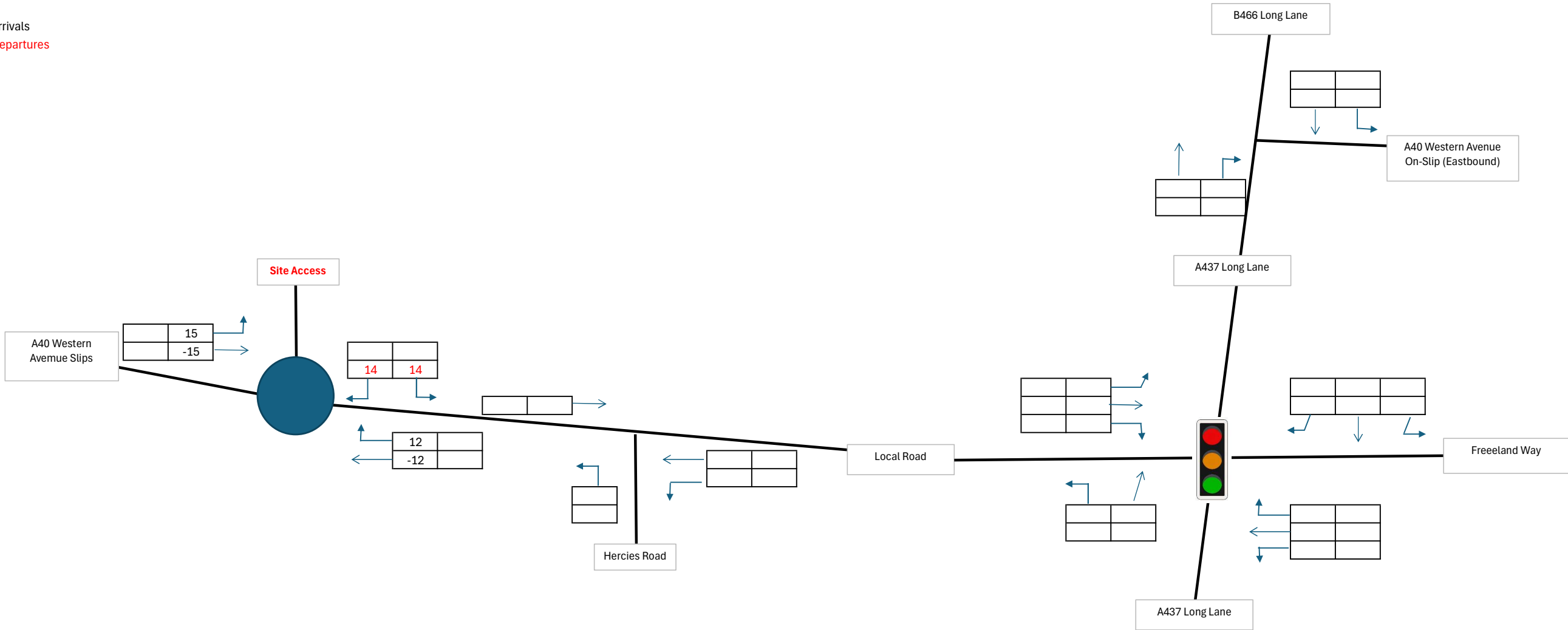


Figure 18: Pass-By Trips  
Saturday Peak

Notes: 

|    |            |
|----|------------|
| 44 | Arrivals   |
| 44 | Departures |

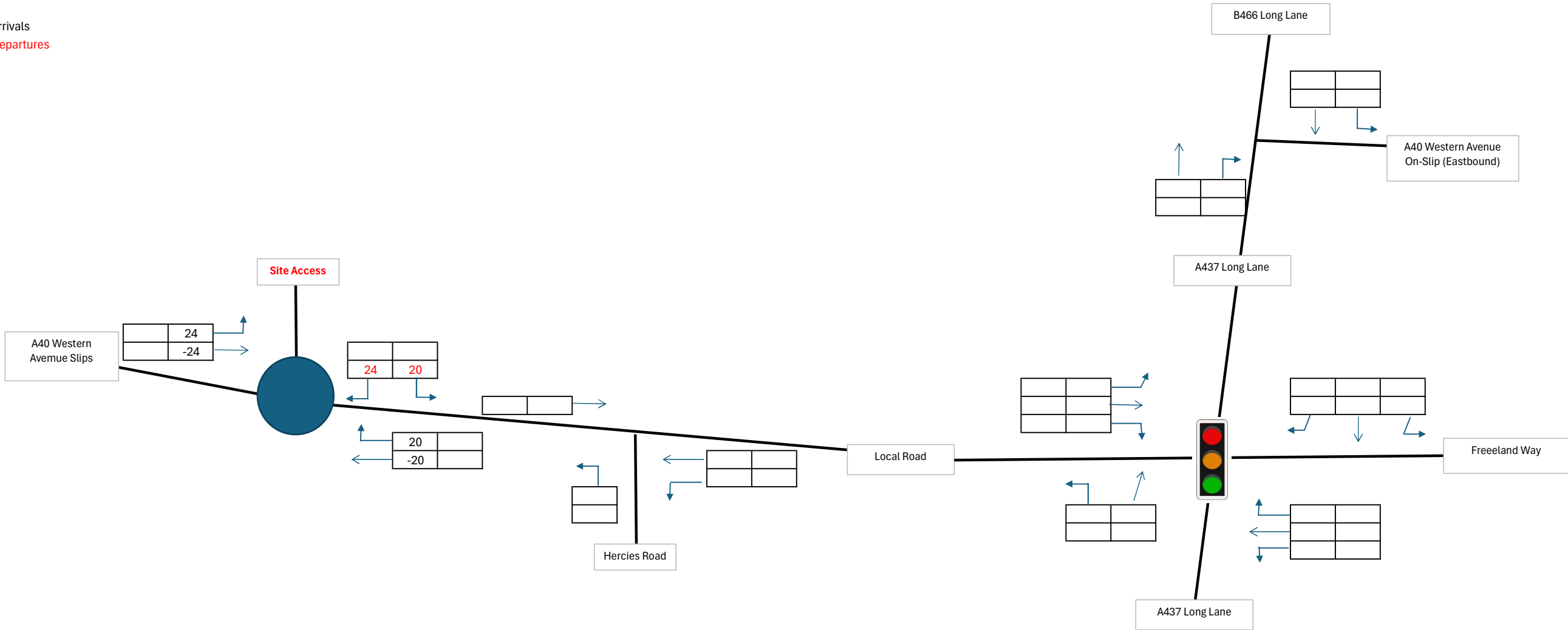


Figure 19: Diverted Trips  
AM Peak

Notes: 

|    |            |
|----|------------|
| 18 | Arrivals   |
| 11 | Departures |

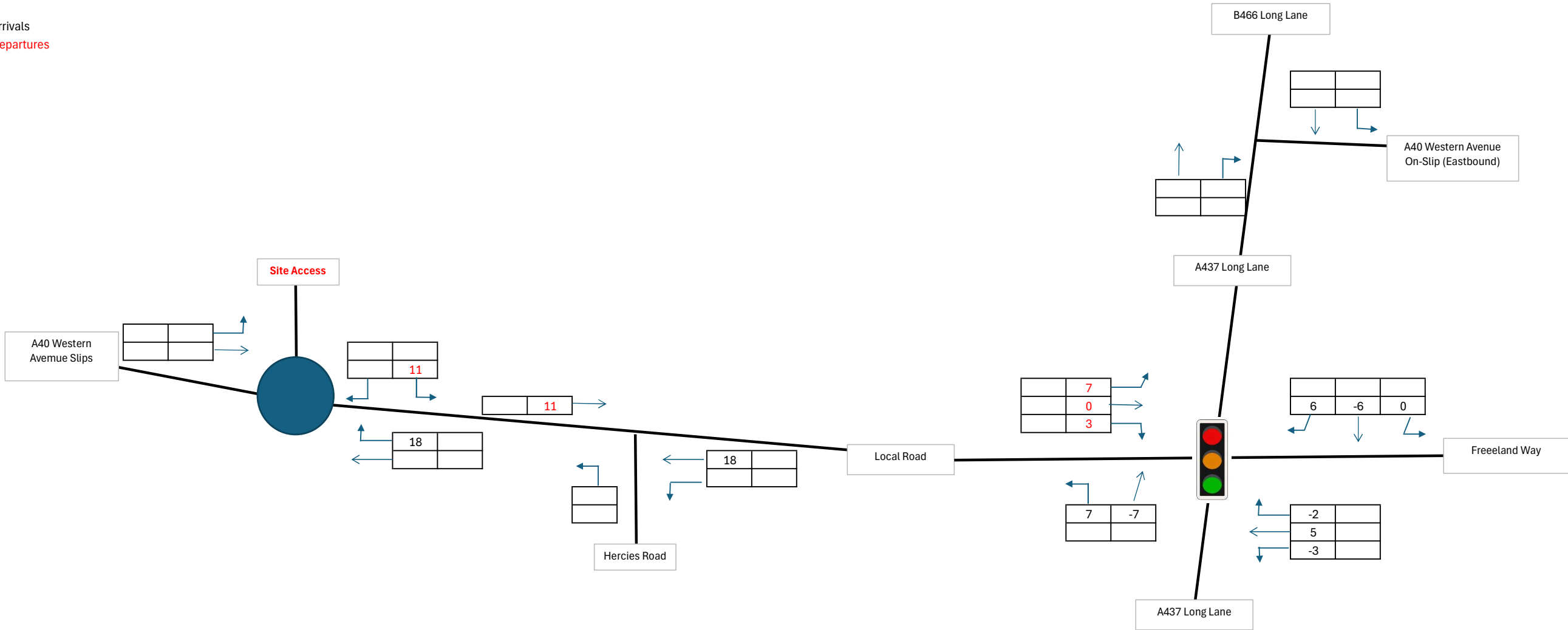


Figure 20: Diverted Trips  
PM Peak

Notes: 

|    |            |
|----|------------|
| 27 | Arrivals   |
| 27 | Departures |

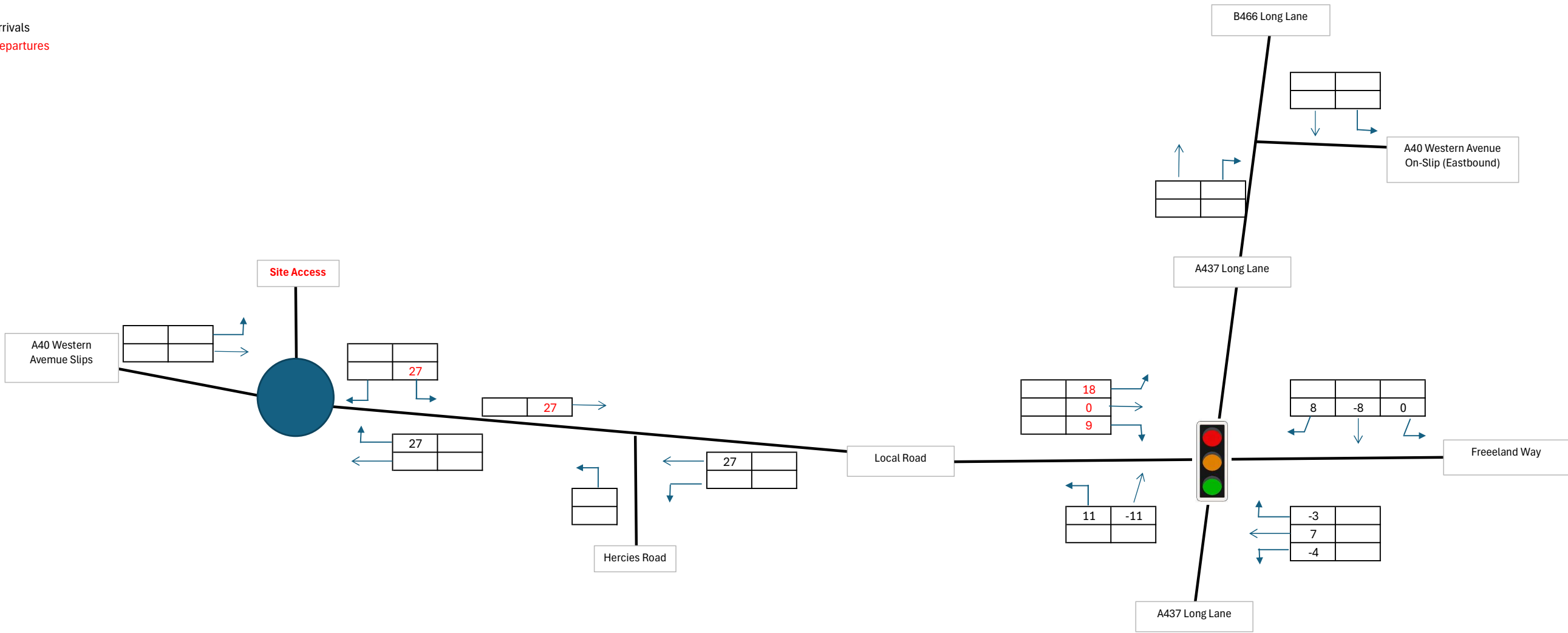


Figure 21: Diverted Trips  
Saturday Peak

Notes: 

|    |            |
|----|------------|
| 44 | Arrivals   |
| 44 | Departures |

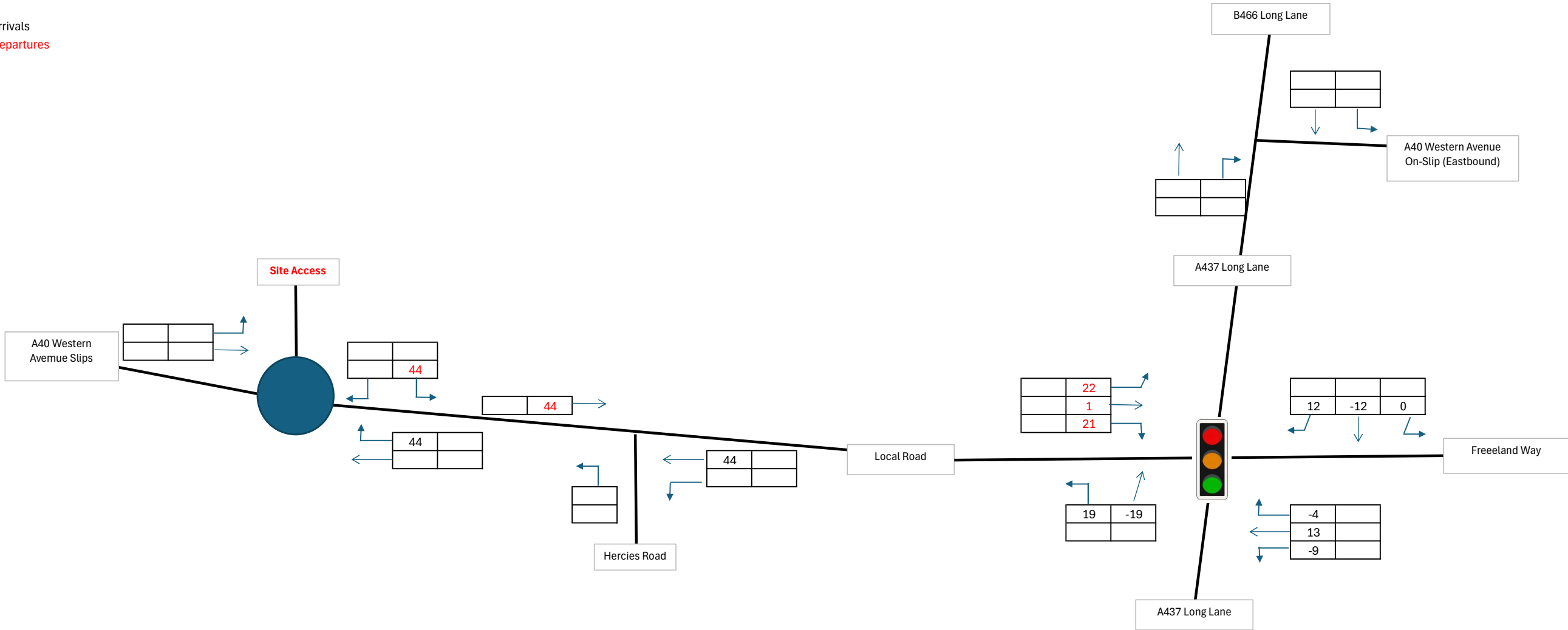




Figure 22: Total Development Trips  
AM Peak

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

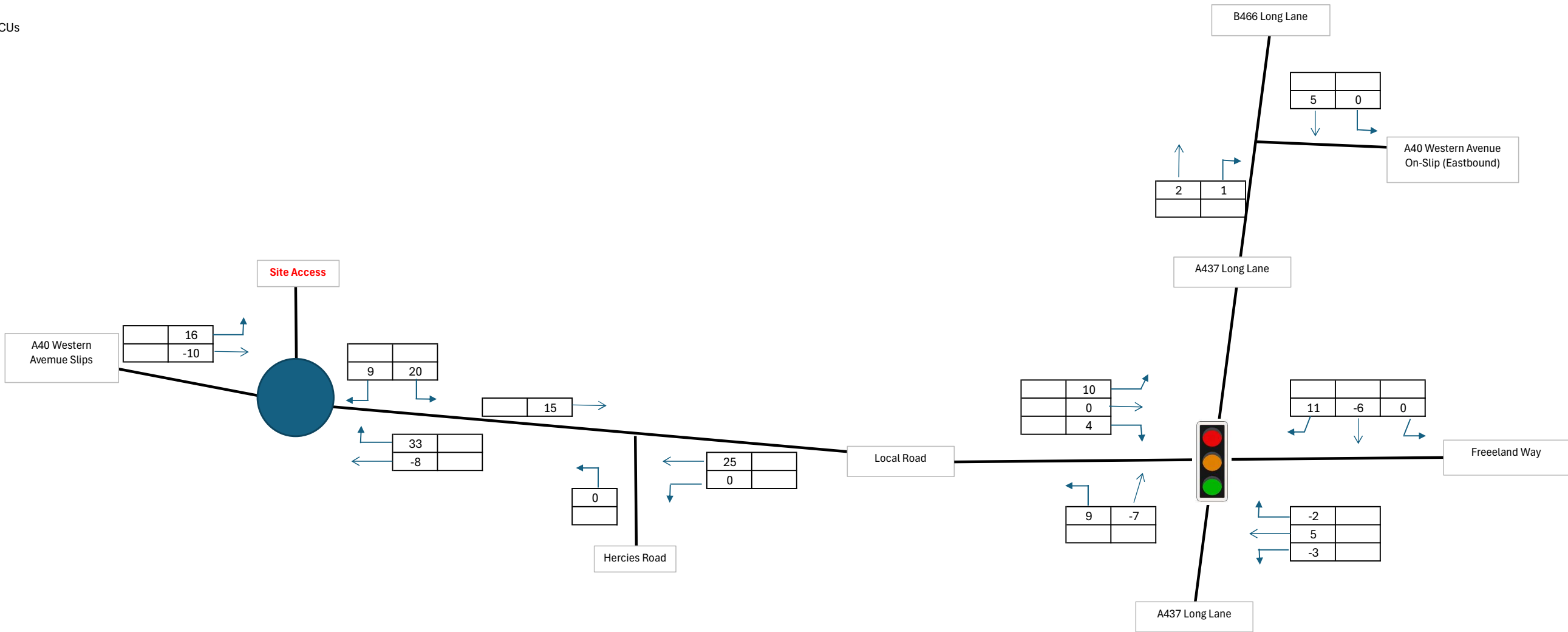


Figure 23: Total Development Trips  
PM Peak

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

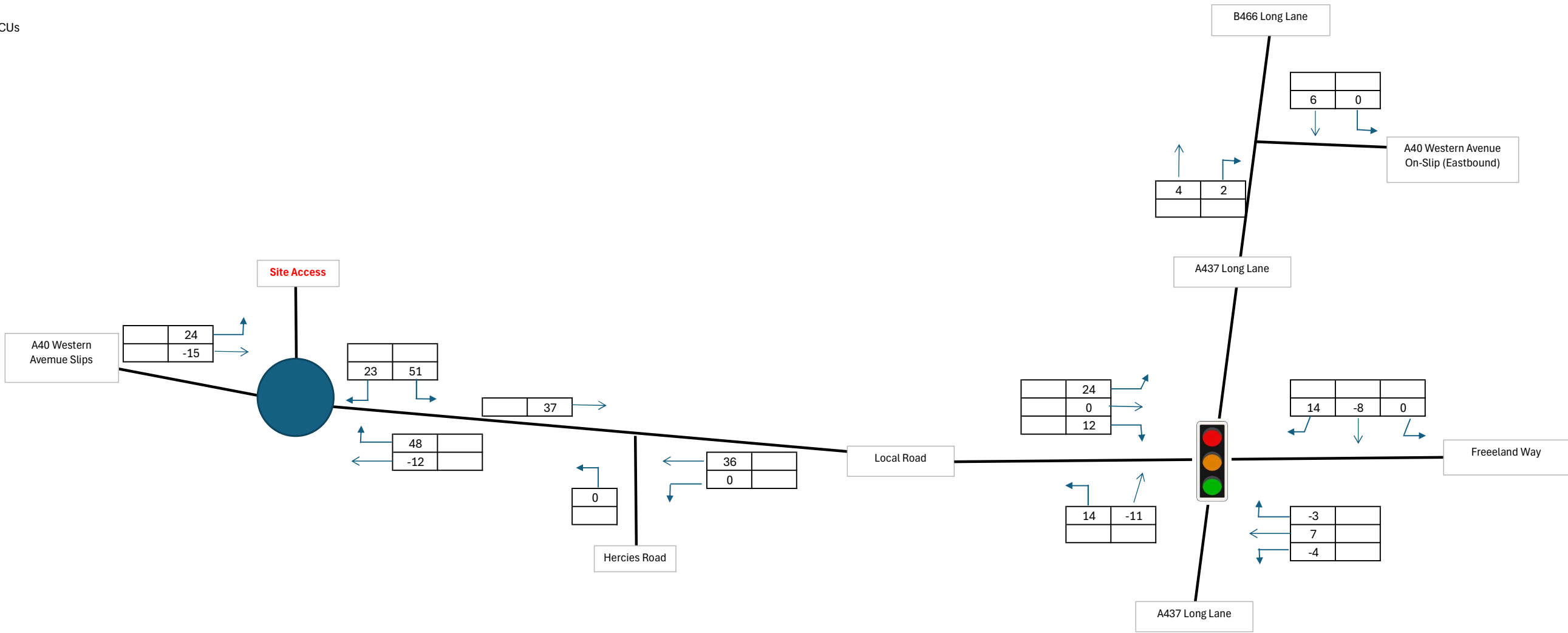


Figure 24: Total Development Trips  
Saturday Peak

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

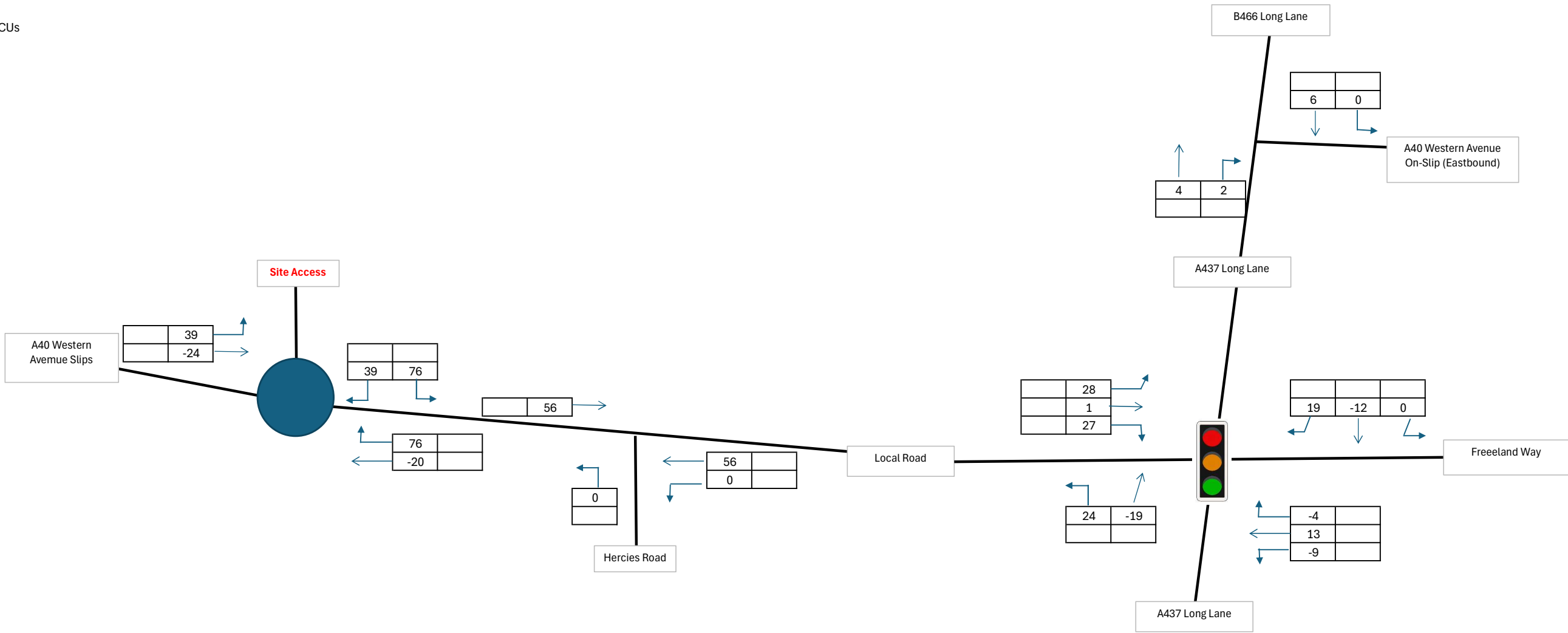


Figure 25: 2024 Base + Development Flows  
AM Peak: 0800-0900

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

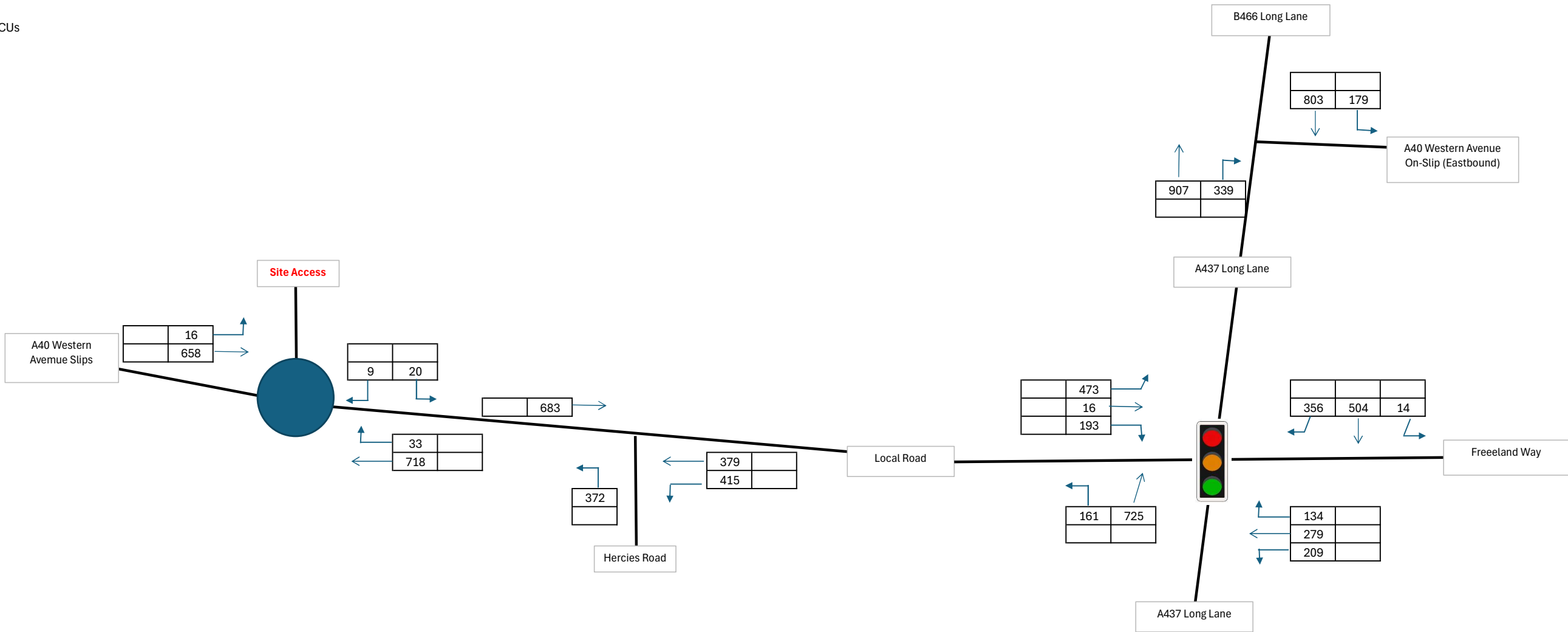


Figure 26: 2024 Base + Development Flows  
PM Peak: 1600-1700

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

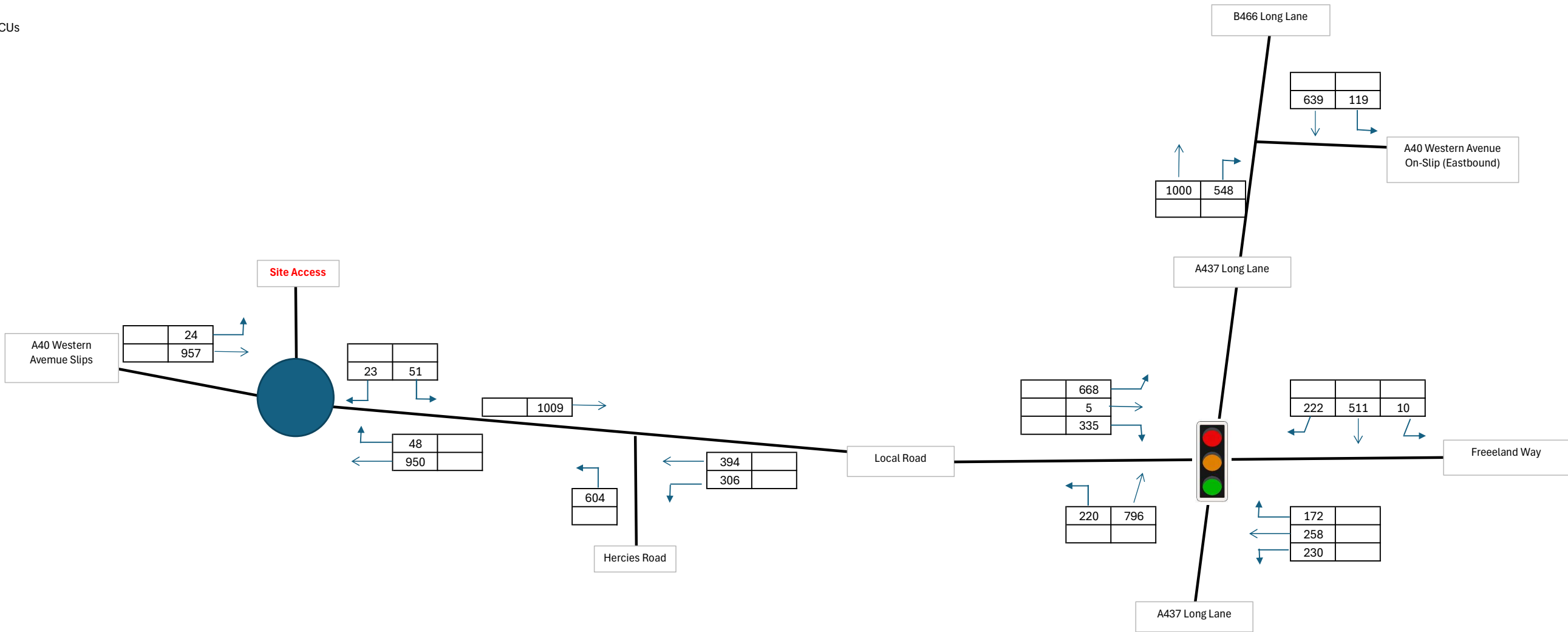


Figure 27: 2024 Base + Development Flows  
Saturday Peak: 1200-1300

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

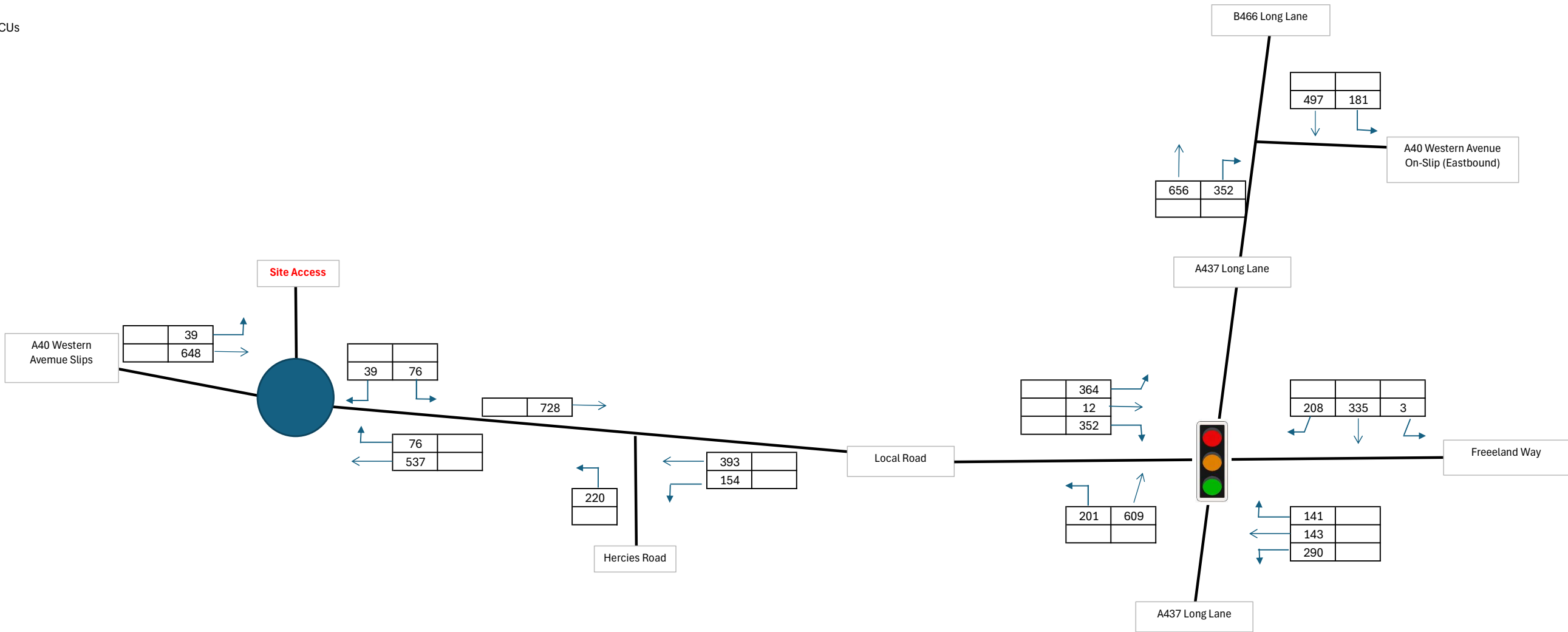




Figure 28: 2034 Base + Development Flows  
AM Peak: 0800-0900

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

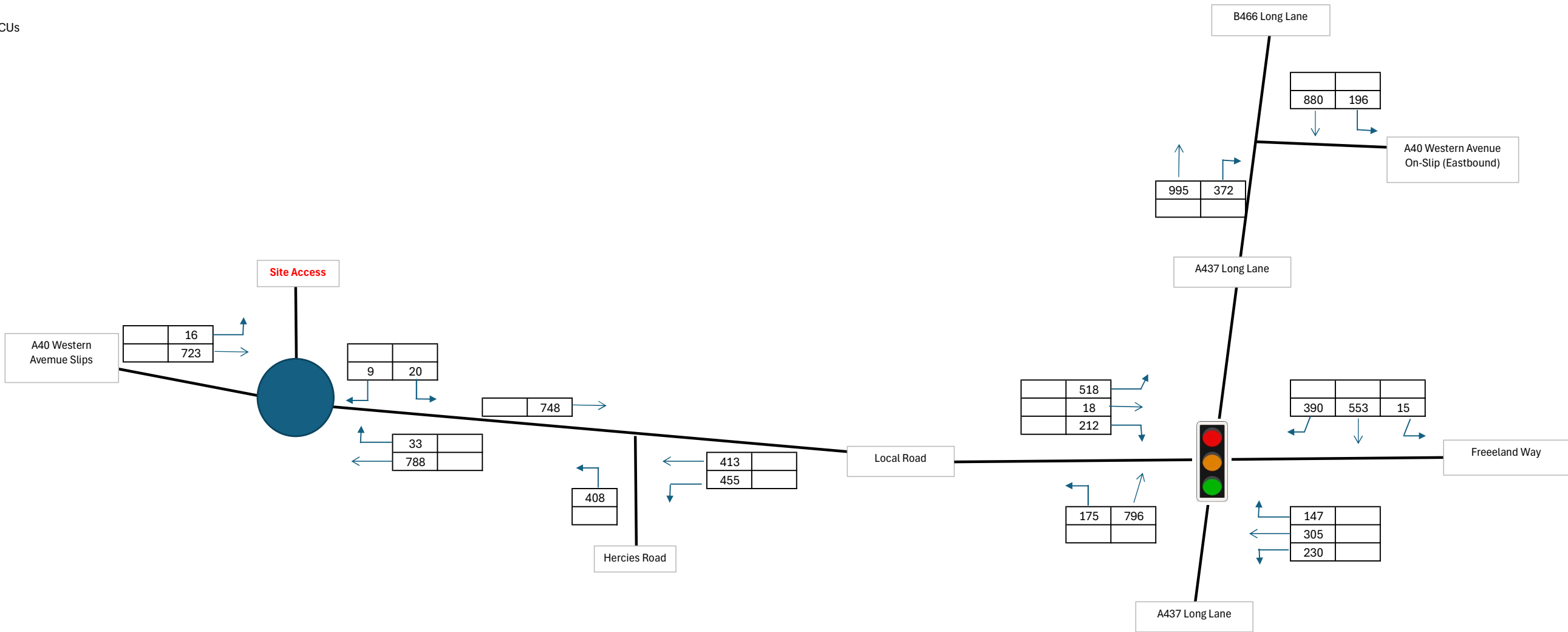


Figure 29: 2034 Base + Development Flows  
PM Peak: 1600-1700

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

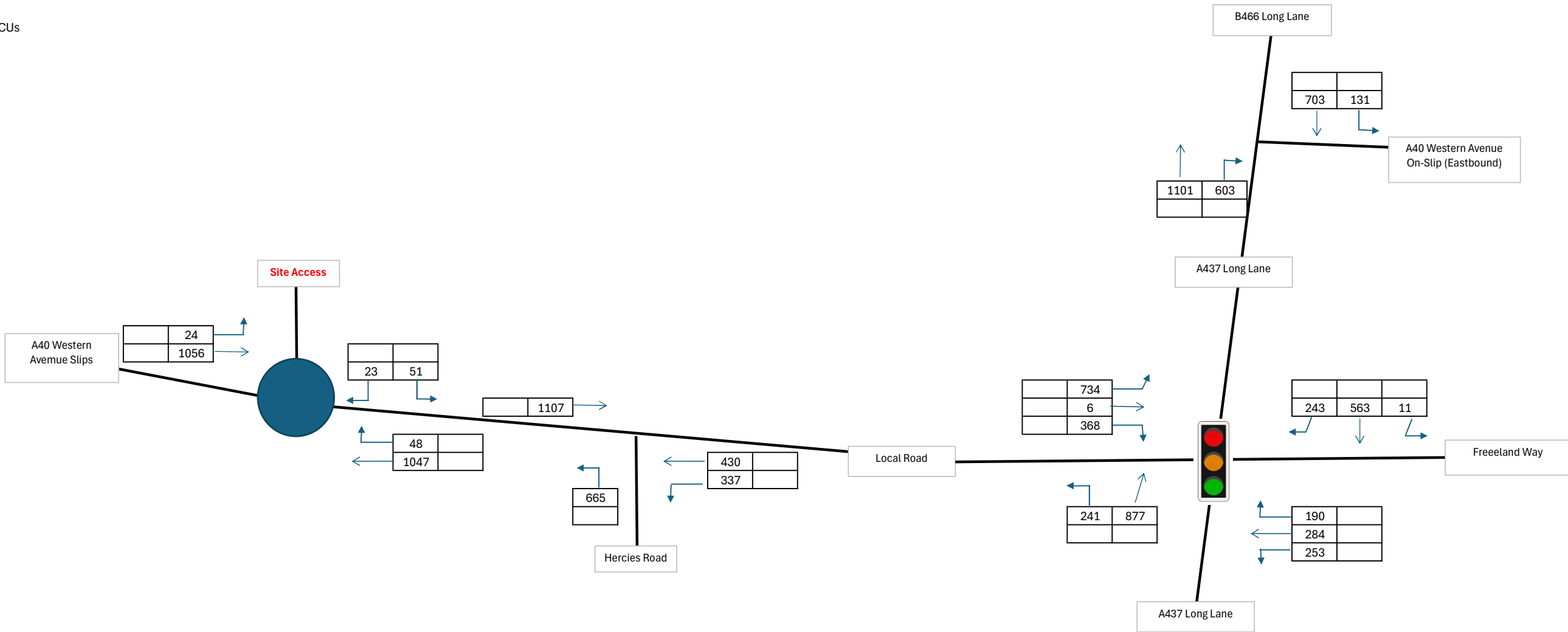


Figure 30: 2034 Base + Development Flows  
Saturday Peak: 1200-1300

Notes: 

|     |
|-----|
| 123 |
|     |

 PCUs

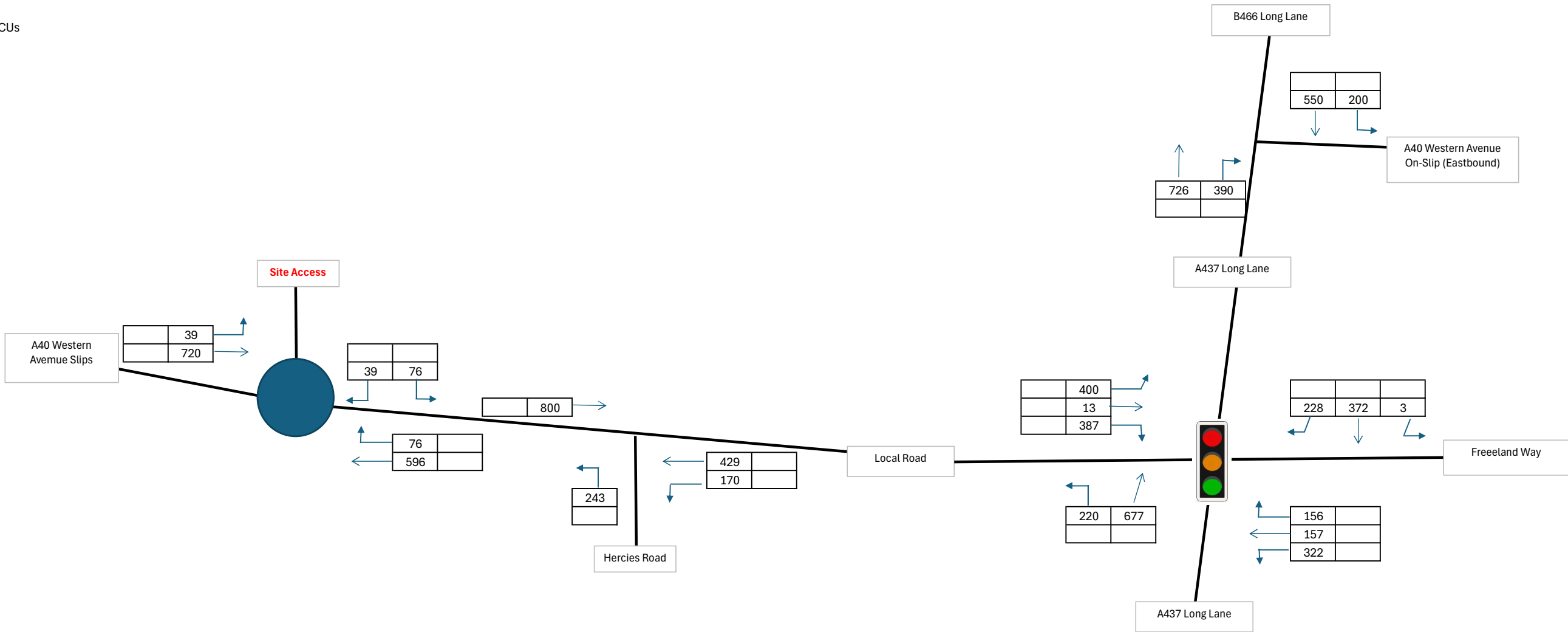


Figure 31: Development Impact  
AM Peak

Notes: 

|   |
|---|
| % |
|   |

 Development Impact on Junction

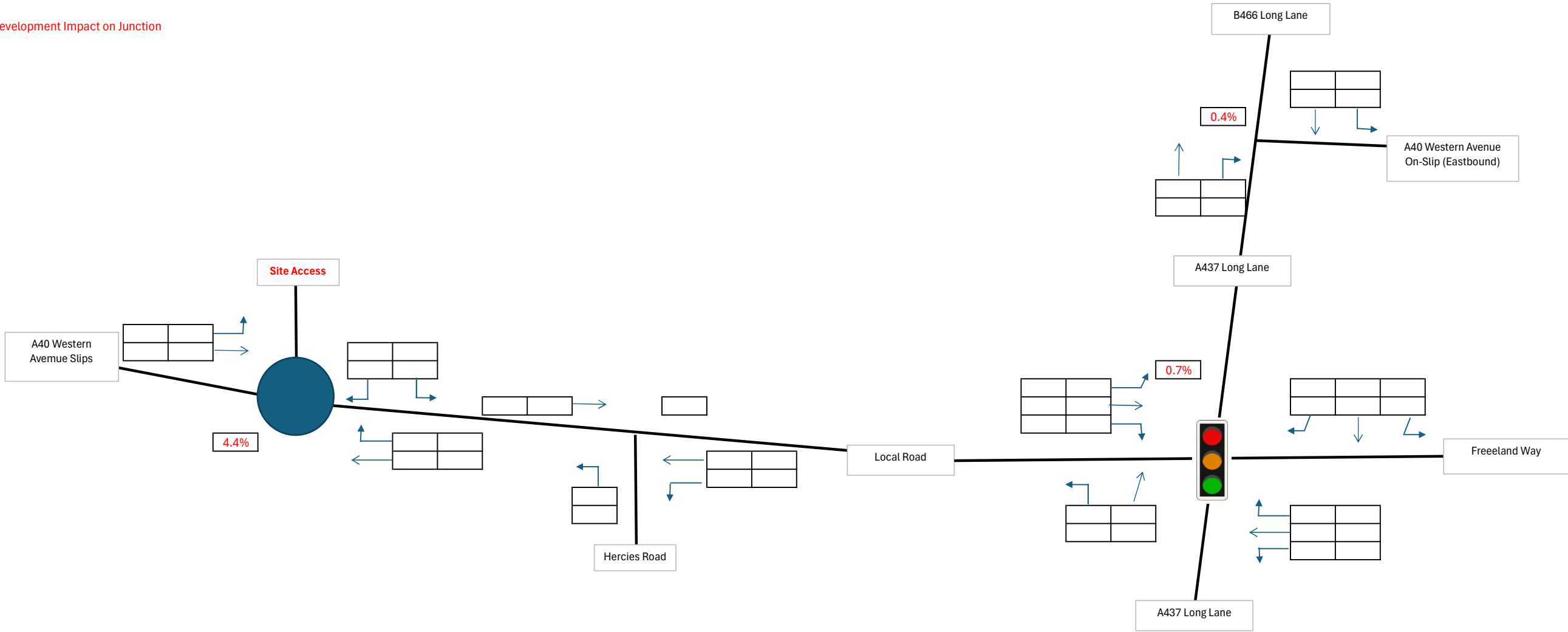


Figure 32: Development Impact  
PM Peak

Notes: 

|   |
|---|
| % |
|   |

 Development Impact on Junction

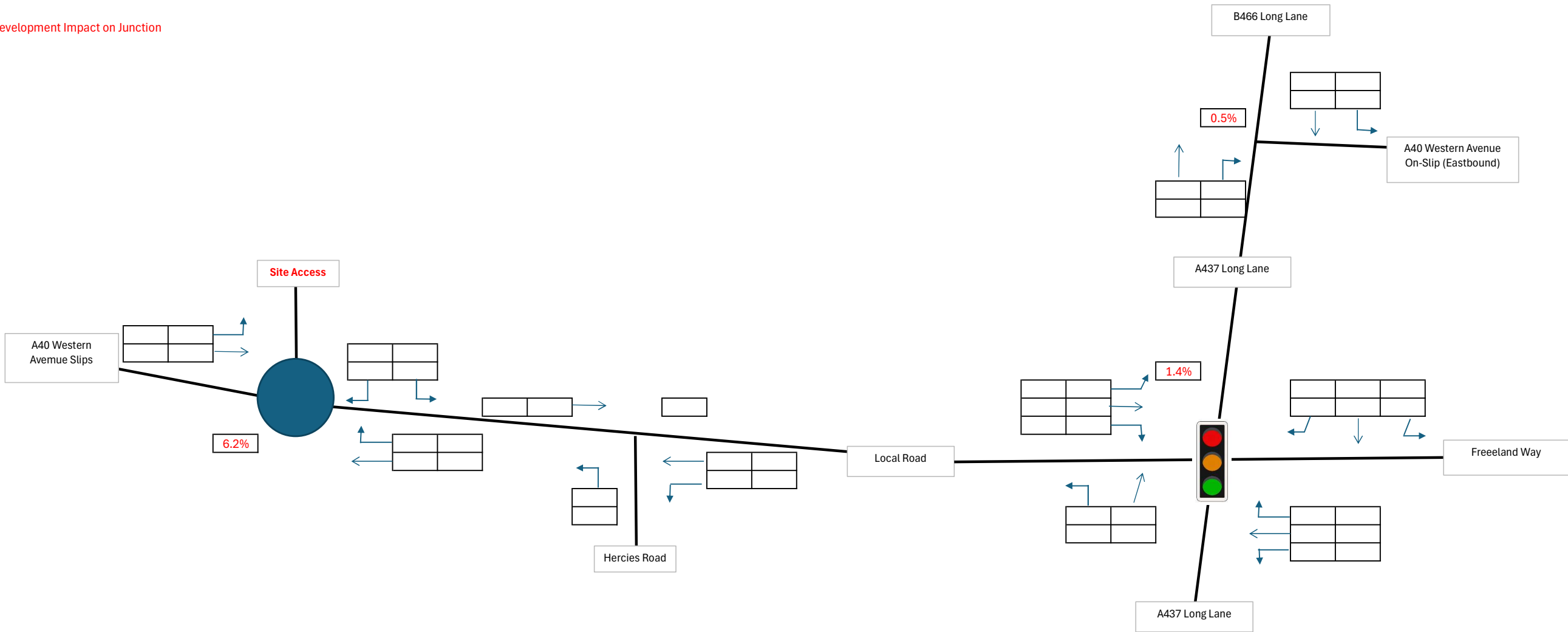
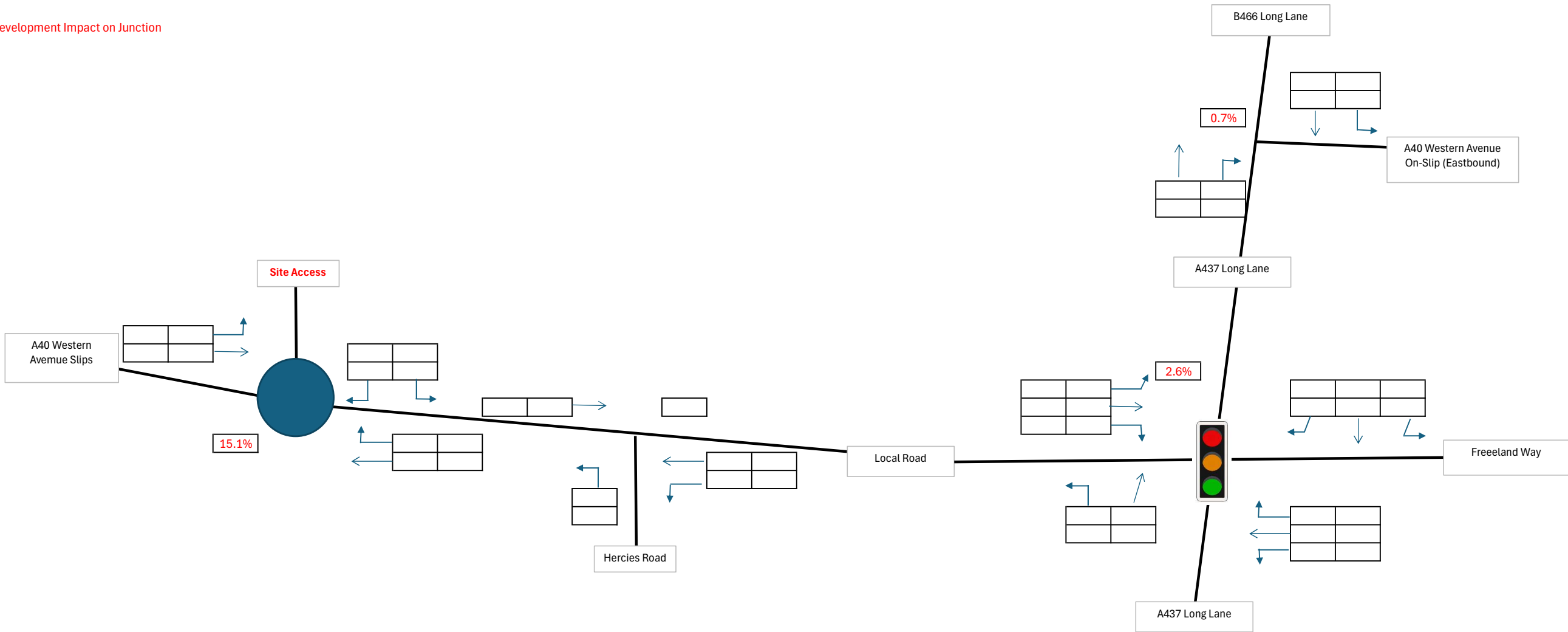


Figure 33: Development Impact  
Saturday Peak

Notes: 

|   |
|---|
| % |
|   |

 Development Impact on Junction



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## APPENDICES



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## APPENDIX A – TRAFFIC SURVEY RESULTS

Uxbridge  
Classified Junction Count

Site 1 of 3  
A40 Western Avenue On-Slip Road  
A437 Long Lane  
B466 Long Lane

Lat/Long  
lat 51.564314° lon -0.447770°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 1.1: Left from A437 Long Lane to B466 Long Lane |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 2       | 98     | 1    | 22    | 5    | 2    | 1         | 131           | 135.90    |
| 0715 - 0730     | 1  | 0       | 133    | 0    | 36    | 9    | 1    | 3         | 183           | 191.00    |
| 0730 - 0745     | 2  | 0       | 182    | 0    | 46    | 3    | 4    | 5         | 242           | 252.10    |
| 0745 - 0800     | 1  | 1       | 214    | 0    | 49    | 3    | 5    | 0         | 273           | 279.60    |
| Hourly Total    | 4  | 3       | 627    | 1    | 153   | 20   | 12   | 9         | 829           | 858.60    |
| Hourly Average  | 1.00   | 0.75    | 156.75 | 0.25 | 38.25 | 5.00 | 3.00 | 2.25      | 207.25        | 214.65    |
| 0800 - 0815     | 0  | 3       | 245    | 0    | 25    | 2    | 2    | 5         | 282           | 288.80    |
| 0815 - 0830     | 0  | 0       | 228    | 1    | 32    | 1    | 1    | 6         | 269           | 276.80    |
| 0830 - 0845     | 0  | 0       | 163    | 1    | 21    | 2    | 2    | 1         | 190           | 194.60    |
| 0845 - 0900     | 1  | 1       | 114    | 0    | 14    | 1    | 3    | 2         | 136           | 141.00    |
| Hourly Total    | 1  | 4       | 750    | 2    | 92    | 6    | 8    | 14        | 877           | 901.20    |
| Hourly Average  | 0.25   | 1.00    | 187.50 | 0.50 | 23.00 | 1.50 | 2.00 | 3.50      | 219.25        | 225.50    |
| 0900 - 0915     | 0  | 2       | 106    | 0    | 24    | 0    | 1    | 3         | 136           | 139.10    |
| 0915 - 0930     | 1  | 2       | 101    | 0    | 23    | 3    | 1    | 1         | 132           | 133.80    |
| 0930 - 0945     | 1  | 2       | 96     | 0    | 18    | 2    | 2    | 1         | 122           | 124.60    |
| 0945 - 1000     | 0  | 1       | 102    | 0    | 26    | 0    | 1    | 1         | 131           | 132.70    |
| Hourly Total    | 2  | 7       | 405    | 0    | 91    | 5    | 5    | 6         | 521           | 530.20    |
| Hourly Average  | 0.50   | 1.75    | 101.25 | 0.00 | 22.75 | 1.25 | 1.25 | 1.50      | 130.25        | 132.55    |
| Session Total   | 7  | 14      | 1782   | 3    | 336   | 31   | 25   | 29        | 2227          | 2290.00   |
| Session Average | 0.58   | 1.17    | 148.50 | 0.25 | 28.00 | 2.58 | 2.08 | 2.42      | 185.58        | 190.83    |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 1.1: Left from A437 Long Lane to B466 Long Lane |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 1       | 231    | 1    | 32    | 4    | 0    | 0         | 269           | 270.40    |
| 1515 - 1530     | 0  | 5       | 180    | 2    | 23    | 0    | 0    | 2         | 212           | 211.00    |
| 1530 - 1545     | 0  | 9       | 189    | 2    | 35    | 1    | 0    | 4         | 240           | 239.10    |
| 1545 - 1600     | 2  | 3       | 186    | 1    | 37    | 2    | 2    | 1         | 234           | 235.20    |
| Hourly Total    | 2  | 18      | 786    | 6    | 127   | 7    | 2    | 7         | 955           | 955.70    |
| Hourly Average  | 0.50   | 4.50    | 196.50 | 1.50 | 31.75 | 1.75 | 0.50 | 1.75      | 238.75        | 238.93    |
| 1600 - 1615     | 2  | 5       | 225    | 1    | 32    | 3    | 1    | 5         | 274           | 277.20    |
| 1615 - 1630     | 1  | 3       | 205    | 2    | 28    | 2    | 1    | 2         | 244           | 245.70    |
| 1630 - 1645     | 0  | 4       | 185    | 1    | 26    | 1    | 0    | 3         | 220           | 221.10    |
| 1645 - 1700     | 1  | 8       | 199    | 3    | 27    | 0    | 0    | 1         | 239           | 234.40    |
| Hourly Total    | 4  | 20      | 814    | 7    | 113   | 6    | 2    | 11        | 977           | 978.40    |
| Hourly Average  | 1.00   | 5.00    | 203.50 | 1.75 | 28.25 | 1.50 | 0.50 | 2.75      | 244.25        | 244.60    |
| 1700 - 1715     | 3  | 7       | 195    | 0    | 17    | 0    | 1    | 1         | 224           | 219.70    |
| 1715 - 1730     | 0  | 6       | 196    | 1    | 18    | 0    | 0    | 1         | 222           | 219.40    |
| 1730 - 1745     | 0  | 0       | 217    | 1    | 13    | 2    | 1    | 0         | 234           | 236.30    |
| 1745 - 1800     | 2  | 4       | 204    | 0    | 15    | 1    | 0    | 2         | 228           | 226.50    |
| Hourly Total    | 5  | 17      | 812    | 2    | 63    | 3    | 2    | 4         | 908           | 901.90    |
| Hourly Average  | 1.25   | 4.25    | 203.00 | 0.50 | 15.75 | 0.75 | 0.50 | 1.00      | 227.00        | 225.48    |
| 1800 - 1815     | 0  | 8       | 154    | 0    | 8     | 0    | 0    | 1         | 171           | 167.20    |
| 1815 - 1830     | 1  | 6       | 168    | 1    | 16    | 2    | 0    | 1         | 195           | 192.60    |
| 1830 - 1845     | 2  | 4       | 178    | 1    | 11    | 0    | 0    | 0         | 196           | 192.00    |
| 1845 - 1900     | 0  | 8       | 151    | 0    | 11    | 1    | 0    | 2         | 173           | 170.70    |
| Hourly Total    | 3  | 26      | 651    | 2    | 46    | 3    | 0    | 4         | 735           | 722.50    |
| Hourly Average  | 0.75   | 6.50    | 162.75 | 0.50 | 11.50 | 0.75 | 0.00 | 1.00      | 183.75        | 180.63    |
| Session Total   | 14   | 81      | 3063   | 17   | 349   | 19   | 6    | 26        | 3575          | 3558.50   |
| Session Average | 0.88   | 5.06    | 191.44 | 1.06 | 21.81 | 1.19 | 0.38 | 1.63      | 223.44        | 222.41    |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 1.1: Left from A437 Long Lane to B466 Long Lane |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 1  | 3       | 125    | 1    | 10    | 0    | 0    | 1         | 141           | 139.40    |
| 1115 - 1130     | 5  | 3       | 124    | 0    | 7     | 1    | 0    | 2         | 142           | 138.70    |
| 1130 - 1145     | 2  | 3       | 126    | 1    | 13    | 1    | 0    | 1         | 147           | 145.10    |
| 1145 - 1200     | 1  | 3       | 149    | 0    | 14    | 2    | 1    | 0         | 170           | 169.70    |
| Hourly Total    | 9  | 12      | 524    | 2    | 44    | 4    | 1    | 4         | 600           | 592.90    |
| Hourly Average  | 2.25   | 3.00    | 131.00 | 0.50 | 11.00 | 1.00 | 0.25 | 1.00      | 150.00        | 148.23    |
| 1200 - 1215     | 1  | 1       | 159    | 0    | 10    | 0    | 0    | 1         | 172           | 171.60    |
| 1215 - 1230     | 3  | 4       | 132    | 0    | 9     | 0    | 0    | 0         | 148           | 143.20    |
| 1230 - 1245     | 2  | 9       | 133    | 1    | 13    | 0    | 1    | 2         | 161           | 157.30    |
| 1245 - 1300     | 0  | 0       | 160    | 1    | 6     | 0    | 0    | 0         | 167           | 167.00    |
| Hourly Total    | 6  | 14      | 584    | 2    | 38    | 0    | 1    | 3         | 648           | 639.10    |
| Hourly Average  | 1.50   | 3.50    | 146.00 | 0.50 | 9.50  | 0.00 | 0.25 | 0.75      | 162.00        | 159.78    |
| 1300 - 1315     | 0  | 2       | 110    | 0    | 10    | 1    | 0    | 1         | 124           | 124.30    |
| 1315 - 1330     | 1  | 5       | 148    | 2    | 14    | 1    | 0    | 1         | 172           | 169.70    |
| 1330 - 1345     | 0  | 3       | 160    | 0    | 13    | 2    | 0    | 0         | 178           | 177.20    |
| 1345 - 1400     | 1  | 2       | 144    | 0    | 11    | 0    | 0    | 0         | 158           | 156.00    |
| Hourly Total    | 2  | 12      | 562    | 2    | 48    | 4    | 0    | 2         | 632           | 627.20    |
| Hourly Average  | 0.50   | 3.00    | 140.50 | 0.50 | 12.00 | 1.00 | 0.00 | 0.50      | 158.00        | 156.80    |
| 1400 - 1415     | 0  | 2       | 130    | 2    | 10    | 0    | 0    | 1         | 145           | 144.80    |
| 1415 - 1430     | 0  | 4       | 161    | 0    | 12    | 0    | 0    | 0         | 178           | 176.10    |
| 1430 - 1445     | 1  | 4       | 117    | 0    | 11    | 0    | 1    | 1         | 135           | 134.10    |
| 1445 - 1500     | 3  | 5       | 144    | 2    | 7     | 0    | 0    | 0         | 161           | 155.60    |
| Hourly Total    | 4  | 15      | 552    | 4    | 40    | 1    | 1    | 2         | 619           | 610.60    |
| Hourly Average  | 1.00   | 3.75    | 138.00 | 1.00 | 10.00 | 0.25 | 0.25 | 0.50      | 154.75        | 152.65    |
| Session Total   | 21   | 53      | 2222   | 10   | 170   | 9    | 3    | 11        | 2499          | 2469.80   |
| Session Average | 1.31   | 3.31    | 138.88 | 0.63 | 10.63 | 0.56 | 0.19 | 0.69      | 156.19        | 154.36    |

Uxbridge  
Classified Junction Count

Site 1 of 3  
A40 Western Avenue On-Slip Road  
A437 Long Lane  
B466 Long Lane

Lat/Long  
lat 51.564314° lon -0.447770°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 1.2: Right from A437 Long Lane to A40 Western Avenue On-Slip Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 7       | 57    | 1    | 21    | 0    | 0    | 1         | 91            | 93.00     |
| 0715 - 0730     | 0  | 2       | 76    | 0    | 11    | 1    | 0    | 3         | 93            | 95.30     |
| 0730 - 0745     | 0  | 2       | 65    | 0    | 18    | 1    | 0    | 1         | 87            | 87.30     |
| 0745 - 0800     | 0  | 1       | 74    | 0    | 12    | 1    | 1    | 2         | 91            | 94.20     |
| Hourly Total    | 0  | 12      | 272   | 1    | 62    | 3    | 5    | 7         | 362           | 369.80    |
| Hourly Average  | 0.00   | 3.00    | 68.00 | 0.25 | 15.50 | 0.75 | 1.25 | 1.75      | 90.50         | 92.45     |
| 0800 - 0815     | 0  | 2       | 59    | 0    | 17    | 1    | 0    | 1         | 80            | 80.30     |
| 0815 - 0830     | 0  | 4       | 68    | 0    | 17    | 0    | 3    | 1         | 93            | 95.50     |
| 0830 - 0845     | 0  | 0       | 55    | 0    | 7     | 3    | 0    | 2         | 67            | 70.50     |
| 0845 - 0900     | 0  | 2       | 57    | 0    | 20    | 0    | 2    | 2         | 83            | 86.40     |
| Hourly Total    | 0  | 8       | 239   | 0    | 61    | 4    | 5    | 6         | 323           | 332.70    |
| Hourly Average  | 0.00   | 2.00    | 59.75 | 0.00 | 15.25 | 1.00 | 1.25 | 1.50      | 80.75         | 83.18     |
| 0900 - 0915     | 0  | 1       | 66    | 1    | 17    | 2    | 1    | 0         | 88            | 89.70     |
| 0915 - 0930     | 0  | 0       | 72    | 1    | 15    | 0    | 0    | 2         | 90            | 92.00     |
| 0930 - 0945     | 0  | 1       | 51    | 1    | 11    | 0    | 3    | 1         | 68            | 72.30     |
| 0945 - 1000     | 0  | 1       | 59    | 0    | 12    | 2    | 2    | 2         | 78            | 83.00     |
| Hourly Total    | 0  | 3       | 248   | 3    | 55    | 4    | 6    | 5         | 324           | 337.00    |
| Hourly Average  | 0.00   | 0.75    | 62.00 | 0.75 | 13.75 | 1.00 | 1.50 | 1.25      | 81.00         | 84.25     |
| Session Total   | 0  | 23      | 759   | 4    | 178   | 11   | 16   | 18        | 1009          | 1039.50   |
| Session Average | 0.00   | 1.92    | 63.25 | 0.33 | 14.83 | 0.92 | 1.33 | 1.50      | 84.08         | 86.63     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 1.2: Right from A437 Long Lane to A40 Western Avenue On-Slip Road |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 0       | 77     | 0    | 11    | 0    | 2    | 1         | 91            | 94.60     |
| 1515 - 1530     | 0  | 1       | 78     | 1    | 14    | 4    | 0    | 1         | 99            | 101.40    |
| 1530 - 1545     | 0  | 7       | 90     | 0    | 13    | 0    | 0    | 3         | 113           | 111.80    |
| 1545 - 1600     | 0  | 2       | 102    | 1    | 17    | 1    | 0    | 3         | 126           | 128.30    |
| Hourly Total    | 0  | 10      | 347    | 2    | 55    | 5    | 2    | 8         | 429           | 436.10    |
| Hourly Average  | 0.00   | 2.50    | 86.75  | 0.50 | 13.75 | 1.25 | 0.50 | 2.00      | 107.25        | 109.03    |
| 1600 - 1615     | 0  | 2       | 93     | 0    | 20    | 0    | 0    | 3         | 118           | 119.80    |
| 1615 - 1630     | 0  | 3       | 117    | 0    | 10    | 1    | 1    | 0         | 132           | 132.00    |
| 1630 - 1645     | 0  | 1       | 112    | 0    | 13    | 3    | 0    | 3         | 132           | 135.90    |
| 1645 - 1700     | 0  | 1       | 124    | 2    | 20    | 1    | 0    | 2         | 150           | 151.90    |
| Hourly Total    | 0  | 7       | 446    | 2    | 63    | 5    | 1    | 8         | 532           | 539.60    |
| Hourly Average  | 0.00   | 1.75    | 111.50 | 0.50 | 15.75 | 1.25 | 0.25 | 2.00      | 133.00        | 134.90    |
| 1700 - 1715     | 0  | 0       | 124    | 0    | 15    | 1    | 0    | 0         | 140           | 140.50    |
| 1715 - 1730     | 0  | 1       | 105    | 0    | 11    | 0    | 2    | 2         | 122           | 126.50    |
| 1730 - 1745     | 0  | 1       | 113    | 0    | 16    | 0    | 1    | 0         | 131           | 131.70    |
| 1745 - 1800     | 0  | 5       | 106    | 0    | 7     | 2    | 0    | 2         | 122           | 122.00    |
| Hourly Total    | 0  | 7       | 448    | 0    | 49    | 4    | 3    | 4         | 515           | 520.70    |
| Hourly Average  | 0.00   | 1.75    | 112.00 | 0.00 | 12.25 | 1.00 | 0.75 | 1.00      | 128.75        | 130.18    |
| 1800 - 1815     | 0  | 0       | 78     | 0    | 5     | 1    | 1    | 0         | 85            | 86.80     |
| 1815 - 1830     | 0  | 2       | 68     | 0    | 7     | 0    | 1    | 1         | 79            | 80.10     |
| 1830 - 1845     | 0  | 0       | 86     | 0    | 9     | 2    | 0    | 2         | 99            | 102.00    |
| 1845 - 1900     | 0  | 1       | 70     | 0    | 9     | 0    | 0    | 1         | 81            | 81.40     |
| Hourly Total    | 0  | 3       | 302    | 0    | 30    | 3    | 2    | 4         | 344           | 350.30    |
| Hourly Average  | 0.00   | 0.75    | 75.50  | 0.00 | 7.50  | 0.75 | 0.50 | 1.00      | 86.00         | 87.58     |
| Session Total   | 0  | 27      | 1543   | 4    | 197   | 17   | 8    | 24        | 1820          | 1846.70   |
| Session Average | 0.00   | 1.69    | 96.44  | 0.25 | 12.31 | 1.06 | 0.50 | 1.50      | 113.75        | 115.42    |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 1.2: Right from A437 Long Lane to A40 Western Avenue On-Slip Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 1       | 78    | 0    | 6    | 0    | 0    | 1         | 86            | 86.40     |
| 1115 - 1130     | 0  | 1       | 68    | 0    | 5    | 1    | 0    | 2         | 77            | 78.90     |
| 1130 - 1145     | 0  | 0       | 84    | 2    | 15   | 2    | 0    | 2         | 105           | 108.00    |
| 1145 - 1200     | 0  | 0       | 85    | 1    | 7    | 2    | 1    | 1         | 98            | 101.30    |
| Hourly Total    | 0  | 2       | 316   | 3    | 33   | 5    | 1    | 6         | 366           | 374.60    |
| Hourly Average  | 0.00   | 0.50    | 79.00 | 0.75 | 8.25 | 1.25 | 0.25 | 1.50      | 91.50         | 93.65     |
| 1200 - 1215     | 0  | 0       | 63    | 0    | 14   | 1    | 0    | 1         | 80            | 81.50     |
| 1215 - 1230     | 0  | 0       | 96    | 0    | 4    | 1    | 0    | 1         | 102           | 103.50    |
| 1230 - 1245     | 0  | 3       | 72    | 1    | 5    | 1    | 0    | 2         | 84            | 84.70     |
| 1245 - 1300     | 0  | 1       | 68    | 0    | 8    | 0    | 0    | 0         | 77            | 76.40     |
| Hourly Total    | 0  | 4       | 299   | 2    | 31   | 3    | 0    | 4         | 343           | 346.10    |
| Hourly Average  | 0.00   | 1.00    | 74.75 | 0.50 | 7.75 | 0.75 | 0.00 | 1.00      | 85.75         | 86.53     |
| 1300 - 1315     | 0  | 0       | 73    | 0    | 7    | 0    | 0    | 2         | 82            | 84.00     |
| 1315 - 1330     | 0  | 2       | 74    | 0    | 7    | 0    | 0    | 1         | 84            | 83.80     |
| 1330 - 1345     | 0  | 4       | 96    | 0    | 8    | 0    | 0    | 1         | 109           | 107.60    |
| 1345 - 1400     | 0  | 0       | 103   | 0    | 7    | 2    | 0    | 1         | 113           | 115.00    |
| Hourly Total    | 0  | 6       | 346   | 0    | 29   | 2    | 0    | 5         | 388           | 390.40    |
| Hourly Average  | 0.00   | 1.50    | 86.50 | 0.00 | 7.25 | 0.50 | 0.00 | 1.25      | 97.00         | 97.60     |
| 1400 - 1415     | 0  | 3       | 86    | 0    | 5    | 0    | 0    | 0         | 94            | 92.20     |
| 1415 - 1430     | 0  | 6       | 85    | 0    | 4    | 0    | 0    | 1         | 96            | 93.40     |
| 1430 - 1445     | 0  | 1       | 83    | 0    | 5    | 1    | 0    | 1         | 90            | 86.90     |
| 1445 - 1500     | 0  | 1       | 83    | 0    | 7    | 0    | 1    | 1         | 93            | 94.70     |
| Hourly Total    | 0  | 11      | 342   | 0    | 21   | 1    | 1    | 3         | 379           | 377.20    |
| Hourly Average  | 0.00   | 2.75    | 85.50 | 0.00 | 5.25 | 0.25 | 0.25 | 0.75      | 94.75         | 94.30     |
| Session Total   | 0  | 23      | 1303  | 5    | 114  | 11   | 2    | 18        | 1476          | 1488.30   |
| Session Average | 0.00   | 1.44    | 81.44 | 0.31 | 7.13 | 0.69 | 0.13 | 1.13      | 92.25         | 93.02     |

Site 1 of 3  
A40 Western Avenue On-Slip Road  
A437 Long Lane  
R466 Long Lane

Date  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

[illegible]

**Weather**  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

[illegible]

**Weather**  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

[illegible]

Uxbridge  
Classified Junction Count

Site 1 of 3  
A40 Western Avenue On-Slip Road  
A437 Long Lane  
B466 Long Lane

Lat/Long  
lat 51.564314° lon -0.447770°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 1.4: Left from B466 Long Lane to A40 Western Avenue On-Slip Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 25    | 0    | 11   | 0    | 0    | 0         | 36            | 36.00     |
| 0715 - 0730     | 0   | 1       | 26    | 1    | 5    | 1    | 0    | 0         | 34            | 33.90     |
| 0730 - 0745     | 0   | 1       | 32    | 1    | 3    | 0    | 0    | 0         | 37            | 36.40     |
| 0745 - 0800     | 0   | 0       | 31    | 0    | 5    | 1    | 0    | 0         | 37            | 37.50     |
| Hourly Total    | 0   | 2       | 114   | 2    | 24   | 2    | 0    | 0         | 144           | 143.80    |
| Hourly Average  | 0.00  | 0.50    | 28.50 | 0.50 | 6.00 | 0.50 | 0.00 | 0.00      | 36.00         | 35.95     |
| 0800 - 0815     | 0   | 0       | 40    | 0    | 5    | 0    | 0    | 0         | 45            | 45.00     |
| 0815 - 0830     | 0   | 1       | 35    | 1    | 4    | 1    | 1    | 0         | 43            | 44.20     |
| 0830 - 0845     | 0   | 1       | 30    | 0    | 8    | 0    | 0    | 8         | 47            | 54.40     |
| 0845 - 0900     | 0   | 0       | 36    | 0    | 6    | 0    | 0    | 0         | 42            | 42.00     |
| Hourly Total    | 0   | 2       | 141   | 1    | 23   | 1    | 1    | 8         | 177           | 185.60    |
| Hourly Average  | 0.00  | 0.50    | 35.25 | 0.25 | 5.75 | 0.25 | 0.25 | 2.00      | 44.25         | 46.40     |
| 0900 - 0915     | 0   | 0       | 31    | 0    | 9    | 0    | 1    | 0         | 41            | 42.50     |
| 0915 - 0930     | 0   | 0       | 21    | 0    | 5    | 0    | 0    | 0         | 26            | 26.00     |
| 0930 - 0945     | 0   | 0       | 36    | 0    | 9    | 0    | 0    | 0         | 45            | 45.00     |
| 0945 - 1000     | 0   | 1       | 28    | 0    | 5    | 1    | 0    | 0         | 35            | 34.90     |
| Hourly Total    | 0   | 1       | 116   | 0    | 28   | 1    | 1    | 0         | 147           | 148.20    |
| Hourly Average  | 0.00  | 0.25    | 29.00 | 0.00 | 7.00 | 0.25 | 0.25 | 0.00      | 36.75         | 37.05     |
| Session Total   | 0   | 5       | 371   | 3    | 75   | 4    | 2    | 8         | 468           | 477.60    |
| Session Average | 0.00  | 0.42    | 30.92 | 0.25 | 6.25 | 0.33 | 0.17 | 0.67      | 39.00         | 39.80     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 1.4: Left from B466 Long Lane to A40 Western Avenue On-Slip Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 1       | 22    | 0    | 6    | 2    | 1    | 0         | 32            | 33.70     |
| 1515 - 1530     | 0   | 1       | 50    | 1    | 7    | 0    | 0    | 0         | 59            | 58.40     |
| 1530 - 1545     | 0   | 2       | 35    | 0    | 5    | 1    | 1    | 0         | 44            | 44.60     |
| 1545 - 1600     | 0   | 0       | 28    | 0    | 8    | 0    | 0    | 0         | 36            | 36.00     |
| Hourly Total    | 0   | 4       | 135   | 1    | 26   | 3    | 2    | 0         | 171           | 172.70    |
| Hourly Average  | 0.00  | 1.00    | 33.75 | 0.25 | 6.50 | 0.75 | 0.50 | 0.00      | 42.75         | 43.18     |
| 1600 - 1615     | 0   | 1       | 29    | 0    | 8    | 1    | 0    | 0         | 39            | 38.90     |
| 1615 - 1630     | 0   | 0       | 18    | 0    | 4    | 0    | 1    | 0         | 23            | 24.30     |
| 1630 - 1645     | 0   | 0       | 17    | 0    | 3    | 2    | 0    | 0         | 22            | 23.00     |
| 1645 - 1700     | 0   | 0       | 24    | 0    | 5    | 1    | 1    | 0         | 30            | 30.50     |
| Hourly Total    | 0   | 1       | 88    | 0    | 20   | 4    | 1    | 0         | 114           | 116.70    |
| Hourly Average  | 0.00  | 0.25    | 22.00 | 0.00 | 5.00 | 1.00 | 0.25 | 0.00      | 28.50         | 29.16     |
| 1700 - 1715     | 0   | 1       | 26    | 0    | 1    | 1    | 0    | 0         | 29            | 28.90     |
| 1715 - 1730     | 0   | 0       | 21    | 0    | 1    | 0    | 0    | 0         | 22            | 22.00     |
| 1730 - 1745     | 0   | 2       | 26    | 0    | 4    | 0    | 0    | 0         | 32            | 30.80     |
| 1745 - 1800     | 0   | 0       | 22    | 0    | 0    | 0    | 0    | 0         | 22            | 22.00     |
| Hourly Total    | 0   | 3       | 95    | 0    | 6    | 1    | 0    | 0         | 105           | 103.70    |
| Hourly Average  | 0.00  | 0.75    | 23.75 | 0.00 | 1.50 | 0.25 | 0.00 | 0.00      | 26.25         | 25.93     |
| 1800 - 1815     | 0   | 0       | 23    | 1    | 0    | 1    | 0    | 0         | 25            | 25.50     |
| 1815 - 1830     | 0   | 0       | 22    | 1    | 7    | 0    | 0    | 0         | 30            | 30.00     |
| 1830 - 1845     | 0   | 0       | 24    | 0    | 1    | 0    | 0    | 0         | 25            | 25.00     |
| 1845 - 1900     | 0   | 0       | 32    | 0    | 0    | 0    | 0    | 0         | 32            | 32.00     |
| Hourly Total    | 0   | 0       | 101   | 2    | 8    | 1    | 0    | 0         | 112           | 112.50    |
| Hourly Average  | 0.00  | 0.00    | 25.25 | 0.50 | 2.00 | 0.25 | 0.00 | 0.00      | 28.00         | 28.13     |
| Session Total   | 0   | 8       | 419   | 3    | 60   | 9    | 3    | 0         | 502           | 505.60    |
| Session Average | 0.00  | 0.50    | 26.19 | 0.19 | 3.75 | 0.56 | 0.19 | 0.00      | 31.38         | 31.60     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 1.4: Left from B466 Long Lane to A40 Western Avenue On-Slip Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 0       | 37    | 1    | 5    | 0    | 0    | 0         | 43            | 43.00     |
| 1115 - 1130     | 0   | 0       | 31    | 0    | 3    | 0    | 0    | 0         | 34            | 34.00     |
| 1130 - 1145     | 0   | 0       | 34    | 0    | 5    | 0    | 0    | 0         | 39            | 39.00     |
| 1145 - 1200     | 0   | 1       | 46    | 0    | 1    | 1    | 0    | 0         | 49            | 48.90     |
| Hourly Total    | 0   | 1       | 148   | 1    | 14   | 1    | 0    | 0         | 165           | 164.90    |
| Hourly Average  | 0.00  | 0.25    | 37.00 | 0.25 | 3.50 | 0.25 | 0.00 | 0.00      | 41.25         | 41.23     |
| 1200 - 1215     | 0   | 0       | 39    | 0    | 4    | 0    | 0    | 0         | 44            | 44.00     |
| 1215 - 1230     | 0   | 0       | 38    | 0    | 6    | 0    | 0    | 0         | 44            | 44.00     |
| 1230 - 1245     | 0   | 0       | 43    | 1    | 5    | 0    | 0    | 0         | 49            | 49.00     |
| 1245 - 1300     | 0   | 0       | 42    | 0    | 2    | 0    | 0    | 0         | 44            | 44.00     |
| Hourly Total    | 0   | 0       | 162   | 2    | 17   | 0    | 0    | 0         | 181           | 181.00    |
| Hourly Average  | 0.00  | 0.00    | 40.50 | 0.50 | 4.25 | 0.00 | 0.00 | 0.00      | 45.25         | 45.25     |
| 1300 - 1315     | 0   | 0       | 32    | 0    | 0    | 0    | 0    | 0         | 32            | 32.00     |
| 1315 - 1330     | 0   | 1       | 33    | 0    | 1    | 0    | 0    | 0         | 35            | 34.40     |
| 1330 - 1345     | 0   | 0       | 37    | 0    | 2    | 0    | 0    | 0         | 39            | 39.00     |
| 1345 - 1400     | 0   | 0       | 28    | 0    | 3    | 0    | 0    | 0         | 31            | 31.00     |
| Hourly Total    | 0   | 1       | 130   | 0    | 6    | 0    | 0    | 0         | 137           | 136.40    |
| Hourly Average  | 0.00  | 0.25    | 32.50 | 0.00 | 1.50 | 0.00 | 0.00 | 0.00      | 34.25         | 34.10     |
| 1400 - 1415     | 0   | 0       | 28    | 0    | 6    | 0    | 0    | 0         | 34            | 34.00     |
| 1415 - 1430     | 0   | 2       | 25    | 0    | 4    | 0    | 0    | 0         | 29            | 27.80     |
| 1430 - 1445     | 0   | 0       | 33    | 0    | 4    | 0    | 0    | 0         | 37            | 37.00     |
| 1445 - 1500     | 0   | 0       | 31    | 0    | 3    | 0    | 0    | 0         | 34            | 34.00     |
| Hourly Total    | 0   | 2       | 117   | 0    | 15   | 0    | 0    | 0         | 134           | 132.80    |
| Hourly Average  | 0.00  | 0.50    | 29.25 | 0.00 | 3.75 | 0.00 | 0.00 | 0.00      | 33.50         | 33.20     |
| Session Total   | 0   | 4       | 557   | 3    | 52   | 1    | 0    | 0         | 617           | 615.10    |
| Session Average | 0.00  | 0.25    | 34.81 | 0.19 | 3.25 | 0.06 | 0.00 | 0.00      | 38.56         | 38.44     |

Uxbridge  
Classified Junction Count

Site 1 of 3  
A40 Western Avenue On-Slip Road  
A437 Long Lane  
B466 Long Lane

Lat/Long  
lat 51.564314° lon -0.447770°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 1.5: Right from B466 Long Lane to A437 Long Lane |         |        |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 1   | 1       | 102    | 0    | 18    | 1    | 1    | 2         | 126           | 128.40    |
| 0715 - 0730     | 2   | 1       | 132    | 2    | 21    | 2    | 2    | 1         | 163           | 165.40    |
| 0730 - 0745     | 2   | 2       | 180    | 0    | 26    | 0    | 1    | 2         | 213           | 213.50    |
| 0745 - 0800     | 0   | 1       | 174    | 0    | 22    | 1    | 1    | 3         | 202           | 206.20    |
| Hourly Total    | 5   | 5       | 588    | 2    | 87    | 4    | 5    | 8         | 704           | 713.50    |
| Hourly Average  | 1.25  | 1.25    | 147.00 | 0.50 | 21.75 | 1.00 | 1.25 | 2.00      | 176.00        | 178.38    |
| 0800 - 0815     | 3   | 0       | 195    | 2    | 16    | 2    | 1    | 4         | 223           | 226.90    |
| 0815 - 0830     | 0   | 1       | 197    | 0    | 17    | 1    | 0    | 2         | 218           | 219.90    |
| 0830 - 0845     | 1   | 2       | 132    | 0    | 15    | 0    | 0    | 2         | 152           | 152.00    |
| 0845 - 0900     | 1   | 0       | 160    | 1    | 23    | 1    | 2    | 1         | 189           | 192.30    |
| Hourly Total    | 5   | 3       | 684    | 3    | 71    | 4    | 3    | 9         | 782           | 791.10    |
| Hourly Average  | 1.25  | 0.75    | 171.00 | 0.75 | 17.75 | 1.00 | 0.75 | 2.25      | 195.50        | 197.78    |
| 0900 - 0915     | 0   | 2       | 135    | 2    | 20    | 3    | 1    | 4         | 167           | 172.60    |
| 0915 - 0930     | 1   | 7       | 105    | 2    | 16    | 2    | 2    | 1         | 136           | 135.60    |
| 0930 - 0945     | 1   | 2       | 125    | 1    | 19    | 3    | 0    | 1         | 152           | 152.50    |
| 0945 - 1000     | 1   | 2       | 103    | 1    | 18    | 1    | 1    | 2         | 129           | 130.80    |
| Hourly Total    | 3   | 13      | 468    | 6    | 73    | 9    | 4    | 8         | 584           | 591.50    |
| Hourly Average  | 0.75  | 3.25    | 117.00 | 1.50 | 18.25 | 2.25 | 1.00 | 2.00      | 146.00        | 147.88    |
| Session Total   | 13  | 21      | 1740   | 11   | 231   | 17   | 12   | 25        | 2070          | 2096.10   |
| Session Average | 1.08  | 1.75    | 145.00 | 0.92 | 19.25 | 1.42 | 1.00 | 2.08      | 172.50        | 174.68    |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 1.5: Right from B466 Long Lane to A437 Long Lane |         |        |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 1       | 137    | 1    | 23    | 1    | 2    | 1         | 166           | 169.50    |
| 1515 - 1530     | 5   | 3       | 175    | 2    | 21    | 2    | 0    | 11        | 219           | 225.20    |
| 1530 - 1545     | 1   | 3       | 208    | 1    | 22    | 0    | 0    | 1         | 236           | 234.40    |
| 1545 - 1600     | 1   | 4       | 124    | 0    | 16    | 0    | 2    | 2         | 149           | 150.40    |
| Hourly Total    | 7   | 11      | 644    | 4    | 82    | 3    | 4    | 15        | 770           | 779.50    |
| Hourly Average  | 1.75  | 2.75    | 161.00 | 1.00 | 20.50 | 0.75 | 1.00 | 3.75      | 192.50        | 194.88    |
| 1600 - 1615     | 3   | 5       | 134    | 2    | 21    | 0    | 0    | 0         | 165           | 159.60    |
| 1615 - 1630     | 0   | 6       | 114    | 1    | 17    | 0    | 0    | 1         | 139           | 136.40    |
| 1630 - 1645     | 1   | 8       | 134    | 1    | 18    | 0    | 0    | 2         | 164           | 160.40    |
| 1645 - 1700     | 1   | 4       | 127    | 0    | 18    | 1    | 0    | 5         | 156           | 158.30    |
| Hourly Total    | 5   | 23      | 509    | 4    | 74    | 1    | 0    | 8         | 624           | 614.70    |
| Hourly Average  | 1.25  | 5.75    | 127.25 | 1.00 | 18.50 | 0.25 | 0.00 | 2.00      | 156.00        | 153.63    |
| 1700 - 1715     | 0   | 4       | 134    | 1    | 21    | 1    | 0    | 1         | 162           | 161.10    |
| 1715 - 1730     | 1   | 5       | 124    | 0    | 14    | 0    | 0    | 3         | 147           | 146.20    |
| 1730 - 1745     | 2   | 6       | 112    | 0    | 20    | 1    | 0    | 1         | 142           | 138.30    |
| 1745 - 1800     | 0   | 3       | 132    | 0    | 10    | 2    | 0    | 2         | 149           | 150.20    |
| Hourly Total    | 3   | 18      | 502    | 1    | 65    | 4    | 0    | 7         | 600           | 595.80    |
| Hourly Average  | 0.75  | 4.50    | 125.50 | 0.25 | 16.25 | 1.00 | 0.00 | 1.75      | 150.00        | 148.95    |
| 1800 - 1815     | 1   | 4       | 140    | 3    | 12    | 0    | 1    | 0         | 161           | 159.10    |
| 1815 - 1830     | 0   | 8       | 121    | 1    | 17    | 1    | 0    | 2         | 150           | 147.70    |
| 1830 - 1845     | 0   | 6       | 124    | 0    | 9     | 0    | 0    | 1         | 140           | 137.40    |
| 1845 - 1900     | 1   | 7       | 92     | 0    | 8     | 0    | 0    | 1         | 109           | 105.00    |
| Hourly Total    | 2   | 25      | 477    | 4    | 46    | 1    | 1    | 4         | 560           | 549.20    |
| Hourly Average  | 0.50  | 6.25    | 119.25 | 1.00 | 11.50 | 0.25 | 0.25 | 1.00      | 140.00        | 137.30    |
| Session Total   | 17  | 77      | 2132   | 13   | 267   | 9    | 5    | 34        | 2554          | 2539.20   |
| Session Average | 1.06  | 4.81    | 133.25 | 0.81 | 16.69 | 0.56 | 0.31 | 2.13      | 159.63        | 158.70    |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 1.5: Right from B466 Long Lane to A437 Long Lane |         |        |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|--------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR    | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 1       | 118    | 1    | 11   | 0    | 1    | 1         | 133           | 134.70    |
| 1115 - 1130     | 0   | 2       | 102    | 1    | 4    | 2    | 0    | 1         | 112           | 112.80    |
| 1130 - 1145     | 0   | 4       | 97     | 1    | 9    | 0    | 0    | 0         | 111           | 108.60    |
| 1145 - 1200     | 0   | 3       | 113    | 0    | 8    | 1    | 0    | 1         | 126           | 125.70    |
| Hourly Total    | 0   | 10      | 430    | 3    | 32   | 3    | 1    | 3         | 482           | 481.80    |
| Hourly Average  | 0.00  | 2.50    | 107.50 | 0.75 | 8.00 | 0.75 | 0.25 | 0.75      | 120.50        | 120.45    |
| 1200 - 1215     | 1   | 1       | 122    | 0    | 5    | 1    | 0    | 0         | 130           | 129.10    |
| 1215 - 1230     | 1   | 4       | 105    | 0    | 6    | 0    | 1    | 2         | 119           | 119.10    |
| 1230 - 1245     | 3   | 5       | 103    | 0    | 6    | 1    | 0    | 1         | 119           | 115.10    |
| 1245 - 1300     | 0   | 4       | 101    | 0    | 8    | 1    | 1    | 0         | 115           | 114.40    |
| Hourly Total    | 5   | 14      | 431    | 0    | 25   | 3    | 2    | 3         | 483           | 477.70    |
| Hourly Average  | 1.25  | 3.50    | 107.75 | 0.00 | 6.25 | 0.75 | 0.50 | 0.75      | 120.75        | 119.43    |
| 1300 - 1315     | 1   | 3       | 92     | 0    | 8    | 0    | 0    | 0         | 104           | 101.40    |
| 1315 - 1330     | 1   | 1       | 98     | 1    | 11   | 0    | 0    | 1         | 113           | 112.60    |
| 1330 - 1345     | 0   | 3       | 92     | 0    | 6    | 0    | 0    | 0         | 101           | 99.20     |
| 1345 - 1400     | 0   | 4       | 90     | 1    | 5    | 1    | 0    | 2         | 103           | 103.10    |
| Hourly Total    | 2   | 11      | 372    | 2    | 30   | 1    | 0    | 3         | 421           | 416.30    |
| Hourly Average  | 0.50  | 2.75    | 93.00  | 0.50 | 7.50 | 0.25 | 0.00 | 0.75      | 105.25        | 104.08    |
| 1400 - 1415     | 0   | 2       | 89     | 0    | 11   | 0    | 0    | 0         | 102           | 100.80    |
| 1415 - 1430     | 0   | 6       | 83     | 0    | 10   | 0    | 0    | 1         | 101           | 89.90     |
| 1430 - 1445     | 0   | 3       | 91     | 0    | 8    | 0    | 0    | 1         | 103           | 102.20    |
| 1445 - 1500     | 1   | 4       | 68     | 0    | 7    | 0    | 1    | 0         | 81            | 79.10     |
| Hourly Total    | 1   | 15      | 331    | 0    | 36   | 1    | 1    | 2         | 387           | 381.00    |
| Hourly Average  | 0.25  | 3.75    | 82.75  | 0.00 | 9.00 | 0.25 | 0.25 | 0.50      | 96.75         | 95.25     |
| Session Total   | 8   | 50      | 1564   | 5    | 123  | 8    | 4    | 11        | 1773          | 1756.80   |
| Session Average | 0.50  | 3.13    | 97.75  | 0.31 | 7.69 | 0.50 | 0.25 | 0.69      | 110.81        | 109.80    |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| Movement 2.1: Left from A437 Long Lane (North) to Freezeland Way |         |         |      |      |      |      |      |           | Original Data |           |
|--|---------|---------|------|------|------|------|------|-----------|---------------|-----------|
| TIME   | P/CYCLE | M/CYCLE | CAR  | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715  | 0       | 0       | 0    | 0    | 1    | 0    | 0    | 0         | 1             | 1.00      |
| 0715 - 0730  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 0730 - 0745  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 0745 - 0800  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| Hourly Total   | 0       | 0       | 3    | 0    | 1    | 0    | 0    | 0         | 4             | 4.00      |
| Hourly Average   | 0.00    | 0.00    | 0.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 1.00          | 1.00      |
| 0800 - 0815  | 0       | 0       | 6    | 0    | 0    | 1    | 0    | 0         | 7             | 7.50      |
| 0815 - 0830  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 0830 - 0845  | 0       | 0       | 3    | 0    | 2    | 0    | 0    | 0         | 5             | 5.00      |
| 0845 - 0900  | 0       | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| Hourly Total   | 0       | 0       | 10   | 0    | 2    | 1    | 0    | 0         | 13            | 13.50     |
| Hourly Average   | 0.00    | 0.00    | 2.50 | 0.00 | 0.50 | 0.25 | 0.00 | 0.00      | 3.25          | 3.38      |
| 0900 - 0915  | 0       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 0915 - 0930  | 0       | 0       | 2    | 1    | 0    | 0    | 0    | 0         | 3             | 3.00      |
| 0930 - 0945  | 1       | 0       | 3    | 0    | 0    | 0    | 0    | 0         | 4             | 3.20      |
| 0945 - 1000  | 0       | 0       | 7    | 0    | 0    | 0    | 0    | 0         | 7             | 7.00      |
| Hourly Total   | 1       | 0       | 14   | 1    | 0    | 0    | 0    | 0         | 16            | 15.20     |
| Hourly Average   | 0.25    | 0.00    | 3.50 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00      | 4.00          | 3.80      |
| Session Total  | 1       | 0       | 27   | 1    | 3    | 1    | 0    | 0         | 33            | 32.70     |
| Session Average  | 0.08    | 0.00    | 2.25 | 0.08 | 0.25 | 0.08 | 0.00 | 0.00      | 2.75          | 2.73      |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| Movement 2.1: Left from A437 Long Lane (North) to Freezeland Way |         |         |      |      |      |      |      |           | Original Data |           |
|--|---------|---------|------|------|------|------|------|-----------|---------------|-----------|
| TIME   | P/CYCLE | M/CYCLE | CAR  | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515  | 0       | 0       | 1    | 0    | 1    | 0    | 0    | 0         | 2             | 2.00      |
| 1515 - 1530  | 0       | 0       | 4    | 0    | 0    | 0    | 0    | 0         | 4             | 4.00      |
| 1530 - 1545  | 0       | 0       | 5    | 0    | 1    | 0    | 0    | 0         | 6             | 6.00      |
| 1545 - 1600  | 0       | 0       | 3    | 0    | 2    | 0    | 0    | 0         | 5             | 5.00      |
| Hourly Total   | 0       | 0       | 13   | 0    | 4    | 0    | 0    | 0         | 17            | 17.00     |
| Hourly Average   | 0.00    | 0.00    | 3.25 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00      | 4.25          | 4.25      |
| 1600 - 1615  | 1       | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 1             | 0.20      |
| 1615 - 1630  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1630 - 1645  | 0       | 0       | 4    | 0    | 0    | 0    | 0    | 1         | 5             | 6.00      |
| 1645 - 1700  | 1       | 0       | 2    | 0    | 0    | 0    | 0    | 1         | 2             | 2.00      |
| Hourly Total   | 1       | 0       | 7    | 0    | 0    | 0    | 0    | 1         | 9             | 8.20      |
| Hourly Average   | 0.25    | 0.00    | 1.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25      | 2.25          | 2.30      |
| 1700 - 1715  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1715 - 1730  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1730 - 1745  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1745 - 1800  | 0       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| Hourly Total   | 0       | 0       | 5    | 0    | 0    | 0    | 0    | 0         | 5             | 5.00      |
| Hourly Average   | 0.00    | 0.00    | 1.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | 1.25          | 1.25      |
| 1800 - 1815  | 0       | 0       | 2    | 0    | 0    | 1    | 0    | 0         | 3             | 3.50      |
| 1815 - 1830  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1830 - 1845  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1845 - 1900  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| Hourly Total   | 0       | 0       | 5    | 0    | 0    | 1    | 0    | 0         | 6             | 6.50      |
| Hourly Average   | 0.00    | 0.00    | 1.25 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00      | 1.50          | 1.63      |
| Session Total  | 1       | 0       | 30   | 0    | 4    | 1    | 0    | 1         | 37            | 37.70     |
| Session Average  | 0.06    | 0.00    | 1.88 | 0.00 | 0.25 | 0.06 | 0.00 | 0.06      | 2.31          | 2.36      |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| Movement 2.1: Left from A437 Long Lane (North) to Freezeland Way |         |         |      |      |      |      |      |           | Original Data |           |
|--|---------|---------|------|------|------|------|------|-----------|---------------|-----------|
| TIME   | P/CYCLE | M/CYCLE | CAR  | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115  | 0       | 0       | 2    | 0    | 1    | 0    | 0    | 0         | 3             | 3.00      |
| 1115 - 1130  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1130 - 1145  | 0       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 1145 - 1200  | 0       | 0       | 0    | 0    | 2    | 0    | 0    | 0         | 2             | 2.00      |
| Hourly Total   | 0       | 0       | 5    | 0    | 3    | 0    | 0    | 0         | 8             | 8.00      |
| Hourly Average   | 0.00    | 0.00    | 1.25 | 0.00 | 0.75 | 0.00 | 0.00 | 0.00      | 2.00          | 2.00      |
| 1200 - 1215  | 1       | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 1             | 0.20      |
| 1215 - 1230  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1230 - 1245  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1245 - 1300  | 0       | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| Hourly Total   | 1       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 3             | 2.20      |
| Hourly Average   | 0.25    | 0.00    | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | 0.75          | 0.55      |
| 1300 - 1315  | 0       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 1315 - 1330  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1330 - 1345  | 0       | 0       | 0    | 0    | 1    | 0    | 0    | 0         | 1             | 1.00      |
| 1345 - 1400  | 0       | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| Hourly Total   | 0       | 0       | 4    | 0    | 1    | 0    | 0    | 0         | 5             | 5.00      |
| Hourly Average   | 0.00    | 0.00    | 1.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 1.25          | 1.25      |
| 1400 - 1415  | 0       | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 1415 - 1430  | 0       | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 1430 - 1445  | 1       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 1445 - 1500  | 0       | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 3             | 2.20      |
| Hourly Total   | 1       | 0       | 4    | 0    | 0    | 0    | 0    | 0         | 5             | 4.20      |
| Hourly Average   | 0.25    | 0.00    | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | 1.25          | 1.05      |
| Session Total  | 2       | 0       | 15   | 0    | 4    | 0    | 0    | 0         | 21            | 19.40     |
| Session Average  | 0.13    | 0.00    | 0.94 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 1.31          | 1.21      |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.2: Southbound from A437 Long Lane (North) to A437 Long Lane (South) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 1       | 76     | 0    | 10    | 0    | 1    | 3         | 91            | 94.70     |
| 0715 - 0730     | 1  | 1       | 102    | 1    | 9     | 1    | 2    | 2         | 119           | 122.70    |
| 0730 - 0745     | 2  | 2       | 128    | 0    | 10    | 0    | 0    | 5         | 147           | 149.20    |
| 0745 - 0800     | 0  | 1       | 129    | 0    | 11    | 1    | 1    | 3         | 146           | 150.20    |
| Hourly Total    | 3  | 5       | 435    | 1    | 40    | 2    | 4    | 13        | 503           | 516.80    |
| Hourly Average  | 0.75   | 1.25    | 108.75 | 0.25 | 10.00 | 0.50 | 1.00 | 3.25      | 125.75        | 129.20    |
| 0800 - 0815     | 3  | 0       | 126    | 0    | 9     | 0    | 0    | 4         | 142           | 143.60    |
| 0815 - 0830     | 0  | 1       | 127    | 0    | 11    | 0    | 0    | 3         | 142           | 144.40    |
| 0830 - 0845     | 1  | 1       | 75     | 0    | 5     | 0    | 0    | 6         | 88            | 92.60     |
| 0845 - 0900     | 0  | 1       | 110    | 0    | 10    | 1    | 0    | 1         | 123           | 123.90    |
| Hourly Total    | 4  | 3       | 438    | 0    | 35    | 1    | 0    | 14        | 495           | 504.50    |
| Hourly Average  | 1.00   | 0.75    | 109.50 | 0.00 | 8.75  | 0.25 | 0.00 | 3.50      | 123.75        | 126.13    |
| 0900 - 0915     | 0  | 1       | 98     | 1    | 12    | 1    | 1    | 6         | 120           | 127.20    |
| 0915 - 0930     | 0  | 3       | 65     | 1    | 10    | 2    | 0    | 1         | 80            | 80.20     |
| 0930 - 0945     | 1  | 1       | 65     | 0    | 14    | 1    | 0    | 3         | 85            | 87.10     |
| 0945 - 1000     | 0  | 0       | 63     | 1    | 9     | 0    | 0    | 4         | 77            | 81.00     |
| Hourly Total    | 1  | 5       | 289    | 3    | 45    | 4    | 1    | 14        | 362           | 375.50    |
| Hourly Average  | 0.25   | 1.25    | 72.25  | 0.75 | 11.25 | 1.00 | 0.25 | 3.50      | 90.50         | 93.88     |
| Session Total   | 8  | 13      | 1162   | 4    | 120   | 7    | 5    | 41        | 1360          | 1396.80   |
| Session Average | 0.67   | 1.08    | 96.83  | 0.33 | 10.00 | 0.58 | 0.42 | 3.42      | 113.33        | 116.40    |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.2: Southbound from A437 Long Lane (North) to A437 Long Lane (South) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 0       | 95     | 1    | 8     | 0    | 2    | 1         | 107           | 110.60    |
| 1515 - 1530     | 1  | 1       | 118    | 0    | 7     | 1    | 0    | 8         | 136           | 143.10    |
| 1530 - 1545     | 1  | 2       | 142    | 0    | 13    | 0    | 0    | 7         | 165           | 170.00    |
| 1545 - 1600     | 1  | 4       | 107    | 0    | 7     | 0    | 0    | 1         | 120           | 117.80    |
| Hourly Total    | 3  | 7       | 462    | 1    | 35    | 1    | 2    | 17        | 528           | 541.50    |
| Hourly Average  | 0.75   | 1.75    | 115.50 | 0.25 | 8.75  | 0.25 | 0.50 | 4.25      | 132.00        | 135.38    |
| 1600 - 1615     | 2  | 3       | 108    | 1    | 12    | 0    | 0    | 3         | 129           | 128.60    |
| 1615 - 1630     | 0  | 5       | 86     | 1    | 12    | 0    | 0    | 3         | 107           | 107.00    |
| 1630 - 1645     | 1  | 5       | 110    | 1    | 14    | 0    | 0    | 3         | 134           | 133.20    |
| 1645 - 1700     | 2  | 2       | 111    | 0    | 15    | 0    | 0    | 5         | 135           | 137.20    |
| Hourly Total    | 5  | 15      | 415    | 3    | 53    | 0    | 0    | 14        | 505           | 506.00    |
| Hourly Average  | 1.25   | 3.75    | 103.75 | 0.75 | 13.25 | 0.00 | 0.00 | 3.50      | 126.25        | 126.50    |
| 1700 - 1715     | 0  | 4       | 105    | 1    | 12    | 1    | 0    | 3         | 126           | 127.10    |
| 1715 - 1730     | 2  | 1       | 113    | 0    | 12    | 0    | 0    | 4         | 132           | 133.80    |
| 1730 - 1745     | 0  | 4       | 94     | 0    | 10    | 1    | 0    | 3         | 112           | 113.10    |
| 1745 - 1800     | 0  | 3       | 108    | 0    | 12    | 1    | 0    | 3         | 127           | 128.70    |
| Hourly Total    | 2  | 12      | 420    | 1    | 46    | 3    | 0    | 13        | 497           | 502.70    |
| Hourly Average  | 0.50   | 3.00    | 105.00 | 0.25 | 11.50 | 0.75 | 0.00 | 3.25      | 124.25        | 125.68    |
| 1800 - 1815     | 1  | 3       | 114    | 3    | 10    | 0    | 0    | 2         | 133           | 132.40    |
| 1815 - 1830     | 0  | 6       | 93     | 1    | 16    | 0    | 0    | 3         | 119           | 118.40    |
| 1830 - 1845     | 1  | 4       | 101    | 0    | 9     | 0    | 0    | 3         | 118           | 117.80    |
| 1845 - 1900     | 1  | 8       | 85     | 0    | 6     | 0    | 0    | 3         | 103           | 100.40    |
| Hourly Total    | 3  | 21      | 393    | 4    | 41    | 0    | 0    | 11        | 473           | 469.00    |
| Hourly Average  | 0.75   | 5.25    | 98.25  | 1.00 | 10.25 | 0.00 | 0.00 | 2.75      | 118.25        | 117.25    |
| Session Total   | 13   | 55      | 1690   | 9    | 175   | 4    | 2    | 55        | 2003          | 2019.20   |
| Session Average | 0.81   | 3.44    | 105.63 | 0.56 | 10.94 | 0.25 | 0.13 | 3.44      | 125.19        | 126.20    |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.2: Southbound from A437 Long Lane (North) to A437 Long Lane (South) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 0       | 83    | 1    | 7    | 1    | 0    | 5         | 97            | 102.50    |
| 1115 - 1130     | 0  | 2       | 74    | 0    | 7    | 2    | 0    | 2         | 87            | 88.80     |
| 1130 - 1145     | 0  | 4       | 76    | 1    | 5    | 0    | 0    | 2         | 88            | 87.60     |
| 1145 - 1200     | 0  | 1       | 91    | 0    | 3    | 1    | 0    | 1         | 97            | 97.90     |
| Hourly Total    | 0  | 7       | 324   | 2    | 22   | 4    | 0    | 10        | 369           | 376.80    |
| Hourly Average  | 0.00   | 1.75    | 81.00 | 0.50 | 5.50 | 1.00 | 0.00 | 2.50      | 92.25         | 94.20     |
| 1200 - 1215     | 0  | 1       | 81    | 0    | 2    | 1    | 0    | 3         | 88            | 90.90     |
| 1215 - 1230     | 0  | 4       | 75    | 0    | 5    | 0    | 1    | 2         | 87            | 87.90     |
| 1230 - 1245     | 0  | 3       | 69    | 0    | 2    | 1    | 0    | 5         | 80            | 83.70     |
| 1245 - 1300     | 0  | 4       | 66    | 0    | 5    | 1    | 0    | 1         | 77            | 76.10     |
| Hourly Total    | 0  | 12      | 291   | 0    | 14   | 3    | 1    | 11        | 332           | 338.60    |
| Hourly Average  | 0.00   | 3.00    | 72.75 | 0.00 | 3.50 | 0.75 | 0.25 | 2.75      | 83.00         | 84.65     |
| 1300 - 1315     | 0  | 4       | 69    | 0    | 8    | 0    | 0    | 1         | 82            | 80.60     |
| 1315 - 1330     | 1  | 1       | 69    | 1    | 6    | 0    | 0    | 4         | 82            | 84.60     |
| 1330 - 1345     | 0  | 3       | 66    | 0    | 2    | 0    | 0    | 1         | 72            | 71.20     |
| 1345 - 1400     | 0  | 3       | 64    | 1    | 5    | 0    | 0    | 4         | 77            | 79.20     |
| Hourly Total    | 1  | 11      | 268   | 2    | 21   | 0    | 0    | 10        | 313           | 315.60    |
| Hourly Average  | 0.25   | 2.75    | 67.00 | 0.50 | 5.25 | 0.00 | 0.00 | 2.50      | 78.25         | 78.90     |
| 1400 - 1415     | 0  | 4       | 68    | 0    | 9    | 1    | 0    | 2         | 83            | 82.60     |
| 1415 - 1430     | 0  | 3       | 61    | 0    | 7    | 0    | 0    | 3         | 75            | 76.70     |
| 1430 - 1445     | 0  | 4       | 67    | 0    | 8    | 0    | 0    | 2         | 81            | 80.60     |
| 1445 - 1500     | 0  | 1       | 59    | 0    | 6    | 0    | 1    | 3         | 70            | 73.70     |
| Hourly Total    | 0  | 12      | 255   | 0    | 30   | 1    | 1    | 10        | 309           | 313.60    |
| Hourly Average  | 0.00   | 3.00    | 63.75 | 0.00 | 7.50 | 0.25 | 0.25 | 2.50      | 77.25         | 78.40     |
| Session Total   | 1  | 42      | 1138  | 4    | 87   | 8    | 2    | 41        | 1323          | 1344.60   |
| Session Average | 0.06   | 2.63    | 71.13 | 0.25 | 5.44 | 0.50 | 0.13 | 2.56      | 82.69         | 84.04     |



Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.3: Right from A437 Long Lane (North) to Local Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 33    | 0    | 7     | 2    | 0    | 1         | 43            | 45.00     |
| 0715 - 0730     | 0   | 0       | 47    | 0    | 11    | 0    | 0    | 2         | 60            | 62.00     |
| 0730 - 0745     | 0   | 0       | 56    | 0    | 14    | 1    | 0    | 2         | 73            | 75.50     |
| 0745 - 0800     | 0   | 0       | 68    | 1    | 8     | 0    | 1    | 2         | 80            | 83.30     |
| Hourly Total    | 0   | 0       | 204   | 1    | 40    | 3    | 1    | 7         | 256           | 265.80    |
| Hourly Average  | 0.00  | 0.00    | 51.00 | 0.25 | 10.00 | 0.75 | 0.25 | 1.75      | 64.00         | 66.45     |
| 0800 - 0815     | 0   | 0       | 58    | 2    | 9     | 1    | 1    | 4         | 75            | 80.80     |
| 0815 - 0830     | 0   | 0       | 87    | 0    | 12    | 1    | 0    | 1         | 101           | 102.50    |
| 0830 - 0845     | 0   | 0       | 77    | 0    | 9     | 0    | 0    | 2         | 88            | 90.00     |
| 0845 - 0900     | 0   | 0       | 52    | 1    | 12    | 0    | 1    | 2         | 68            | 71.30     |
| Hourly Total    | 0   | 0       | 274   | 3    | 42    | 2    | 2    | 9         | 332           | 344.60    |
| Hourly Average  | 0.00  | 0.00    | 68.50 | 0.75 | 10.50 | 0.50 | 0.50 | 2.25      | 83.00         | 86.15     |
| 0900 - 0915     | 0   | 0       | 49    | 1    | 3     | 3    | 1    | 1         | 58            | 61.80     |
| 0915 - 0930     | 0   | 4       | 42    | 0    | 5     | 0    | 2    | 1         | 54            | 55.20     |
| 0930 - 0945     | 0   | 1       | 57    | 1    | 11    | 2    | 0    | 2         | 74            | 76.40     |
| 0945 - 1000     | 0   | 2       | 43    | 0    | 10    | 1    | 1    | 1         | 58            | 59.60     |
| Hourly Total    | 0   | 7       | 191   | 2    | 29    | 6    | 4    | 5         | 244           | 253.00    |
| Hourly Average  | 0.00  | 1.75    | 47.75 | 0.50 | 7.25  | 1.50 | 1.00 | 1.25      | 61.00         | 63.25     |
| Session Total   | 0   | 7       | 669   | 6    | 111   | 11   | 7    | 21        | 832           | 863.40    |
| Session Average | 0.00  | 0.58    | 55.75 | 0.50 | 9.25  | 0.92 | 0.58 | 1.75      | 69.33         | 71.95     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.3: Right from A437 Long Lane (North) to Local Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 1       | 44    | 0    | 14    | 2    | 1    | 1         | 63            | 65.70     |
| 1515 - 1530     | 0   | 3       | 61    | 1    | 6     | 0    | 0    | 2         | 73            | 73.20     |
| 1530 - 1545     | 0   | 0       | 78    | 2    | 9     | 1    | 0    | 2         | 92            | 94.50     |
| 1545 - 1600     | 0   | 1       | 37    | 0    | 14    | 0    | 2    | 1         | 55            | 58.00     |
| Hourly Total    | 0   | 5       | 220   | 3    | 43    | 3    | 3    | 6         | 283           | 291.40    |
| Hourly Average  | 0.00  | 1.25    | 55.00 | 0.75 | 10.75 | 0.75 | 0.75 | 1.50      | 70.75         | 72.85     |
| 1600 - 1615     | 0   | 2       | 31    | 0    | 12    | 0    | 0    | 1         | 46            | 45.80     |
| 1615 - 1630     | 0   | 1       | 40    | 1    | 8     | 0    | 0    | 2         | 52            | 53.40     |
| 1630 - 1645     | 0   | 2       | 35    | 0    | 7     | 0    | 0    | 2         | 46            | 46.80     |
| 1645 - 1700     | 0   | 3       | 38    | 0    | 8     | 1    | 0    | 4         | 54            | 56.70     |
| Hourly Total    | 0   | 8       | 144   | 1    | 35    | 1    | 0    | 9         | 198           | 202.70    |
| Hourly Average  | 0.00  | 2.00    | 36.00 | 0.25 | 8.75  | 0.25 | 0.00 | 2.25      | 49.50         | 50.63     |
| 1700 - 1715     | 0   | 0       | 50    | 0    | 6     | 0    | 0    | 4         | 57            | 57.50     |
| 1715 - 1730     | 0   | 4       | 43    | 0    | 6     | 0    | 0    | 3         | 56            | 56.60     |
| 1730 - 1745     | 2   | 2       | 44    | 0    | 5     | 0    | 0    | 2         | 55            | 54.20     |
| 1745 - 1800     | 0   | 1       | 45    | 0    | 2     | 0    | 0    | 3         | 51            | 53.40     |
| Hourly Total    | 2   | 7       | 182   | 0    | 19    | 1    | 0    | 8         | 219           | 221.70    |
| Hourly Average  | 0.50  | 1.75    | 45.50 | 0.00 | 4.75  | 0.25 | 0.00 | 2.00      | 54.75         | 55.43     |
| 1800 - 1815     | 0   | 1       | 54    | 0    | 4     | 0    | 1    | 1         | 61            | 62.70     |
| 1815 - 1830     | 0   | 0       | 37    | 0    | 0     | 1    | 0    | 2         | 40            | 42.50     |
| 1830 - 1845     | 0   | 3       | 38    | 0    | 1     | 0    | 0    | 1         | 43            | 42.20     |
| 1845 - 1900     | 0   | 0       | 30    | 0    | 2     | 0    | 0    | 2         | 34            | 36.00     |
| Hourly Total    | 0   | 4       | 159   | 0    | 7     | 1    | 1    | 6         | 178           | 183.40    |
| Hourly Average  | 0.00  | 1.00    | 39.75 | 0.00 | 1.75  | 0.25 | 0.25 | 1.50      | 44.50         | 45.85     |
| Session Total   | 2   | 24      | 705   | 4    | 104   | 6    | 4    | 29        | 878           | 899.20    |
| Session Average | 0.13  | 1.50    | 44.06 | 0.25 | 6.50  | 0.38 | 0.25 | 1.81      | 54.88         | 56.20     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.3: Right from A437 Long Lane (North) to Local Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 1       | 36    | 0    | 1    | 0    | 1    | 2         | 41            | 43.70     |
| 1115 - 1130     | 0   | 0       | 42    | 0    | 1    | 0    | 0    | 0         | 43            | 43.00     |
| 1130 - 1145     | 0   | 0       | 38    | 1    | 4    | 0    | 0    | 2         | 45            | 47.00     |
| 1145 - 1200     | 0   | 1       | 31    | 0    | 6    | 0    | 0    | 2         | 40            | 41.40     |
| Hourly Total    | 0   | 2       | 147   | 1    | 12   | 0    | 1    | 6         | 169           | 175.10    |
| Hourly Average  | 0.00  | 0.50    | 36.75 | 0.25 | 3.00 | 0.00 | 0.25 | 1.50      | 42.25         | 43.78     |
| 1200 - 1215     | 0   | 1       | 39    | 0    | 3    | 0    | 0    | 1         | 44            | 44.40     |
| 1215 - 1230     | 1   | 0       | 41    | 0    | 1    | 0    | 0    | 2         | 45            | 46.20     |
| 1230 - 1245     | 0   | 0       | 41    | 0    | 3    | 0    | 0    | 1         | 45            | 46.00     |
| 1245 - 1300     | 0   | 0       | 40    | 0    | 3    | 0    | 0    | 2         | 45            | 47.00     |
| Hourly Total    | 1   | 1       | 161   | 0    | 10   | 0    | 0    | 6         | 179           | 183.60    |
| Hourly Average  | 0.25  | 0.25    | 40.25 | 0.00 | 2.50 | 0.00 | 0.00 | 1.50      | 44.75         | 45.90     |
| 1300 - 1315     | 0   | 0       | 32    | 0    | 2    | 0    | 1    | 2         | 37            | 40.30     |
| 1315 - 1330     | 0   | 0       | 24    | 0    | 4    | 0    | 0    | 0         | 28            | 28.00     |
| 1330 - 1345     | 0   | 1       | 31    | 0    | 4    | 0    | 0    | 3         | 39            | 41.40     |
| 1345 - 1400     | 0   | 1       | 35    | 0    | 1    | 1    | 0    | 1         | 39            | 39.90     |
| Hourly Total    | 0   | 2       | 122   | 0    | 11   | 1    | 1    | 6         | 143           | 149.60    |
| Hourly Average  | 0.00  | 0.50    | 30.50 | 0.00 | 2.75 | 0.25 | 0.25 | 1.50      | 35.75         | 37.40     |
| 1400 - 1415     | 0   | 0       | 25    | 0    | 2    | 0    | 0    | 1         | 28            | 29.00     |
| 1415 - 1430     | 0   | 3       | 34    | 0    | 3    | 0    | 0    | 2         | 42            | 42.80     |
| 1430 - 1445     | 0   | 0       | 27    | 0    | 3    | 0    | 0    | 2         | 32            | 34.00     |
| 1445 - 1500     | 0   | 3       | 28    | 0    | 2    | 0    | 0    | 1         | 34            | 33.20     |
| Hourly Total    | 0   | 6       | 114   | 0    | 10   | 0    | 0    | 6         | 136           | 138.40    |
| Hourly Average  | 0.00  | 1.50    | 28.50 | 0.00 | 2.50 | 0.00 | 0.00 | 1.50      | 34.00         | 34.60     |
| Session Total   | 1   | 11      | 544   | 1    | 43   | 1    | 2    | 24        | 627           | 646.70    |
| Session Average | 0.06  | 0.69    | 34.00 | 0.06 | 2.69 | 0.06 | 0.13 | 1.50      | 39.19         | 40.42     |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.4: Left from Freezeland Way to A437 Long Lane (South) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 0       | 44    | 0    | 11    | 2    | 0    | 0         | 57            | 58.00     |
| 0715 - 0730     | 0  | 3       | 43    | 0    | 8     | 0    | 1    | 0         | 55            | 54.50     |
| 0730 - 0745     | 0  | 1       | 43    | 0    | 12    | 4    | 2    | 0         | 62            | 66.00     |
| 0745 - 0800     | 0  | 0       | 38    | 0    | 7     | 0    | 0    | 0         | 45            | 45.00     |
| Hourly Total    | 0  | 4       | 168   | 0    | 38    | 6    | 3    | 0         | 219           | 223.50    |
| Hourly Average  | 0.00   | 1.00    | 42.00 | 0.00 | 9.50  | 1.50 | 0.75 | 0.00      | 54.75         | 55.88     |
| 0800 - 0815     | 0  | 1       | 32    | 0    | 7     | 1    | 1    | 0         | 42            | 43.20     |
| 0815 - 0830     | 0  | 0       | 42    | 0    | 12    | 1    | 0    | 1         | 56            | 57.50     |
| 0830 - 0845     | 0  | 1       | 26    | 0    | 7     | 4    | 2    | 0         | 40            | 44.00     |
| 0845 - 0900     | 0  | 3       | 43    | 0    | 12    | 2    | 1    | 0         | 61            | 61.50     |
| Hourly Total    | 0  | 5       | 143   | 0    | 38    | 8    | 4    | 1         | 199           | 206.20    |
| Hourly Average  | 0.00   | 1.25    | 35.75 | 0.00 | 9.50  | 2.00 | 1.00 | 0.25      | 49.75         | 51.55     |
| 0900 - 0915     | 0  | 0       | 43    | 0    | 10    | 0    | 1    | 1         | 55            | 57.30     |
| 0915 - 0930     | 0  | 2       | 35    | 0    | 14    | 2    | 1    | 3         | 57            | 61.00     |
| 0930 - 0945     | 0  | 0       | 30    | 1    | 13    | 2    | 1    | 1         | 48            | 51.30     |
| 0945 - 1000     | 0  | 2       | 44    | 0    | 14    | 0    | 1    | 0         | 61            | 61.10     |
| Hourly Total    | 0  | 4       | 152   | 1    | 51    | 4    | 4    | 5         | 221           | 230.80    |
| Hourly Average  | 0.00   | 1.00    | 38.00 | 0.25 | 12.75 | 1.00 | 1.00 | 1.25      | 55.25         | 57.70     |
| Session Total   | 0  | 13      | 463   | 1    | 127   | 18   | 11   | 6         | 639           | 660.50    |
| Session Average | 0.00   | 1.08    | 38.58 | 0.08 | 10.58 | 1.50 | 0.92 | 0.50      | 53.25         | 55.04     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.4: Left from Freezeland Way to A437 Long Lane (South) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 2       | 61    | 1    | 10    | 0    | 0    | 1         | 75            | 74.80     |
| 1515 - 1530     | 0  | 2       | 39    | 2    | 14    | 0    | 0    | 0         | 57            | 55.80     |
| 1530 - 1545     | 0  | 1       | 42    | 0    | 10    | 1    | 0    | 0         | 54            | 53.90     |
| 1545 - 1600     | 0  | 3       | 46    | 0    | 7     | 1    | 0    | 0         | 57            | 55.70     |
| Hourly Total    | 0  | 8       | 188   | 3    | 41    | 2    | 0    | 1         | 243           | 240.20    |
| Hourly Average  | 0.00   | 2.00    | 47.00 | 0.75 | 10.25 | 0.50 | 0.00 | 0.25      | 60.75         | 60.05     |
| 1600 - 1615     | 0  | 2       | 39    | 1    | 15    | 1    | 0    | 1         | 59            | 59.30     |
| 1615 - 1630     | 0  | 4       | 56    | 0    | 14    | 1    | 1    | 0         | 76            | 75.40     |
| 1630 - 1645     | 0  | 1       | 42    | 0    | 7     | 0    | 1    | 0         | 51            | 51.70     |
| 1645 - 1700     | 0  | 3       | 27    | 3    | 8     | 1    | 0    | 0         | 42            | 40.70     |
| Hourly Total    | 0  | 10      | 164   | 4    | 44    | 3    | 2    | 1         | 228           | 227.10    |
| Hourly Average  | 0.00   | 2.50    | 41.00 | 1.00 | 11.00 | 0.75 | 0.50 | 0.25      | 57.00         | 53.13     |
| 1700 - 1715     | 0  | 5       | 52    | 0    | 11    | 2    | 0    | 0         | 70            | 68.00     |
| 1715 - 1730     | 0  | 3       | 51    | 0    | 14    | 1    | 0    | 0         | 69            | 67.70     |
| 1730 - 1745     | 0  | 2       | 44    | 0    | 8     | 0    | 0    | 0         | 54            | 52.80     |
| 1745 - 1800     | 0  | 2       | 48    | 0    | 13    | 1    | 0    | 0         | 64            | 63.30     |
| Hourly Total    | 0  | 12      | 195   | 0    | 46    | 4    | 0    | 0         | 257           | 251.80    |
| Hourly Average  | 0.00   | 3.00    | 48.75 | 0.00 | 11.50 | 1.00 | 0.00 | 0.00      | 64.25         | 62.95     |
| 1800 - 1815     | 0  | 1       | 47    | 0    | 11    | 0    | 0    | 0         | 59            | 58.40     |
| 1815 - 1830     | 0  | 1       | 62    | 0    | 5     | 0    | 0    | 0         | 68            | 67.40     |
| 1830 - 1845     | 0  | 5       | 59    | 0    | 6     | 0    | 0    | 0         | 70            | 67.00     |
| 1845 - 1900     | 0  | 0       | 65    | 0    | 15    | 1    | 0    | 0         | 81            | 81.50     |
| Hourly Total    | 0  | 7       | 233   | 0    | 37    | 1    | 0    | 0         | 278           | 274.30    |
| Hourly Average  | 0.00   | 1.75    | 58.25 | 0.00 | 9.25  | 0.25 | 0.00 | 0.00      | 69.50         | 68.58     |
| Session Total   | 0  | 37      | 780   | 7    | 168   | 10   | 2    | 2         | 1006          | 993.40    |
| Session Average | 0.00   | 2.31    | 48.75 | 0.44 | 10.50 | 0.63 | 0.13 | 0.13      | 62.88         | 62.09     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.4: Left from Freezeland Way to A437 Long Lane (South) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 1       | 65    | 1    | 11    | 1    | 0    | 0         | 79            | 78.90     |
| 1115 - 1130     | 0  | 0       | 64    | 1    | 11    | 0    | 1    | 0         | 77            | 78.30     |
| 1130 - 1145     | 0  | 0       | 53    | 1    | 8     | 4    | 0    | 0         | 62            | 62.00     |
| 1145 - 1200     | 0  | 1       | 57    | 0    | 8     | 4    | 0    | 0         | 70            | 71.40     |
| Hourly Total    | 0  | 2       | 239   | 3    | 38    | 5    | 1    | 0         | 288           | 290.60    |
| Hourly Average  | 0.00   | 0.50    | 59.75 | 0.75 | 9.50  | 1.25 | 0.25 | 0.00      | 72.00         | 72.65     |
| 1200 - 1215     | 0  | 1       | 63    | 0    | 7     | 0    | 1    | 0         | 72            | 72.70     |
| 1215 - 1230     | 0  | 1       | 69    | 1    | 11    | 0    | 0    | 0         | 82            | 81.40     |
| 1230 - 1245     | 0  | 1       | 49    | 1    | 12    | 1    | 0    | 0         | 64            | 63.90     |
| 1245 - 1300     | 0  | 0       | 64    | 0    | 11    | 2    | 0    | 0         | 77            | 78.00     |
| Hourly Total    | 0  | 3       | 245   | 2    | 41    | 3    | 1    | 0         | 295           | 296.00    |
| Hourly Average  | 0.00   | 0.75    | 61.25 | 0.50 | 10.25 | 0.75 | 0.25 | 0.00      | 73.75         | 74.00     |
| 1300 - 1315     | 0  | 4       | 70    | 1    | 5     | 2    | 0    | 0         | 82            | 80.60     |
| 1315 - 1330     | 0  | 2       | 71    | 2    | 11    | 2    | 1    | 0         | 89            | 90.10     |
| 1330 - 1345     | 0  | 2       | 65    | 0    | 12    | 0    | 1    | 0         | 80            | 80.10     |
| 1345 - 1400     | 0  | 0       | 62    | 0    | 12    | 2    | 0    | 0         | 76            | 77.00     |
| Hourly Total    | 0  | 8       | 268   | 3    | 40    | 6    | 2    | 0         | 327           | 327.80    |
| Hourly Average  | 0.00   | 2.00    | 67.00 | 0.75 | 10.00 | 1.50 | 0.50 | 0.00      | 81.75         | 81.95     |
| 1400 - 1415     | 0  | 1       | 65    | 1    | 7     | 1    | 1    | 0         | 76            | 77.20     |
| 1415 - 1430     | 0  | 2       | 60    | 0    | 3     | 0    | 0    | 0         | 65            | 63.80     |
| 1430 - 1445     | 0  | 0       | 61    | 0    | 9     | 1    | 0    | 1         | 72            | 73.50     |
| 1445 - 1500     | 0  | 0       | 73    | 0    | 12    | 0    | 2    | 0         | 87            | 89.60     |
| Hourly Total    | 0  | 3       | 259   | 1    | 31    | 2    | 3    | 1         | 300           | 304.10    |
| Hourly Average  | 0.00   | 0.75    | 64.75 | 0.25 | 7.75  | 0.50 | 0.75 | 0.25      | 75.00         | 76.03     |
| Session Total   | 0  | 16      | 1011  | 9    | 150   | 16   | 7    | 1         | 1210          | 1218.50   |
| Session Average | 0.00   | 1.00    | 63.19 | 0.56 | 9.38  | 1.00 | 0.44 | 0.06      | 75.63         | 76.16     |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.5: Westbound from Freezeland Way to Local Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 19    | 0    | 3    | 0    | 0    | 0         | 22            | 22.00     |
| 0715 - 0730     | 0   | 0       | 31    | 0    | 2    | 0    | 0    | 1         | 34            | 35.00     |
| 0730 - 0745     | 0   | 1       | 41    | 0    | 11   | 1    | 0    | 1         | 55            | 55.90     |
| 0745 - 0800     | 0   | 3       | 50    | 1    | 14   | 0    | 0    | 2         | 70            | 70.20     |
| Hourly Total    | 0   | 4       | 141   | 1    | 30   | 1    | 0    | 4         | 181           | 183.10    |
| Hourly Average  | 0.00  | 1.00    | 35.25 | 0.25 | 7.50 | 0.25 | 0.00 | 1.00      | 45.25         | 45.78     |
| 0800 - 0815     | 0   | 0       | 52    | 0    | 14   | 0    | 0    | 2         | 68            | 70.00     |
| 0815 - 0830     | 0   | 1       | 61    | 0    | 1    | 1    | 0    | 1         | 65            | 65.90     |
| 0830 - 0845     | 0   | 2       | 66    | 0    | 5    | 0    | 0    | 1         | 74            | 73.80     |
| 0845 - 0900     | 0   | 0       | 53    | 0    | 7    | 1    | 0    | 0         | 61            | 61.50     |
| Hourly Total    | 0   | 3       | 232   | 0    | 27   | 2    | 0    | 4         | 268           | 271.20    |
| Hourly Average  | 0.00  | 0.75    | 58.00 | 0.00 | 6.75 | 0.50 | 0.00 | 1.00      | 67.00         | 67.80     |
| 0900 - 0915     | 0   | 4       | 32    | 0    | 4    | 0    | 0    | 1         | 41            | 39.60     |
| 0915 - 0930     | 0   | 0       | 28    | 0    | 6    | 0    | 3    | 1         | 38            | 42.90     |
| 0930 - 0945     | 0   | 0       | 24    | 0    | 2    | 0    | 2    | 1         | 29            | 32.60     |
| 0945 - 1000     | 0   | 0       | 19    | 0    | 1    | 0    | 0    | 1         | 21            | 22.00     |
| Hourly Total    | 0   | 4       | 103   | 0    | 13   | 0    | 5    | 4         | 129           | 137.10    |
| Hourly Average  | 0.00  | 1.00    | 25.75 | 0.00 | 3.25 | 0.00 | 1.25 | 1.00      | 32.25         | 34.28     |
| Session Total   | 0   | 11      | 476   | 1    | 70   | 3    | 5    | 12        | 578           | 591.40    |
| Session Average | 0.00  | 0.92    | 39.67 | 0.08 | 5.83 | 0.25 | 0.42 | 1.00      | 48.17         | 49.28     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.5: Westbound from Freezeland Way to Local Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 0       | 31    | 0    | 5     | 1    | 2    | 1         | 40            | 44.10     |
| 1515 - 1530     | 0   | 0       | 32    | 0    | 13    | 0    | 0    | 2         | 47            | 49.00     |
| 1530 - 1545     | 0   | 1       | 36    | 0    | 8     | 2    | 1    | 0         | 48            | 49.70     |
| 1545 - 1600     | 0   | 0       | 34    | 0    | 15    | 0    | 1    | 0         | 50            | 51.30     |
| Hourly Total    | 0   | 1       | 133   | 0    | 41    | 3    | 4    | 3         | 185           | 194.10    |
| Hourly Average  | 0.00  | 0.25    | 33.25 | 0.00 | 10.25 | 0.75 | 1.00 | 0.75      | 46.25         | 48.53     |
| 1600 - 1615     | 0   | 0       | 35    | 0    | 15    | 2    | 0    | 2         | 54            | 57.00     |
| 1615 - 1630     | 0   | 0       | 57    | 1    | 7     | 0    | 0    | 2         | 67            | 69.00     |
| 1630 - 1645     | 0   | 0       | 46    | 0    | 11    | 0    | 0    | 2         | 59            | 61.00     |
| 1645 - 1700     | 0   | 2       | 44    | 1    | 10    | 2    | 1    | 0         | 60            | 61.10     |
| Hourly Total    | 0   | 2       | 182   | 2    | 43    | 4    | 1    | 6         | 240           | 248.10    |
| Hourly Average  | 0.00  | 0.50    | 45.50 | 0.50 | 10.75 | 1.00 | 0.25 | 1.50      | 60.00         | 62.03     |
| 1700 - 1715     | 0   | 0       | 50    | 0    | 7     | 0    | 0    | 2         | 59            | 61.00     |
| 1715 - 1730     | 0   | 0       | 25    | 1    | 5     | 0    | 0    | 0         | 33            | 35.00     |
| 1730 - 1745     | 0   | 0       | 21    | 0    | 8     | 0    | 0    | 1         | 30            | 31.00     |
| 1745 - 1800     | 0   | 1       | 32    | 0    | 6     | 0    | 0    | 1         | 40            | 40.40     |
| Hourly Total    | 0   | 1       | 128   | 1    | 26    | 0    | 0    | 6         | 162           | 167.40    |
| Hourly Average  | 0.00  | 0.25    | 32.00 | 0.25 | 6.50  | 0.00 | 0.00 | 1.50      | 40.50         | 41.85     |
| 1800 - 1815     | 0   | 2       | 31    | 1    | 7     | 0    | 0    | 0         | 41            | 39.80     |
| 1815 - 1830     | 0   | 0       | 22    | 0    | 4     | 1    | 0    | 1         | 28            | 29.50     |
| 1830 - 1845     | 0   | 1       | 29    | 1    | 3     | 0    | 0    | 2         | 36            | 37.40     |
| 1845 - 1900     | 0   | 0       | 20    | 0    | 2     | 0    | 0    | 2         | 24            | 26.00     |
| Hourly Total    | 0   | 3       | 102   | 2    | 16    | 1    | 0    | 5         | 129           | 132.70    |
| Hourly Average  | 0.00  | 0.75    | 25.50 | 0.50 | 4.00  | 0.25 | 0.00 | 1.25      | 32.25         | 33.18     |
| Session Total   | 0   | 7       | 545   | 5    | 126   | 8    | 5    | 20        | 716           | 742.30    |
| Session Average | 0.00  | 0.44    | 34.06 | 0.31 | 7.58  | 0.50 | 0.31 | 1.25      | 44.75         | 46.39     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.5: Westbound from Freezeland Way to Local Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 0       | 12    | 0    | 1    | 0    | 0    | 1         | 14            | 15.00     |
| 1115 - 1130     | 1   | 4       | 19    | 0    | 4    | 0    | 0    | 1         | 29            | 26.80     |
| 1130 - 1145     | 0   | 0       | 20    | 0    | 0    | 0    | 0    | 0         | 20            | 20.00     |
| 1145 - 1200     | 0   | 1       | 20    | 0    | 1    | 0    | 0    | 1         | 23            | 23.40     |
| Hourly Total    | 1   | 5       | 71    | 0    | 6    | 0    | 0    | 3         | 86            | 85.20     |
| Hourly Average  | 0.25  | 1.25    | 17.75 | 0.00 | 1.50 | 0.00 | 0.00 | 0.75      | 21.50         | 21.30     |
| 1200 - 1215     | 0   | 0       | 19    | 0    | 2    | 0    | 0    | 0         | 22            | 21.40     |
| 1215 - 1230     | 0   | 0       | 26    | 1    | 3    | 0    | 0    | 2         | 32            | 34.00     |
| 1230 - 1245     | 0   | 2       | 23    | 0    | 6    | 0    | 0    | 1         | 32            | 31.80     |
| 1245 - 1300     | 0   | 0       | 38    | 0    | 3    | 0    | 0    | 0         | 41            | 41.00     |
| Hourly Total    | 0   | 3       | 106   | 1    | 14   | 0    | 0    | 3         | 127           | 128.20    |
| Hourly Average  | 0.00  | 0.75    | 26.50 | 0.25 | 3.50 | 0.00 | 0.00 | 0.75      | 31.75         | 32.05     |
| 1300 - 1315     | 0   | 0       | 30    | 1    | 1    | 0    | 0    | 1         | 33            | 34.00     |
| 1315 - 1330     | 0   | 0       | 27    | 1    | 4    | 1    | 0    | 1         | 34            | 35.50     |
| 1330 - 1345     | 0   | 0       | 26    | 0    | 5    | 0    | 0    | 1         | 32            | 33.00     |
| 1345 - 1400     | 0   | 0       | 34    | 0    | 5    | 1    | 0    | 1         | 41            | 42.50     |
| Hourly Total    | 0   | 0       | 117   | 2    | 15   | 2    | 0    | 4         | 140           | 145.00    |
| Hourly Average  | 0.00  | 0.00    | 29.25 | 0.50 | 3.75 | 0.50 | 0.00 | 1.00      | 35.00         | 36.25     |
| 1400 - 1415     | 0   | 0       | 37    | 0    | 5    | 0    | 0    | 1         | 43            | 44.00     |
| 1415 - 1430     | 0   | 1       | 24    | 0    | 4    | 0    | 0    | 2         | 31            | 32.40     |
| 1430 - 1445     | 0   | 0       | 24    | 0    | 1    | 0    | 0    | 0         | 25            | 25.00     |
| 1445 - 1500     | 0   | 1       | 32    | 0    | 3    | 0    | 0    | 2         | 38            | 39.40     |
| Hourly Total    | 0   | 2       | 117   | 0    | 13   | 0    | 0    | 5         | 137           | 140.80    |
| Hourly Average  | 0.00  | 0.50    | 29.25 | 0.00 | 3.25 | 0.00 | 0.00 | 1.25      | 34.25         | 35.20     |
| Session Total   | 1   | 10      | 411   | 3    | 48   | 2    | 0    | 15        | 490           | 499.20    |
| Session Average | 0.06  | 0.63    | 25.69 | 0.19 | 3.00 | 0.13 | 0.00 | 0.94      | 30.63         | 31.20     |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.6: Right from Freezeland Way to A437 Long Lane (North) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 16    | 0    | 5    | 0    | 0    | 1         | 24            | 27.60     |
| 0715 - 0730     | 0   | 0       | 19    | 0    | 9    | 0    | 0    | 0         | 28            | 28.00     |
| 0730 - 0745     | 0   | 0       | 24    | 0    | 7    | 0    | 0    | 1         | 32            | 33.00     |
| 0745 - 0800     | 0   | 1       | 28    | 0    | 10   | 0    | 1    | 0         | 40            | 40.70     |
| Hourly Total    | 0   | 1       | 87    | 0    | 31   | 0    | 3    | 2         | 124           | 129.30    |
| Hourly Average  | 0.00  | 0.25    | 21.75 | 0.00 | 7.75 | 0.00 | 0.75 | 0.50      | 31.00         | 32.33     |
| 0800 - 0815     | 0   | 1       | 25    | 0    | 6    | 1    | 1    | 0         | 34            | 35.20     |
| 0815 - 0830     | 0   | 0       | 30    | 1    | 12   | 0    | 1    | 1         | 45            | 47.30     |
| 0830 - 0845     | 0   | 0       | 18    | 0    | 6    | 1    | 1    | 0         | 26            | 27.80     |
| 0845 - 0900     | 0   | 0       | 23    | 0    | 2    | 0    | 0    | 0         | 25            | 25.00     |
| Hourly Total    | 0   | 1       | 96    | 1    | 26   | 2    | 3    | 1         | 130           | 135.30    |
| Hourly Average  | 0.00  | 0.25    | 24.00 | 0.25 | 6.50 | 0.50 | 0.75 | 0.25      | 32.50         | 33.63     |
| 0900 - 0915     | 0   | 0       | 17    | 0    | 10   | 0    | 0    | 0         | 27            | 27.00     |
| 0915 - 0930     | 0   | 0       | 26    | 0    | 6    | 0    | 0    | 0         | 32            | 32.00     |
| 0930 - 0945     | 1   | 0       | 12    | 0    | 1    | 0    | 1    | 0         | 15            | 15.50     |
| 0945 - 1000     | 0   | 0       | 26    | 0    | 8    | 0    | 1    | 0         | 35            | 36.30     |
| Hourly Total    | 1   | 0       | 81    | 0    | 25   | 0    | 2    | 0         | 109           | 110.80    |
| Hourly Average  | 0.25  | 0.00    | 20.25 | 0.00 | 6.25 | 0.00 | 0.50 | 0.00      | 27.25         | 27.70     |
| Session Total   | 1   | 2       | 264   | 1    | 82   | 2    | 8    | 3         | 363           | 375.40    |
| Session Average | 0.08  | 0.17    | 22.00 | 0.08 | 6.83 | 0.17 | 0.67 | 0.25      | 30.25         | 31.28     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.6: Right from Freezeland Way to A437 Long Lane (North) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 0       | 46    | 1    | 8    | 1    | 0    | 0         | 56            | 56.50     |
| 1515 - 1530     | 0   | 1       | 32    | 0    | 4    | 2    | 0    | 0         | 39            | 39.40     |
| 1530 - 1545     | 0   | 2       | 28    | 1    | 12   | 0    | 0    | 0         | 43            | 41.80     |
| 1545 - 1600     | 0   | 1       | 34    | 0    | 10   | 2    | 2    | 0         | 49            | 52.00     |
| Hourly Total    | 0   | 4       | 140   | 2    | 34   | 5    | 2    | 0         | 187           | 189.70    |
| Hourly Average  | 0.00  | 1.00    | 35.00 | 0.50 | 8.50 | 1.25 | 0.50 | 0.00      | 46.75         | 47.43     |
| 1600 - 1615     | 0   | 0       | 31    | 0    | 6    | 1    | 0    | 1         | 39            | 40.50     |
| 1615 - 1630     | 0   | 1       | 31    | 1    | 8    | 1    | 0    | 0         | 42            | 41.90     |
| 1630 - 1645     | 0   | 3       | 38    | 1    | 6    | 1    | 0    | 0         | 49            | 47.70     |
| 1645 - 1700     | 0   | 1       | 33    | 2    | 5    | 0    | 0    | 0         | 41            | 40.40     |
| Hourly Total    | 0   | 5       | 133   | 4    | 25   | 3    | 0    | 1         | 171           | 170.50    |
| Hourly Average  | 0.00  | 1.25    | 33.25 | 1.00 | 6.25 | 0.75 | 0.00 | 0.25      | 42.75         | 42.63     |
| 1700 - 1715     | 0   | 1       | 30    | 0    | 8    | 0    | 0    | 0         | 39            | 38.40     |
| 1715 - 1730     | 0   | 0       | 25    | 0    | 3    | 0    | 0    | 0         | 29            | 28.40     |
| 1730 - 1745     | 0   | 0       | 39    | 0    | 3    | 0    | 0    | 0         | 42            | 42.00     |
| 1745 - 1800     | 1   | 0       | 29    | 0    | 3    | 0    | 0    | 0         | 33            | 32.20     |
| Hourly Total    | 1   | 2       | 123   | 0    | 17   | 0    | 0    | 0         | 143           | 141.00    |
| Hourly Average  | 0.25  | 0.50    | 30.75 | 0.00 | 4.25 | 0.00 | 0.00 | 0.00      | 35.75         | 35.25     |
| 1800 - 1815     | 0   | 1       | 30    | 0    | 5    | 0    | 0    | 0         | 36            | 35.40     |
| 1815 - 1830     | 0   | 0       | 27    | 0    | 4    | 0    | 0    | 0         | 31            | 31.00     |
| 1830 - 1845     | 0   | 3       | 34    | 1    | 3    | 0    | 0    | 0         | 41            | 39.20     |
| 1845 - 1900     | 0   | 1       | 24    | 0    | 3    | 1    | 0    | 0         | 29            | 28.90     |
| Hourly Total    | 0   | 5       | 115   | 1    | 15   | 1    | 0    | 0         | 137           | 134.50    |
| Hourly Average  | 0.00  | 1.25    | 28.75 | 0.25 | 3.75 | 0.25 | 0.00 | 0.00      | 34.25         | 33.63     |
| Session Total   | 1   | 16      | 511   | 7    | 91   | 9    | 2    | 1         | 638           | 635.70    |
| Session Average | 0.06  | 1.00    | 31.94 | 0.44 | 5.69 | 0.56 | 0.13 | 0.06      | 39.88         | 39.73     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.6: Right from Freezeland Way to A437 Long Lane (North) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 0       | 29    | 0    | 4    | 0    | 0    | 0         | 33            | 33.00     |
| 1115 - 1130     | 0   | 2       | 25    | 0    | 3    | 0    | 0    | 0         | 30            | 28.80     |
| 1130 - 1145     | 0   | 0       | 28    | 0    | 6    | 0    | 0    | 0         | 34            | 34.00     |
| 1145 - 1200     | 0   | 0       | 28    | 0    | 2    | 0    | 0    | 0         | 30            | 30.00     |
| Hourly Total    | 0   | 2       | 110   | 0    | 15   | 0    | 0    | 0         | 127           | 125.80    |
| Hourly Average  | 0.00  | 0.50    | 27.50 | 0.00 | 3.75 | 0.00 | 0.00 | 0.00      | 31.75         | 31.45     |
| 1200 - 1215     | 0   | 0       | 36    | 0    | 1    | 0    | 0    | 0         | 37            | 37.00     |
| 1215 - 1230     | 0   | 0       | 34    | 0    | 2    | 0    | 0    | 0         | 36            | 36.00     |
| 1230 - 1245     | 0   | 1       | 28    | 0    | 2    | 0    | 0    | 0         | 31            | 30.40     |
| 1245 - 1300     | 0   | 0       | 38    | 0    | 3    | 0    | 0    | 0         | 41            | 41.00     |
| Hourly Total    | 0   | 1       | 136   | 0    | 8    | 0    | 0    | 0         | 145           | 144.40    |
| Hourly Average  | 0.00  | 0.25    | 34.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00      | 36.25         | 36.10     |
| 1300 - 1315     | 0   | 0       | 22    | 0    | 4    | 0    | 0    | 0         | 26            | 26.00     |
| 1315 - 1330     | 0   | 0       | 24    | 0    | 6    | 0    | 0    | 0         | 30            | 30.00     |
| 1330 - 1345     | 0   | 1       | 36    | 0    | 5    | 2    | 0    | 0         | 44            | 44.40     |
| 1345 - 1400     | 0   | 1       | 30    | 0    | 7    | 0    | 0    | 0         | 38            | 37.40     |
| Hourly Total    | 0   | 2       | 112   | 0    | 22   | 2    | 0    | 0         | 138           | 137.80    |
| Hourly Average  | 0.00  | 0.50    | 28.00 | 0.00 | 5.50 | 0.50 | 0.00 | 0.00      | 34.50         | 34.45     |
| 1400 - 1415     | 0   | 0       | 33    | 1    | 4    | 0    | 0    | 0         | 38            | 38.00     |
| 1415 - 1430     | 0   | 0       | 29    | 0    | 2    | 1    | 0    | 0         | 32            | 32.50     |
| 1430 - 1445     | 0   | 2       | 27    | 0    | 2    | 0    | 0    | 0         | 31            | 29.80     |
| 1445 - 1500     | 0   | 0       | 26    | 0    | 3    | 0    | 0    | 0         | 29            | 29.00     |
| Hourly Total    | 0   | 2       | 115   | 1    | 11   | 1    | 0    | 0         | 130           | 129.30    |
| Hourly Average  | 0.00  | 0.50    | 28.75 | 0.25 | 2.75 | 0.25 | 0.00 | 0.00      | 32.50         | 32.33     |
| Session Total   | 0   | 7       | 473   | 1    | 56   | 3    | 0    | 0         | 540           | 537.30    |
| Session Average | 0.00  | 0.44    | 29.56 | 0.06 | 3.50 | 0.19 | 0.00 | 0.00      | 33.75         | 33.58     |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.7: Left from A437 Long Lane (South) to Local Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 0       | 31    | 1    | 19    | 1    | 0    | 0         | 52            | 52.50     |
| 0715 - 0730     | 0  | 1       | 44    | 0    | 12    | 0    | 0    | 0         | 57            | 56.40     |
| 0730 - 0745     | 0  | 2       | 35    | 0    | 17    | 0    | 3    | 0         | 57            | 59.70     |
| 0745 - 0800     | 0  | 0       | 28    | 0    | 10    | 0    | 0    | 0         | 38            | 38.00     |
| Hourly Total    | 0  | 3       | 138   | 1    | 58    | 1    | 3    | 0         | 204           | 206.60    |
| Hourly Average  | 0.00   | 0.75    | 34.50 | 0.25 | 14.50 | 0.25 | 0.75 | 0.00      | 51.00         | 51.65     |
| 0800 - 0815     | 0  | 0       | 30    | 0    | 4     | 2    | 0    | 0         | 36            | 37.00     |
| 0815 - 0830     | 0  | 0       | 30    | 1    | 2     | 0    | 0    | 0         | 33            | 33.00     |
| 0830 - 0845     | 0  | 0       | 33    | 0    | 10    | 0    | 0    | 0         | 43            | 43.00     |
| 0845 - 0900     | 0  | 0       | 31    | 0    | 7     | 0    | 0    | 0         | 38            | 38.00     |
| Hourly Total    | 0  | 0       | 124   | 1    | 23    | 2    | 0    | 0         | 150           | 151.00    |
| Hourly Average  | 0.00   | 0.00    | 31.00 | 0.25 | 5.75  | 0.50 | 0.00 | 0.00      | 37.50         | 37.75     |
| 0900 - 0915     | 0  | 0       | 30    | 1    | 10    | 1    | 0    | 0         | 42            | 42.50     |
| 0915 - 0930     | 0  | 0       | 32    | 0    | 8     | 1    | 0    | 1         | 42            | 43.50     |
| 0930 - 0945     | 0  | 0       | 29    | 0    | 4     | 0    | 0    | 0         | 33            | 33.00     |
| 0945 - 1000     | 0  | 1       | 23    | 0    | 5     | 0    | 0    | 0         | 29            | 28.40     |
| Hourly Total    | 0  | 1       | 114   | 1    | 27    | 2    | 0    | 1         | 146           | 147.40    |
| Hourly Average  | 0.00   | 0.25    | 28.50 | 0.25 | 6.75  | 0.50 | 0.00 | 0.25      | 36.50         | 36.85     |
| Session Total   | 0  | 4       | 376   | 3    | 108   | 5    | 3    | 1         | 500           | 505.00    |
| Session Average | 0.00   | 0.33    | 31.33 | 0.25 | 9.00  | 0.42 | 0.25 | 0.08      | 41.67         | 42.08     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.7: Left from A437 Long Lane (South) to Local Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 0       | 27    | 0    | 5    | 0    | 3    | 0         | 35            | 38.90     |
| 1515 - 1530     | 0  | 0       | 26    | 1    | 6    | 0    | 1    | 0         | 34            | 35.30     |
| 1530 - 1545     | 0  | 0       | 27    | 0    | 8    | 0    | 0    | 0         | 35            | 35.00     |
| 1545 - 1600     | 0  | 1       | 57    | 0    | 5    | 0    | 0    | 0         | 63            | 62.40     |
| Hourly Total    | 0  | 1       | 137   | 1    | 24   | 0    | 4    | 0         | 167           | 171.60    |
| Hourly Average  | 0.00   | 0.25    | 34.25 | 0.25 | 6.00 | 0.00 | 1.00 | 0.00      | 41.75         | 42.90     |
| 1600 - 1615     | 1  | 0       | 56    | 0    | 10   | 0    | 0    | 0         | 67            | 66.20     |
| 1615 - 1630     | 0  | 0       | 35    | 0    | 9    | 0    | 0    | 0         | 44            | 44.00     |
| 1630 - 1645     | 0  | 0       | 36    | 0    | 6    | 0    | 0    | 0         | 42            | 42.00     |
| 1645 - 1700     | 1  | 0       | 43    | 0    | 10   | 0    | 0    | 0         | 53            | 53.00     |
| Hourly Total    | 1  | 0       | 170   | 0    | 35   | 0    | 0    | 0         | 206           | 205.20    |
| Hourly Average  | 0.25   | 0.00    | 42.50 | 0.00 | 8.75 | 0.00 | 0.00 | 0.00      | 51.50         | 51.50     |
| 1700 - 1715     | 0  | 0       | 35    | 0    | 4    | 0    | 0    | 0         | 39            | 39.00     |
| 1715 - 1730     | 0  | 0       | 43    | 0    | 2    | 0    | 0    | 0         | 45            | 45.00     |
| 1730 - 1745     | 0  | 0       | 49    | 0    | 9    | 0    | 0    | 0         | 58            | 58.00     |
| 1745 - 1800     | 0  | 2       | 41    | 0    | 6    | 0    | 0    | 0         | 49            | 47.80     |
| Hourly Total    | 0  | 2       | 168   | 0    | 21   | 0    | 0    | 0         | 191           | 189.80    |
| Hourly Average  | 0.00   | 0.50    | 42.00 | 0.00 | 5.25 | 0.00 | 0.00 | 0.00      | 47.75         | 47.45     |
| 1800 - 1815     | 0  | 1       | 32    | 0    | 4    | 0    | 0    | 0         | 37            | 36.40     |
| 1815 - 1830     | 0  | 0       | 42    | 0    | 0    | 0    | 0    | 1         | 43            | 44.00     |
| 1830 - 1845     | 0  | 0       | 34    | 0    | 3    | 0    | 0    | 0         | 37            | 37.00     |
| 1845 - 1900     | 0  | 1       | 36    | 0    | 0    | 0    | 0    | 0         | 37            | 36.40     |
| Hourly Total    | 0  | 2       | 144   | 0    | 7    | 0    | 0    | 1         | 154           | 153.80    |
| Hourly Average  | 0.00   | 0.50    | 36.00 | 0.00 | 1.75 | 0.00 | 0.00 | 0.25      | 38.50         | 38.45     |
| Session Total   | 1  | 5       | 619   | 1    | 87   | 0    | 4    | 1         | 718           | 720.40    |
| Session Average | 0.06   | 0.31    | 38.69 | 0.06 | 5.44 | 0.00 | 0.25 | 0.06      | 44.88         | 45.03     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.7: Left from A437 Long Lane (South) to Local Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 0       | 31    | 0    | 2    | 0    | 0    | 0         | 33            | 33.00     |
| 1115 - 1130     | 0  | 0       | 35    | 0    | 5    | 0    | 0    | 0         | 40            | 40.00     |
| 1130 - 1145     | 0  | 1       | 45    | 0    | 4    | 0    | 0    | 0         | 50            | 49.40     |
| 1145 - 1200     | 0  | 0       | 60    | 0    | 5    | 0    | 0    | 0         | 65            | 65.00     |
| Hourly Total    | 0  | 1       | 171   | 0    | 16   | 0    | 0    | 0         | 188           | 187.40    |
| Hourly Average  | 0.00   | 0.25    | 42.75 | 0.00 | 4.00 | 0.00 | 0.00 | 0.00      | 47.00         | 46.85     |
| 1200 - 1215     | 0  | 0       | 38    | 0    | 2    | 0    | 1    | 0         | 41            | 42.30     |
| 1215 - 1230     | 0  | 0       | 38    | 0    | 8    | 0    | 0    | 0         | 46            | 46.00     |
| 1230 - 1245     | 0  | 0       | 40    | 0    | 3    | 0    | 0    | 0         | 43            | 43.00     |
| 1245 - 1300     | 0  | 0       | 42    | 0    | 4    | 0    | 0    | 0         | 46            | 46.00     |
| Hourly Total    | 0  | 0       | 158   | 0    | 17   | 0    | 1    | 0         | 176           | 177.30    |
| Hourly Average  | 0.00   | 0.00    | 39.50 | 0.00 | 4.25 | 0.00 | 0.25 | 0.00      | 44.00         | 44.33     |
| 1300 - 1315     | 0  | 0       | 50    | 0    | 6    | 0    | 1    | 0         | 57            | 58.30     |
| 1315 - 1330     | 0  | 1       | 45    | 1    | 4    | 1    | 0    | 0         | 52            | 51.90     |
| 1330 - 1345     | 0  | 0       | 46    | 0    | 5    | 1    | 0    | 0         | 52            | 52.50     |
| 1345 - 1400     | 0  | 0       | 44    | 0    | 5    | 1    | 0    | 0         | 50            | 50.50     |
| Hourly Total    | 0  | 1       | 185   | 1    | 20   | 3    | 1    | 0         | 211           | 213.20    |
| Hourly Average  | 0.00   | 0.25    | 46.25 | 0.25 | 5.00 | 0.75 | 0.25 | 0.00      | 52.75         | 53.30     |
| 1400 - 1415     | 0  | 1       | 53    | 0    | 5    | 1    | 0    | 0         | 60            | 59.90     |
| 1415 - 1430     | 0  | 0       | 47    | 0    | 2    | 0    | 0    | 0         | 49            | 49.00     |
| 1430 - 1445     | 0  | 1       | 40    | 0    | 5    | 0    | 0    | 0         | 46            | 45.40     |
| 1445 - 1500     | 0  | 2       | 38    | 0    | 3    | 0    | 0    | 0         | 43            | 41.80     |
| Hourly Total    | 0  | 4       | 178   | 0    | 15   | 1    | 0    | 0         | 198           | 196.10    |
| Hourly Average  | 0.00   | 1.00    | 44.50 | 0.00 | 3.75 | 0.25 | 0.00 | 0.00      | 49.50         | 49.03     |
| Session Total   | 0  | 6       | 692   | 1    | 68   | 4    | 2    | 0         | 773           | 774.00    |
| Session Average | 0.00   | 0.38    | 43.25 | 0.06 | 4.25 | 0.25 | 0.13 | 0.00      | 48.31         | 48.38     |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.8: Northbound from A437 Long Lane (South) to A437 Long Lane (North) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 9       | 117    | 2    | 29    | 1    | 4    | 2         | 164           | 166.30    |
| 0715 - 0730     | 1  | 1       | 140    | 0    | 29    | 7    | 1    | 6         | 185           | 194.40    |
| 0730 - 0745     | 0  | 2       | 157    | 0    | 36    | 2    | 1    | 3         | 201           | 205.10    |
| 0745 - 0800     | 0  | 2       | 187    | 0    | 24    | 2    | 1    | 1         | 217           | 219.10    |
| Hourly Total    | 1  | 14      | 601    | 2    | 118   | 12   | 7    | 12        | 767           | 784.90    |
| Hourly Average  | 0.25   | 3.50    | 150.25 | 0.50 | 29.50 | 3.00 | 1.75 | 3.00      | 191.75        | 196.23    |
| 0800 - 0815     | 0  | 5       | 169    | 0    | 22    | 1    | 0    | 7         | 204           | 208.50    |
| 0815 - 0830     | 0  | 1       | 155    | 0    | 15    | 0    | 2    | 7         | 180           | 189.00    |
| 0830 - 0845     | 1  | 1       | 148    | 0    | 16    | 3    | 0    | 3         | 172           | 175.10    |
| 0845 - 0900     | 0  | 2       | 110    | 0    | 25    | 1    | 3    | 4         | 145           | 152.20    |
| Hourly Total    | 1  | 9       | 582    | 0    | 78    | 5    | 5    | 21        | 701           | 724.80    |
| Hourly Average  | 0.25   | 2.25    | 145.50 | 0.00 | 19.50 | 1.25 | 1.25 | 5.25      | 175.25        | 181.20    |
| 0900 - 0915     | 0  | 2       | 108    | 0    | 20    | 2    | 1    | 3         | 136           | 140.10    |
| 0915 - 0930     | 0  | 2       | 112    | 1    | 26    | 3    | 1    | 3         | 148           | 152.60    |
| 0930 - 0945     | 0  | 2       | 114    | 1    | 21    | 2    | 2    | 2         | 144           | 148.40    |
| 0945 - 1000     | 0  | 2       | 119    | 0    | 16    | 2    | 1    | 2         | 142           | 145.10    |
| Hourly Total    | 0  | 8       | 453    | 2    | 83    | 9    | 5    | 10        | 570           | 586.20    |
| Hourly Average  | 0.00   | 2.00    | 113.25 | 0.50 | 20.75 | 2.25 | 1.25 | 2.50      | 142.50        | 146.55    |
| Session Total   | 2  | 31      | 1636   | 4    | 279   | 26   | 17   | 43        | 2038          | 2095.90   |
| Session Average | 0.17   | 2.58    | 136.33 | 0.33 | 23.25 | 2.17 | 1.42 | 3.58      | 169.83        | 174.66    |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.8: Northbound from A437 Long Lane (South) to A437 Long Lane (North) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 1       | 140    | 0    | 18    | 2    | 1    | 2         | 164           | 167.70    |
| 1515 - 1530     | 0  | 5       | 143    | 1    | 18    | 3    | 0    | 4         | 174           | 176.50    |
| 1530 - 1545     | 0  | 6       | 151    | 0    | 19    | 1    | 0    | 6         | 183           | 185.90    |
| 1545 - 1600     | 0  | 4       | 169    | 0    | 26    | 0    | 0    | 2         | 201           | 200.60    |
| Hourly Total    | 0  | 16      | 603    | 1    | 81    | 6    | 1    | 14        | 722           | 730.70    |
| Hourly Average  | 0.00   | 4.00    | 150.75 | 0.25 | 20.25 | 1.50 | 0.25 | 3.50      | 180.50        | 182.68    |
| 1600 - 1615     | 3  | 5       | 157    | 1    | 21    | 0    | 0    | 4         | 191           | 189.60    |
| 1615 - 1630     | 1  | 4       | 173    | 0    | 16    | 2    | 1    | 3         | 200           | 202.10    |
| 1630 - 1645     | 0  | 2       | 157    | 0    | 17    | 1    | 0    | 6         | 183           | 188.30    |
| 1645 - 1700     | 1  | 4       | 175    | 0    | 30    | 1    | 0    | 2         | 213           | 212.30    |
| Hourly Total    | 5  | 15      | 662    | 1    | 84    | 4    | 1    | 15        | 787           | 792.30    |
| Hourly Average  | 1.25   | 3.75    | 165.50 | 0.25 | 21.00 | 1.00 | 0.25 | 3.75      | 196.75        | 198.08    |
| 1700 - 1715     | 1  | 7       | 182    | 0    | 17    | 1    | 0    | 3         | 211           | 209.50    |
| 1715 - 1730     | 0  | 4       | 174    | 0    | 16    | 1    | 2    | 5         | 202           | 207.70    |
| 1730 - 1745     | 0  | 1       | 162    | 1    | 13    | 1    | 1    | 1         | 180           | 182.20    |
| 1745 - 1800     | 1  | 7       | 186    | 0    | 13    | 2    | 0    | 4         | 213           | 213.00    |
| Hourly Total    | 2  | 19      | 704    | 1    | 59    | 5    | 3    | 13        | 806           | 812.40    |
| Hourly Average  | 0.50   | 4.75    | 176.00 | 0.25 | 14.75 | 1.25 | 0.75 | 3.25      | 201.50        | 203.10    |
| 1800 - 1815     | 0  | 5       | 129    | 0    | 7     | 2    | 1    | 4         | 148           | 151.30    |
| 1815 - 1830     | 0  | 7       | 148    | 1    | 13    | 1    | 0    | 3         | 173           | 172.30    |
| 1830 - 1845     | 2  | 3       | 172    | 0    | 15    | 2    | 0    | 1         | 195           | 193.60    |
| 1845 - 1900     | 0  | 6       | 171    | 0    | 11    | 0    | 0    | 4         | 192           | 192.40    |
| Hourly Total    | 2  | 21      | 620    | 1    | 46    | 5    | 1    | 12        | 708           | 709.60    |
| Hourly Average  | 0.50   | 5.25    | 155.00 | 0.25 | 11.50 | 1.25 | 0.25 | 3.00      | 177.00        | 177.40    |
| Session Total   | 9  | 71      | 2589   | 4    | 270   | 20   | 6    | 54        | 3023          | 3045.00   |
| Session Average | 0.56   | 4.44    | 161.81 | 0.25 | 16.88 | 1.25 | 0.38 | 3.38      | 188.94        | 190.31    |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.8: Northbound from A437 Long Lane (South) to A437 Long Lane (North) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 1  | 2       | 141    | 1    | 9     | 0    | 0    | 4         | 158           | 160.00    |
| 1115 - 1130     | 4  | 2       | 139    | 0    | 8     | 2    | 0    | 2         | 157           | 155.60    |
| 1130 - 1145     | 1  | 0       | 125    | 1    | 18    | 2    | 0    | 3         | 150           | 153.20    |
| 1145 - 1200     | 1  | 3       | 140    | 1    | 13    | 1    | 1    | 2         | 162           | 163.20    |
| Hourly Total    | 7  | 7       | 545    | 3    | 48    | 5    | 1    | 11        | 627           | 632.00    |
| Hourly Average  | 1.75   | 1.75    | 136.25 | 0.75 | 12.00 | 1.25 | 0.25 | 2.75      | 156.75        | 158.00    |
| 1200 - 1215     | 1  | 1       | 127    | 0    | 20    | 1    | 0    | 3         | 153           | 155.10    |
| 1215 - 1230     | 0  | 3       | 157    | 0    | 11    | 1    | 0    | 2         | 174           | 174.70    |
| 1230 - 1245     | 0  | 8       | 118    | 0    | 10    | 1    | 1    | 4         | 142           | 143.00    |
| 1245 - 1300     | 0  | 1       | 135    | 1    | 7     | 0    | 0    | 1         | 145           | 145.40    |
| Hourly Total    | 1  | 13      | 537    | 1    | 48    | 3    | 1    | 10        | 614           | 618.20    |
| Hourly Average  | 0.25   | 3.25    | 134.25 | 0.25 | 12.00 | 0.75 | 0.25 | 2.50      | 153.50        | 154.55    |
| 1300 - 1315     | 0  | 2       | 127    | 0    | 10    | 1    | 0    | 4         | 144           | 147.30    |
| 1315 - 1330     | 0  | 6       | 126    | 2    | 7     | 1    | 0    | 2         | 144           | 142.90    |
| 1330 - 1345     | 0  | 3       | 157    | 0    | 11    | 0    | 0    | 2         | 173           | 173.20    |
| 1345 - 1400     | 1  | 2       | 170    | 0    | 10    | 1    | 0    | 3         | 187           | 188.50    |
| Hourly Total    | 1  | 13      | 580    | 2    | 38    | 3    | 0    | 11        | 648           | 651.90    |
| Hourly Average  | 0.25   | 3.25    | 145.00 | 0.50 | 9.50  | 0.75 | 0.00 | 2.75      | 162.00        | 162.98    |
| 1400 - 1415     | 0  | 4       | 153    | 1    | 10    | 0    | 0    | 2         | 170           | 169.60    |
| 1415 - 1430     | 0  | 8       | 130    | 0    | 10    | 0    | 0    | 3         | 151           | 149.20    |
| 1430 - 1445     | 1  | 3       | 122    | 0    | 11    | 1    | 0    | 3         | 141           | 141.90    |
| 1445 - 1500     | 1  | 5       | 149    | 1    | 7     | 0    | 2    | 2         | 167           | 167.80    |
| Hourly Total    | 2  | 20      | 554    | 2    | 38    | 1    | 2    | 10        | 629           | 628.50    |
| Hourly Average  | 0.50   | 5.00    | 138.50 | 0.50 | 9.50  | 0.25 | 0.50 | 2.50      | 157.25        | 157.13    |
| Session Total   | 11   | 53      | 2216   | 8    | 172   | 12   | 4    | 42        | 2518          | 2530.60   |
| Session Average | 0.69   | 3.31    | 138.50 | 0.50 | 10.75 | 0.75 | 0.25 | 2.63      | 157.38        | 158.16    |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.9: Left from Local Road to A437 Long Lane (North) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 1       | 53    | 0    | 9     | 5    | 0    | 2         | 70            | 73.90     |
| 0715 - 0730     | 0  | 0       | 88    | 0    | 18    | 3    | 0    | 2         | 111           | 114.50    |
| 0730 - 0745     | 0  | 0       | 91    | 0    | 22    | 2    | 3    | 3         | 121           | 128.90    |
| 0745 - 0800     | 0  | 2       | 95    | 0    | 25    | 3    | 4    | 3         | 132           | 140.50    |
| Hourly Total    | 0  | 3       | 327   | 0    | 74    | 13   | 7    | 10        | 434           | 457.80    |
| Hourly Average  | 0.00   | 0.75    | 81.75 | 0.00 | 18.50 | 3.25 | 1.75 | 2.50      | 108.50        | 114.45    |
| 0800 - 0815     | 0  | 0       | 121   | 0    | 16    | 1    | 1    | 2         | 141           | 144.80    |
| 0815 - 0830     | 0  | 2       | 126   | 0    | 21    | 1    | 1    | 4         | 155           | 159.60    |
| 0830 - 0845     | 0  | 0       | 73    | 1    | 7     | 1    | 1    | 4         | 87            | 92.80     |
| 0845 - 0900     | 0  | 0       | 46    | 0    | 6     | 1    | 2    | 3         | 58            | 64.10     |
| Hourly Total    | 0  | 2       | 366   | 1    | 50    | 4    | 5    | 13        | 441           | 461.30    |
| Hourly Average  | 0.00   | 0.50    | 91.50 | 0.25 | 12.50 | 1.00 | 1.25 | 3.25      | 110.25        | 115.33    |
| 0900 - 0915     | 0  | 0       | 60    | 1    | 9     | 0    | 1    | 2         | 73            | 76.30     |
| 0915 - 0930     | 1  | 0       | 37    | 0    | 10    | 0    | 0    | 2         | 50            | 51.20     |
| 0930 - 0945     | 0  | 1       | 35    | 0    | 6     | 1    | 2    | 2         | 47            | 51.50     |
| 0945 - 1000     | 0  | 0       | 39    | 0    | 11    | 0    | 0    | 4         | 54            | 58.00     |
| Hourly Total    | 1  | 1       | 171   | 1    | 36    | 1    | 3    | 10        | 224           | 237.00    |
| Hourly Average  | 0.25   | 0.25    | 42.75 | 0.25 | 9.00  | 0.25 | 0.75 | 2.50      | 56.00         | 59.25     |
| Session Total   | 1  | 6       | 864   | 2    | 160   | 18   | 15   | 33        | 1099          | 1156.10   |
| Session Average | 0.08   | 0.50    | 72.00 | 0.17 | 13.33 | 1.50 | 1.25 | 2.75      | 91.58         | 96.34     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.9: Left from Local Road to A437 Long Lane (North) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 0       | 130    | 0    | 13    | 1    | 0    | 2         | 146           | 148.50    |
| 1515 - 1530     | 0  | 1       | 96     | 2    | 15    | 1    | 0    | 1         | 116           | 116.90    |
| 1530 - 1545     | 1  | 7       | 103    | 2    | 19    | 0    | 0    | 5         | 137           | 137.00    |
| 1545 - 1600     | 0  | 0       | 93     | 1    | 30    | 1    | 0    | 3         | 128           | 131.50    |
| Hourly Total    | 1  | 8       | 422    | 5    | 77    | 3    | 0    | 11        | 527           | 533.90    |
| Hourly Average  | 0.25   | 2.00    | 105.50 | 1.25 | 19.25 | 0.75 | 0.00 | 2.75      | 131.75        | 133.48    |
| 1600 - 1615     | 0  | 2       | 141    | 0    | 23    | 2    | 1    | 7         | 176           | 184.10    |
| 1615 - 1630     | 1  | 1       | 128    | 1    | 14    | 0    | 1    | 3         | 149           | 151.90    |
| 1630 - 1645     | 0  | 1       | 104    | 1    | 15    | 2    | 0    | 4         | 127           | 131.40    |
| 1645 - 1700     | 1  | 3       | 150    | 2    | 13    | 0    | 0    | 2         | 170           | 170.20    |
| Hourly Total    | 1  | 7       | 523    | 4    | 65    | 4    | 2    | 16        | 622           | 637.60    |
| Hourly Average  | 0.25   | 1.75    | 130.75 | 1.00 | 16.25 | 1.00 | 0.50 | 4.00      | 155.50        | 159.40    |
| 1700 - 1715     | 0  | 0       | 116    | 0    | 6     | 0    | 1    | 3         | 126           | 130.30    |
| 1715 - 1730     | 0  | 2       | 112    | 1    | 12    | 0    | 0    | 2         | 129           | 129.80    |
| 1730 - 1745     | 0  | 0       | 152    | 0    | 17    | 1    | 1    | 2         | 173           | 176.80    |
| 1745 - 1800     | 0  | 1       | 121    | 0    | 10    | 1    | 0    | 3         | 136           | 138.90    |
| Hourly Total    | 0  | 3       | 501    | 1    | 45    | 2    | 2    | 10        | 564           | 575.80    |
| Hourly Average  | 0.00   | 0.75    | 125.25 | 0.25 | 11.25 | 0.50 | 0.50 | 2.50      | 141.00        | 143.95    |
| 1800 - 1815     | 0  | 2       | 76     | 0    | 5     | 0    | 0    | 3         | 86            | 87.80     |
| 1815 - 1830     | 0  | 2       | 79     | 0    | 7     | 1    | 0    | 1         | 90            | 90.30     |
| 1830 - 1845     | 0  | 0       | 77     | 0    | 6     | 0    | 0    | 3         | 86            | 89.00     |
| 1845 - 1900     | 0  | 1       | 46     | 0    | 5     | 0    | 0    | 4         | 56            | 59.40     |
| Hourly Total    | 0  | 5       | 278    | 0    | 23    | 1    | 0    | 11        | 318           | 326.50    |
| Hourly Average  | 0.00   | 1.25    | 69.50  | 0.00 | 5.75  | 0.25 | 0.00 | 2.75      | 79.50         | 81.63     |
| Session Total   | 2  | 23      | 1724   | 10   | 210   | 10   | 4    | 48        | 2031          | 2073.80   |
| Session Average | 0.13   | 1.44    | 107.75 | 0.63 | 13.13 | 0.63 | 0.25 | 3.00      | 126.94        | 129.61    |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.9: Left from Local Road to A437 Long Lane (North) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 1       | 61    | 0    | 6    | 0    | 0    | 4         | 72            | 75.40     |
| 1115 - 1130     | 0  | 1       | 53    | 0    | 10   | 1    | 0    | 4         | 69            | 72.90     |
| 1130 - 1145     | 0  | 2       | 75    | 2    | 7    | 1    | 0    | 3         | 90            | 92.30     |
| 1145 - 1200     | 0  | 0       | 80    | 0    | 9    | 2    | 0    | 1         | 92            | 94.00     |
| Hourly Total    | 0  | 4       | 269   | 2    | 32   | 4    | 0    | 12        | 323           | 334.60    |
| Hourly Average  | 0.00   | 1.00    | 67.25 | 0.50 | 8.00 | 1.00 | 0.00 | 3.00      | 80.75         | 83.65     |
| 1200 - 1215     | 0  | 0       | 73    | 1    | 2    | 0    | 0    | 3         | 79            | 82.00     |
| 1215 - 1230     | 0  | 1       | 64    | 2    | 2    | 0    | 0    | 2         | 71            | 72.40     |
| 1230 - 1245     | 0  | 2       | 77    | 0    | 8    | 1    | 0    | 4         | 92            | 95.30     |
| 1245 - 1300     | 0  | 0       | 80    | 0    | 2    | 0    | 0    | 1         | 83            | 84.00     |
| Hourly Total    | 0  | 3       | 294   | 3    | 14   | 1    | 0    | 10        | 325           | 333.70    |
| Hourly Average  | 0.00   | 0.75    | 73.50 | 0.75 | 3.50 | 0.25 | 0.00 | 2.50      | 81.25         | 83.43     |
| 1300 - 1315     | 0  | 0       | 49    | 0    | 3    | 0    | 0    | 4         | 56            | 60.00     |
| 1315 - 1330     | 0  | 2       | 85    | 0    | 7    | 0    | 0    | 2         | 96            | 96.80     |
| 1330 - 1345     | 0  | 2       | 73    | 0    | 7    | 0    | 0    | 2         | 84            | 84.80     |
| 1345 - 1400     | 0  | 0       | 50    | 0    | 1    | 1    | 0    | 3         | 55            | 58.50     |
| Hourly Total    | 0  | 4       | 257   | 0    | 18   | 1    | 0    | 11        | 291           | 300.10    |
| Hourly Average  | 0.00   | 1.00    | 64.25 | 0.00 | 4.50 | 0.25 | 0.00 | 2.75      | 72.75         | 75.03     |
| 1400 - 1415     | 0  | 3       | 59    | 0    | 6    | 0    | 0    | 1         | 69            | 68.20     |
| 1415 - 1430     | 0  | 0       | 75    | 0    | 5    | 0    | 0    | 3         | 83            | 86.00     |
| 1430 - 1445     | 0  | 1       | 68    | 1    | 7    | 0    | 1    | 2         | 79            | 81.70     |
| 1445 - 1500     | 0  | 1       | 59    | 1    | 5    | 0    | 0    | 3         | 69            | 71.40     |
| Hourly Total    | 0  | 5       | 261   | 1    | 23   | 0    | 1    | 9         | 300           | 307.30    |
| Hourly Average  | 0.00   | 1.25    | 65.25 | 0.25 | 5.75 | 0.00 | 0.25 | 2.25      | 75.00         | 76.83     |
| Session Total   | 0  | 16      | 1081  | 6    | 87   | 6    | 1    | 42        | 1239          | 1275.70   |
| Session Average | 0.00   | 1.00    | 67.56 | 0.38 | 5.44 | 0.38 | 0.06 | 2.63      | 77.44         | 79.73     |

Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.10: Eastbound from Local Road to Freezeland Way |         |      |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR  | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 0715 - 0730     | 0  | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 0730 - 0745     | 0  | 0       | 0    | 0    | 1    | 0    | 0    | 0         | 1             | 1.00      |
| 0745 - 0800     | 0  | 0       | 4    | 0    | 1    | 0    | 0    | 1         | 6             | 7.00      |
| Hourly Total    | 0  | 0       | 4    | 0    | 2    | 0    | 0    | 1         | 7             | 8.00      |
| Hourly Average  | 0.00   | 0.00    | 1.00 | 0.00 | 0.50 | 0.00 | 0.00 | 0.25      | 1.75          | 2.00      |
| 0800 - 0815     | 0  | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 0815 - 0830     | 0  | 0       | 2    | 0    | 0    | 1    | 0    | 1         | 4             | 5.50      |
| 0830 - 0845     | 0  | 0       | 3    | 0    | 0    | 0    | 0    | 0         | 3             | 3.00      |
| 0845 - 0900     | 0  | 0       | 3    | 0    | 2    | 0    | 0    | 0         | 5             | 5.00      |
| Hourly Total    | 0  | 0       | 10   | 0    | 2    | 1    | 0    | 1         | 14            | 15.50     |
| Hourly Average  | 0.00   | 0.00    | 2.50 | 0.00 | 0.50 | 0.25 | 0.00 | 0.25      | 3.50          | 3.88      |
| 0900 - 0915     | 0  | 0       | 4    | 0    | 0    | 0    | 0    | 0         | 4             | 4.00      |
| 0915 - 0930     | 0  | 0       | 4    | 0    | 1    | 0    | 0    | 0         | 5             | 5.00      |
| 0930 - 0945     | 0  | 0       | 3    | 0    | 1    | 0    | 0    | 0         | 4             | 4.00      |
| 0945 - 1000     | 0  | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| Hourly Total    | 0  | 0       | 11   | 0    | 2    | 0    | 0    | 0         | 13            | 13.00     |
| Hourly Average  | 0.00   | 0.00    | 2.75 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00      | 3.25          | 3.25      |
| Session Total   | 0  | 0       | 25   | 0    | 6    | 1    | 0    | 2         | 34            | 36.50     |
| Session Average | 0.00   | 0.00    | 2.08 | 0.00 | 0.50 | 0.08 | 0.00 | 0.17      | 2.83          | 3.04      |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.10: Eastbound from Local Road to Freezeland Way |         |      |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR  | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 0       | 3    | 0    | 0    | 0    | 0    | 0         | 3             | 3.00      |
| 1515 - 1530     | 0  | 0       | 4    | 0    | 0    | 0    | 1    | 0         | 5             | 6.30      |
| 1530 - 1545     | 0  | 0       | 4    | 0    | 1    | 0    | 1    | 0         | 6             | 7.30      |
| 1545 - 1600     | 0  | 0       | 1    | 0    | 1    | 1    | 0    | 0         | 3             | 3.50      |
| Hourly Total    | 0  | 0       | 12   | 0    | 2    | 1    | 2    | 0         | 17            | 20.10     |
| Hourly Average  | 0.00   | 0.00    | 3.00 | 0.00 | 0.50 | 0.25 | 0.50 | 0.00      | 4.25          | 5.03      |
| 1600 - 1615     | 0  | 1       | 1    | 0    | 1    | 0    | 0    | 0         | 3             | 2.40      |
| 1615 - 1630     | 0  | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 1630 - 1645     | 0  | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1645 - 1700     | 0  | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| Hourly Total    | 0  | 1       | 3    | 0    | 1    | 0    | 0    | 0         | 5             | 4.40      |
| Hourly Average  | 0.00   | 0.25    | 0.75 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 1.25          | 1.10      |
| 1700 - 1715     | 0  | 1       | 1    | 0    | 0    | 0    | 0    | 0         | 2             | 1.40      |
| 1715 - 1730     | 0  | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1730 - 1745     | 0  | 0       | 3    | 0    | 0    | 0    | 0    | 0         | 3             | 3.00      |
| 1745 - 1800     | 0  | 0       | 1    | 0    | 1    | 0    | 0    | 0         | 2             | 2.00      |
| Hourly Total    | 0  | 2       | 6    | 0    | 1    | 0    | 0    | 0         | 9             | 7.80      |
| Hourly Average  | 0.00   | 0.50    | 1.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 2.25          | 1.95      |
| 1800 - 1815     | 0  | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 1815 - 1830     | 0  | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 1830 - 1845     | 0  | 0       | 3    | 0    | 1    | 0    | 0    | 0         | 4             | 4.00      |
| 1845 - 1900     | 0  | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| Hourly Total    | 0  | 0       | 9    | 0    | 1    | 0    | 0    | 0         | 10            | 10.00     |
| Hourly Average  | 0.00   | 0.00    | 2.25 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 2.50          | 2.50      |
| Session Total   | 0  | 3       | 30   | 0    | 5    | 1    | 2    | 0         | 41            | 42.30     |
| Session Average | 0.00   | 0.19    | 1.88 | 0.00 | 0.31 | 0.06 | 0.13 | 0.00      | 2.56          | 2.64      |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.10: Eastbound from Local Road to Freezeland Way |         |      |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR  | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1115 - 1130     | 0  | 0       | 6    | 0    | 0    | 0    | 0    | 0         | 6             | 6.00      |
| 1130 - 1145     | 0  | 0       | 3    | 0    | 0    | 0    | 0    | 0         | 3             | 3.00      |
| 1145 - 1200     | 0  | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| Hourly Total    | 0  | 0       | 11   | 0    | 0    | 0    | 0    | 0         | 11            | 11.00     |
| Hourly Average  | 0.00   | 0.00    | 2.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | 2.75          | 2.75      |
| 1200 - 1215     | 0  | 0       | 6    | 0    | 0    | 0    | 0    | 0         | 6             | 6.00      |
| 1215 - 1230     | 0  | 0       | 0    | 0    | 1    | 0    | 0    | 0         | 1             | 1.00      |
| 1230 - 1245     | 0  | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 1245 - 1300     | 0  | 0       | 4    | 0    | 0    | 0    | 0    | 0         | 4             | 4.00      |
| Hourly Total    | 0  | 0       | 10   | 0    | 1    | 0    | 0    | 0         | 11            | 11.00     |
| Hourly Average  | 0.00   | 0.00    | 2.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00      | 2.75          | 2.75      |
| 1300 - 1315     | 0  | 0       | 1    | 0    | 0    | 0    | 0    | 0         | 1             | 1.00      |
| 1315 - 1330     | 0  | 0       | 3    | 0    | 0    | 0    | 0    | 0         | 3             | 3.00      |
| 1330 - 1345     | 0  | 0       | 0    | 0    | 0    | 0    | 0    | 0         | 0             | 0.00      |
| 1345 - 1400     | 0  | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| Hourly Total    | 0  | 0       | 6    | 0    | 0    | 0    | 0    | 0         | 6             | 6.00      |
| Hourly Average  | 0.00   | 0.00    | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00      | 1.50          | 1.50      |
| 1400 - 1415     | 0  | 0       | 4    | 0    | 0    | 0    | 0    | 0         | 4             | 4.00      |
| 1415 - 1430     | 0  | 0       | 3    | 0    | 1    | 0    | 0    | 0         | 4             | 4.00      |
| 1430 - 1445     | 0  | 0       | 2    | 0    | 0    | 0    | 0    | 0         | 2             | 2.00      |
| 1445 - 1500     | 0  | 0       | 0    | 0    | 1    | 0    | 0    | 0         | 1             | 1.00      |
| Hourly Total    | 0  | 0       | 9    | 0    | 2    | 0    | 0    | 0         | 11            | 11.00     |
| Hourly Average  | 0.00   | 0.00    | 2.25 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00      | 2.75          | 2.75      |
| Session Total   | 0  | 0       | 36   | 0    | 3    | 0    | 0    | 0         | 39            | 39.00     |
| Session Average | 0.00   | 0.00    | 2.25 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00      | 2.44          | 2.44      |



Uxbridge  
Classified Junction Count

Site 2 of 3  
A437 Long Lane (North)  
Freezeland Way  
A437 Long Lane (South)  
Local Road

Lat/Long  
lat 51.562156° lon -0.448784°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 2.11: Right from Local Road to A437 Long Lane (South) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0  | 0       | 31    | 0    | 13    | 1    | 1    | 0         | 46            | 47.80     |
| 0715 - 0730     | 0  | 0       | 41    | 0    | 9     | 1    | 0    | 0         | 51            | 51.50     |
| 0730 - 0745     | 0  | 1       | 58    | 0    | 9     | 0    | 1    | 0         | 69            | 69.70     |
| 0745 - 0800     | 0  | 0       | 59    | 0    | 13    | 2    | 1    | 0         | 75            | 77.30     |
| Hourly Total    | 0  | 1       | 189   | 0    | 44    | 4    | 3    | 0         | 241           | 246.30    |
| Hourly Average  | 0.00   | 0.25    | 47.25 | 0.00 | 11.00 | 1.00 | 0.75 | 0.00      | 60.25         | 61.58     |
| 0800 - 0815     | 0  | 0       | 41    | 0    | 4     | 0    | 0    | 0         | 45            | 45.00     |
| 0815 - 0830     | 0  | 0       | 41    | 0    | 9     | 1    | 0    | 0         | 51            | 51.50     |
| 0830 - 0845     | 0  | 0       | 31    | 1    | 7     | 0    | 0    | 0         | 39            | 39.00     |
| 0845 - 0900     | 0  | 0       | 34    | 0    | 13    | 2    | 1    | 0         | 50            | 52.30     |
| Hourly Total    | 0  | 0       | 147   | 1    | 33    | 3    | 1    | 0         | 185           | 187.80    |
| Hourly Average  | 0.00   | 0.00    | 36.75 | 0.25 | 8.25  | 0.75 | 0.25 | 0.00      | 46.25         | 46.95     |
| 0900 - 0915     | 0  | 1       | 43    | 0    | 11    | 0    | 0    | 0         | 55            | 54.40     |
| 0915 - 0930     | 0  | 0       | 36    | 0    | 8     | 0    | 0    | 0         | 44            | 44.00     |
| 0930 - 0945     | 0  | 0       | 21    | 0    | 9     | 0    | 0    | 0         | 30            | 30.00     |
| 0945 - 1000     | 0  | 0       | 26    | 0    | 5     | 0    | 0    | 0         | 31            | 31.00     |
| Hourly Total    | 0  | 1       | 126   | 0    | 33    | 0    | 0    | 0         | 160           | 159.40    |
| Hourly Average  | 0.00   | 0.25    | 31.50 | 0.00 | 8.25  | 0.00 | 0.00 | 0.00      | 40.00         | 39.85     |
| Session Total   | 0  | 2       | 462   | 1    | 110   | 7    | 4    | 0         | 586           | 593.50    |
| Session Average | 0.00   | 0.17    | 38.50 | 0.08 | 9.17  | 0.58 | 0.33 | 0.00      | 48.83         | 49.46     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 2.11: Right from Local Road to A437 Long Lane (South) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0  | 2       | 36    | 0    | 5     | 0    | 0    | 0         | 43            | 41.80     |
| 1515 - 1530     | 0  | 1       | 43    | 0    | 8     | 0    | 0    | 2         | 54            | 55.40     |
| 1530 - 1545     | 0  | 1       | 46    | 0    | 5     | 0    | 0    | 0         | 52            | 51.40     |
| 1545 - 1600     | 0  | 1       | 55    | 0    | 13    | 1    | 0    | 0         | 70            | 69.90     |
| Hourly Total    | 0  | 5       | 180   | 0    | 31    | 1    | 0    | 2         | 219           | 218.50    |
| Hourly Average  | 0.00   | 1.25    | 45.00 | 0.00 | 7.75  | 0.25 | 0.00 | 0.50      | 54.75         | 54.63     |
| 1600 - 1615     | 0  | 1       | 58    | 0    | 15    | 2    | 0    | 0         | 76            | 76.40     |
| 1615 - 1630     | 0  | 0       | 59    | 1    | 10    | 0    | 0    | 0         | 70            | 70.00     |
| 1630 - 1645     | 0  | 2       | 56    | 0    | 15    | 0    | 0    | 0         | 73            | 71.80     |
| 1645 - 1700     | 0  | 0       | 78    | 1    | 13    | 4    | 1    | 0         | 97            | 100.30    |
| Hourly Total    | 0  | 3       | 251   | 2    | 53    | 6    | 1    | 0         | 316           | 318.50    |
| Hourly Average  | 0.00   | 0.75    | 62.75 | 0.50 | 13.25 | 1.50 | 0.25 | 0.00      | 79.00         | 79.63     |
| 1700 - 1715     | 0  | 1       | 57    | 0    | 13    | 0    | 0    | 0         | 71            | 70.40     |
| 1715 - 1730     | 0  | 0       | 60    | 0    | 3     | 1    | 0    | 0         | 65            | 64.90     |
| 1730 - 1745     | 0  | 0       | 68    | 0    | 14    | 0    | 0    | 0         | 82            | 82.00     |
| 1745 - 1800     | 0  | 0       | 71    | 0    | 13    | 0    | 0    | 0         | 84            | 84.00     |
| Hourly Total    | 0  | 2       | 256   | 0    | 43    | 1    | 0    | 0         | 302           | 301.30    |
| Hourly Average  | 0.00   | 0.50    | 64.00 | 0.00 | 10.75 | 0.25 | 0.00 | 0.00      | 75.50         | 75.33     |
| 1800 - 1815     | 0  | 0       | 57    | 0    | 11    | 1    | 0    | 0         | 69            | 69.50     |
| 1815 - 1830     | 0  | 2       | 61    | 0    | 15    | 1    | 0    | 0         | 79            | 78.30     |
| 1830 - 1845     | 0  | 1       | 61    | 0    | 10    | 0    | 0    | 0         | 72            | 71.40     |
| 1845 - 1900     | 0  | 1       | 52    | 0    | 15    | 0    | 0    | 0         | 68            | 67.40     |
| Hourly Total    | 0  | 4       | 231   | 0    | 51    | 2    | 0    | 0         | 288           | 286.60    |
| Hourly Average  | 0.00   | 1.00    | 57.75 | 0.00 | 12.75 | 0.50 | 0.00 | 0.00      | 72.00         | 71.65     |
| Session Total   | 0  | 14      | 918   | 2    | 178   | 10   | 1    | 2         | 1125          | 1124.90   |
| Session Average | 0.00   | 0.88    | 57.38 | 0.13 | 11.13 | 0.63 | 0.06 | 0.13      | 70.31         | 70.31     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 2.11: Right from Local Road to A437 Long Lane (South) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|--|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE  | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0  | 0       | 46    | 0    | 7    | 1    | 0    | 0         | 54            | 54.50     |
| 1115 - 1130     | 0  | 0       | 60    | 0    | 9    | 0    | 0    | 0         | 69            | 69.00     |
| 1130 - 1145     | 0  | 3       | 70    | 0    | 5    | 0    | 3    | 0         | 81            | 83.10     |
| 1145 - 1200     | 0  | 2       | 78    | 1    | 14   | 0    | 0    | 0         | 95            | 93.90     |
| Hourly Total    | 0  | 5       | 254   | 1    | 35   | 1    | 3    | 0         | 299           | 300.40    |
| Hourly Average  | 0.00   | 1.25    | 63.50 | 0.25 | 8.75 | 0.25 | 0.75 | 0.00      | 74.75         | 75.10     |
| 1200 - 1215     | 0  | 0       | 70    | 0    | 8    | 0    | 0    | 0         | 78            | 78.00     |
| 1215 - 1230     | 0  | 0       | 61    | 0    | 5    | 0    | 0    | 0         | 66            | 66.00     |
| 1230 - 1245     | 0  | 0       | 85    | 0    | 9    | 1    | 0    | 0         | 95            | 95.50     |
| 1245 - 1300     | 0  | 0       | 72    | 0    | 13   | 0    | 0    | 0         | 85            | 85.00     |
| Hourly Total    | 0  | 0       | 288   | 0    | 35   | 1    | 0    | 0         | 324           | 324.50    |
| Hourly Average  | 0.00   | 0.00    | 72.00 | 0.00 | 8.75 | 0.25 | 0.00 | 0.00      | 81.00         | 81.13     |
| 1300 - 1315     | 0  | 0       | 50    | 0    | 9    | 1    | 0    | 0         | 60            | 60.50     |
| 1315 - 1330     | 0  | 2       | 72    | 0    | 6    | 0    | 0    | 0         | 80            | 78.80     |
| 1330 - 1345     | 0  | 1       | 75    | 0    | 6    | 0    | 0    | 0         | 82            | 81.40     |
| 1345 - 1400     | 0  | 0       | 79    | 0    | 5    | 0    | 0    | 0         | 84            | 84.00     |
| Hourly Total    | 0  | 3       | 276   | 0    | 26   | 1    | 0    | 0         | 306           | 304.70    |
| Hourly Average  | 0.00   | 0.75    | 69.00 | 0.00 | 6.50 | 0.25 | 0.00 | 0.00      | 76.50         | 76.18     |
| 1400 - 1415     | 0  | 0       | 87    | 0    | 9    | 0    | 0    | 0         | 96            | 96.00     |
| 1415 - 1430     | 0  | 1       | 73    | 0    | 14   | 0    | 0    | 0         | 88            | 87.40     |
| 1430 - 1445     | 0  | 1       | 61    | 0    | 5    | 0    | 0    | 0         | 67            | 66.40     |
| 1445 - 1500     | 0  | 1       | 73    | 0    | 7    | 0    | 0    | 0         | 81            | 80.40     |
| Hourly Total    | 0  | 3       | 294   | 0    | 35   | 0    | 0    | 0         | 332           | 330.20    |
| Hourly Average  | 0.00   | 0.75    | 73.50 | 0.00 | 8.75 | 0.00 | 0.00 | 0.00      | 83.00         | 82.55     |
| Session Total   | 0  | 11      | 1112  | 1    | 131  | 3    | 3    | 0         | 1261          | 1259.80   |
| Session Average | 0.00   | 0.69    | 69.50 | 0.06 | 8.19 | 0.19 | 0.19 | 0.00      | 78.81         | 78.74     |

Uxbridge  
Classified Junction Count

Site 3 of 3  
Local Road (East)  
Hercies Road  
Local Road (West)

Lat/Long  
lat 51.562334° lon -0.449623°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 3.1: Left from Local Road (East) to Hercies Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 32    | 0    | 4     | 0    | 0    | 1         | 37            | 38.00     |
| 0715 - 0730     | 1   | 0       | 47    | 0    | 4     | 0    | 0    | 2         | 54            | 55.20     |
| 0730 - 0745     | 0   | 2       | 67    | 0    | 16    | 1    | 0    | 2         | 88            | 89.30     |
| 0745 - 0800     | 1   | 3       | 78    | 0    | 17    | 0    | 0    | 4         | 103           | 104.40    |
| Hourly Total    | 2   | 5       | 224   | 0    | 41    | 1    | 0    | 9         | 282           | 286.90    |
| Hourly Average  | 0.50  | 1.25    | 56.00 | 0.00 | 10.25 | 0.25 | 0.00 | 2.25      | 70.50         | 71.73     |
| 0800 - 0815     | 0   | 0       | 73    | 1    | 14    | 1    | 0    | 5         | 94            | 99.50     |
| 0815 - 0830     | 0   | 1       | 99    | 0    | 10    | 0    | 0    | 1         | 111           | 111.40    |
| 0830 - 0845     | 0   | 1       | 106   | 0    | 7     | 0    | 0    | 2         | 116           | 117.40    |
| 0845 - 0900     | 0   | 0       | 72    | 0    | 9     | 1    | 0    | 1         | 83            | 84.50     |
| Hourly Total    | 0   | 2       | 350   | 1    | 40    | 2    | 0    | 9         | 404           | 412.80    |
| Hourly Average  | 0.00  | 0.50    | 37.50 | 0.25 | 10.00 | 0.50 | 0.00 | 2.25      | 101.00        | 103.20    |
| 0900 - 0915     | 0   | 4       | 54    | 1    | 5     | 1    | 0    | 2         | 67            | 67.10     |
| 0915 - 0930     | 0   | 4       | 47    | 0    | 10    | 0    | 2    | 2         | 65            | 67.20     |
| 0930 - 0945     | 0   | 1       | 43    | 1    | 4     | 1    | 1    | 2         | 53            | 56.20     |
| 0945 - 1000     | 0   | 0       | 35    | 0    | 5     | 0    | 0    | 1         | 41            | 42.00     |
| Hourly Total    | 0   | 9       | 179   | 2    | 24    | 2    | 3    | 7         | 226           | 232.50    |
| Hourly Average  | 0.00  | 2.25    | 44.75 | 0.50 | 6.00  | 0.50 | 0.75 | 1.75      | 56.50         | 58.13     |
| Session Total   | 2   | 16      | 753   | 3    | 105   | 5    | 3    | 25        | 912           | 932.20    |
| Session Average | 0.17  | 1.33    | 62.75 | 0.25 | 8.75  | 0.42 | 0.25 | 2.08      | 76.00         | 77.68     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 3.1: Left from Local Road (East) to Hercies Road |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 1       | 44    | 0    | 8     | 1    | 0    | 2         | 56            | 57.90     |
| 1515 - 1530     | 0   | 2       | 58    | 1    | 14    | 0    | 0    | 3         | 78            | 79.80     |
| 1530 - 1545     | 0   | 1       | 63    | 1    | 10    | 2    | 0    | 2         | 79            | 81.40     |
| 1545 - 1600     | 0   | 2       | 52    | 0    | 19    | 0    | 1    | 1         | 75            | 76.10     |
| Hourly Total    | 0   | 6       | 217   | 2    | 51    | 3    | 1    | 8         | 288           | 295.20    |
| Hourly Average  | 0.00  | 1.50    | 54.25 | 0.50 | 12.75 | 0.75 | 0.25 | 2.00      | 72.00         | 73.80     |
| 1600 - 1615     | 0   | 2       | 45    | 0    | 14    | 2    | 0    | 1         | 64            | 64.80     |
| 1615 - 1630     | 0   | 0       | 61    | 0    | 8     | 0    | 0    | 2         | 71            | 73.00     |
| 1630 - 1645     | 0   | 2       | 58    | 0    | 10    | 0    | 0    | 3         | 73            | 74.80     |
| 1645 - 1700     | 0   | 4       | 59    | 0    | 15    | 2    | 1    | 3         | 84            | 86.90     |
| Hourly Total    | 0   | 8       | 223   | 0    | 47    | 4    | 1    | 9         | 292           | 299.50    |
| Hourly Average  | 0.00  | 2.00    | 55.75 | 0.00 | 11.75 | 1.00 | 0.25 | 2.25      | 73.00         | 74.83     |
| 1700 - 1715     | 1   | 0       | 63    | 0    | 10    | 0    | 0    | 0         | 74            | 73.20     |
| 1715 - 1730     | 0   | 3       | 38    | 1    | 6     | 0    | 0    | 3         | 51            | 52.20     |
| 1730 - 1745     | 3   | 1       | 34    | 0    | 8     | 0    | 0    | 2         | 48            | 47.00     |
| 1745 - 1800     | 0   | 2       | 47    | 0    | 5     | 0    | 0    | 3         | 57            | 58.80     |
| Hourly Total    | 4   | 6       | 182   | 1    | 29    | 0    | 0    | 8         | 230           | 231.20    |
| Hourly Average  | 1.00  | 1.50    | 45.50 | 0.25 | 7.25  | 0.00 | 0.00 | 2.00      | 57.50         | 57.80     |
| 1800 - 1815     | 0   | 3       | 52    | 0    | 8     | 0    | 0    | 1         | 64            | 63.20     |
| 1815 - 1830     | 0   | 0       | 37    | 0    | 4     | 1    | 0    | 3         | 45            | 48.50     |
| 1830 - 1845     | 0   | 4       | 38    | 1    | 4     | 0    | 0    | 1         | 48            | 46.60     |
| 1845 - 1900     | 1   | 0       | 28    | 0    | 2     | 0    | 0    | 2         | 33            | 34.20     |
| Hourly Total    | 1   | 7       | 155   | 1    | 18    | 1    | 0    | 7         | 190           | 192.50    |
| Hourly Average  | 0.25  | 1.75    | 38.75 | 0.25 | 4.50  | 0.25 | 0.00 | 1.75      | 47.50         | 48.13     |
| Session Total   | 5   | 27      | 777   | 4    | 145   | 8    | 2    | 32        | 1000          | 1018.40   |
| Session Average | 0.31  | 1.69    | 48.56 | 0.25 | 9.06  | 0.50 | 0.13 | 2.00      | 62.50         | 63.65     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 3.1: Left from Local Road (East) to Hercies Road |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 0       | 23    | 0    | 3    | 0    | 0    | 2         | 28            | 30.00     |
| 1115 - 1130     | 1   | 3       | 32    | 0    | 6    | 0    | 0    | 0         | 42            | 39.40     |
| 1130 - 1145     | 0   | 1       | 32    | 0    | 1    | 0    | 0    | 2         | 36            | 37.40     |
| 1145 - 1200     | 0   | 2       | 34    | 0    | 2    | 0    | 0    | 2         | 40            | 40.80     |
| Hourly Total    | 1   | 6       | 121   | 0    | 12   | 0    | 0    | 6         | 146           | 147.60    |
| Hourly Average  | 0.25  | 1.50    | 30.25 | 0.00 | 3.00 | 0.00 | 0.00 | 1.50      | 36.50         | 36.90     |
| 1200 - 1215     | 0   | 1       | 25    | 0    | 2    | 0    | 0    | 1         | 29            | 29.40     |
| 1215 - 1230     | 0   | 0       | 26    | 0    | 3    | 0    | 0    | 2         | 31            | 33.00     |
| 1230 - 1245     | 0   | 2       | 30    | 0    | 8    | 0    | 0    | 1         | 41            | 40.80     |
| 1245 - 1300     | 0   | 0       | 40    | 0    | 5    | 0    | 0    | 2         | 47            | 49.00     |
| Hourly Total    | 0   | 3       | 121   | 0    | 18   | 0    | 0    | 6         | 148           | 152.20    |
| Hourly Average  | 0.00  | 0.75    | 30.25 | 0.00 | 4.50 | 0.00 | 0.00 | 1.50      | 37.00         | 38.05     |
| 1300 - 1315     | 0   | 0       | 43    | 1    | 1    | 0    | 0    | 2         | 47            | 49.00     |
| 1315 - 1330     | 0   | 0       | 34    | 1    | 6    | 1    | 0    | 0         | 42            | 42.50     |
| 1330 - 1345     | 0   | 1       | 34    | 0    | 6    | 0    | 0    | 3         | 44            | 46.40     |
| 1345 - 1400     | 0   | 0       | 44    | 0    | 5    | 1    | 0    | 1         | 51            | 52.50     |
| Hourly Total    | 0   | 1       | 155   | 2    | 18   | 2    | 0    | 6         | 184           | 190.40    |
| Hourly Average  | 0.00  | 0.25    | 38.75 | 0.50 | 4.50 | 0.50 | 0.00 | 1.50      | 46.00         | 47.60     |
| 1400 - 1415     | 0   | 0       | 41    | 0    | 3    | 0    | 0    | 1         | 45            | 46.00     |
| 1415 - 1430     | 0   | 2       | 40    | 0    | 3    | 0    | 0    | 2         | 47            | 47.80     |
| 1430 - 1445     | 0   | 4       | 31    | 0    | 2    | 0    | 0    | 2         | 39            | 37.00     |
| 1445 - 1500     | 0   | 4       | 44    | 0    | 4    | 0    | 0    | 1         | 53            | 51.60     |
| Hourly Total    | 0   | 6       | 156   | 0    | 12   | 0    | 0    | 6         | 180           | 182.40    |
| Hourly Average  | 0.00  | 1.50    | 39.00 | 0.00 | 3.00 | 0.00 | 0.00 | 1.50      | 45.00         | 45.60     |
| Session Total   | 1   | 16      | 553   | 2    | 60   | 2    | 0    | 24        | 658           | 672.60    |
| Session Average | 0.06  | 1.00    | 34.56 | 0.13 | 3.75 | 0.13 | 0.00 | 1.50      | 41.13         | 42.04     |

Uxbridge  
Classified Junction Count

Site 3 of 3  
Local Road (East)  
Hercies Road  
Local Road (West)

Lat/Long  
lat 51.562334° lon -0.449623°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 3.2: Westbound from Local Road (East) to Local Road (West) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 52    | 1    | 25    | 3    | 0    | 0         | 81            | 82.50     |
| 0715 - 0730     | 0   | 1       | 75    | 0    | 21    | 0    | 0    | 1         | 98            | 98.40     |
| 0730 - 0745     | 0   | 1       | 65    | 0    | 26    | 1    | 3    | 1         | 97            | 101.80    |
| 0745 - 0800     | 0   | 0       | 68    | 2    | 15    | 0    | 1    | 0         | 86            | 87.30     |
| Hourly Total    | 0   | 2       | 260   | 3    | 87    | 4    | 4    | 2         | 362           | 370.00    |
| Hourly Average  | 0.00  | 0.50    | 65.00 | 0.75 | 21.75 | 1.00 | 1.00 | 0.50      | 90.50         | 92.50     |
| 0800 - 0815     | 0   | 0       | 66    | 1    | 12    | 2    | 1    | 1         | 83            | 86.30     |
| 0815 - 0830     | 0   | 0       | 80    | 1    | 6     | 2    | 0    | 1         | 90            | 92.00     |
| 0830 - 0845     | 0   | 1       | 70    | 0    | 17    | 0    | 0    | 1         | 89            | 89.40     |
| 0845 - 0900     | 0   | 0       | 62    | 1    | 17    | 0    | 1    | 1         | 82            | 84.30     |
| Hourly Total    | 0   | 1       | 278   | 3    | 52    | 4    | 2    | 4         | 344           | 352.00    |
| Hourly Average  | 0.00  | 0.25    | 69.50 | 0.75 | 13.00 | 1.00 | 0.50 | 1.00      | 86.00         | 88.00     |
| 0900 - 0915     | 0   | 0       | 59    | 1    | 12    | 3    | 1    | 0         | 76            | 78.50     |
| 0915 - 0930     | 0   | 0       | 55    | 0    | 9     | 1    | 3    | 1         | 69            | 74.40     |
| 0930 - 0945     | 0   | 0       | 67    | 0    | 13    | 1    | 1    | 1         | 83            | 85.80     |
| 0945 - 1000     | 0   | 3       | 50    | 0    | 11    | 1    | 1    | 1         | 67            | 68.00     |
| Hourly Total    | 0   | 3       | 231   | 1    | 45    | 6    | 6    | 3         | 295           | 307.00    |
| Hourly Average  | 0.00  | 0.75    | 57.75 | 0.25 | 11.25 | 1.50 | 1.50 | 0.75      | 73.75         | 76.75     |
| Session Total   | 0   | 6       | 769   | 7    | 184   | 14   | 12   | 9         | 1001          | 1029.00   |
| Session Average | 0.00  | 0.50    | 64.08 | 0.58 | 15.33 | 1.17 | 1.00 | 0.75      | 83.42         | 85.75     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 3.2: Westbound from Local Road (East) to Local Road (West) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 0       | 58    | 0    | 16    | 2    | 6    | 0         | 82            | 90.80     |
| 1515 - 1530     | 0   | 1       | 60    | 1    | 11    | 0    | 1    | 1         | 75            | 76.70     |
| 1530 - 1545     | 0   | 0       | 79    | 1    | 15    | 1    | 1    | 0         | 97            | 98.80     |
| 1545 - 1600     | 0   | 0       | 76    | 0    | 15    | 0    | 2    | 0         | 93            | 95.60     |
| Hourly Total    | 0   | 1       | 273   | 2    | 57    | 3    | 10   | 1         | 347           | 361.90    |
| Hourly Average  | 0.00  | 0.25    | 68.25 | 0.50 | 14.25 | 0.75 | 2.50 | 0.25      | 86.75         | 90.48     |
| 1600 - 1615     | 0   | 0       | 77    | 0    | 23    | 0    | 0    | 2         | 102           | 104.00    |
| 1615 - 1630     | 0   | 1       | 70    | 2    | 16    | 0    | 0    | 2         | 91            | 92.40     |
| 1630 - 1645     | 0   | 0       | 60    | 0    | 14    | 0    | 0    | 1         | 75            | 76.00     |
| 1645 - 1700     | 0   | 1       | 66    | 1    | 13    | 1    | 0    | 1         | 83            | 83.90     |
| Hourly Total    | 0   | 2       | 273   | 3    | 66    | 1    | 0    | 6         | 351           | 356.30    |
| Hourly Average  | 0.00  | 0.50    | 68.25 | 0.75 | 16.50 | 0.25 | 0.00 | 1.50      | 87.75         | 89.03     |
| 1700 - 1715     | 0   | 0       | 71    | 0    | 7     | 1    | 0    | 2         | 81            | 83.50     |
| 1715 - 1730     | 0   | 1       | 74    | 0    | 6     | 0    | 0    | 2         | 83            | 84.40     |
| 1730 - 1745     | 0   | 1       | 80    | 0    | 15    | 0    | 0    | 1         | 97            | 97.40     |
| 1745 - 1800     | 0   | 2       | 71    | 0    | 9     | 0    | 0    | 1         | 83            | 82.80     |
| Hourly Total    | 0   | 4       | 296   | 0    | 37    | 1    | 0    | 6         | 344           | 348.10    |
| Hourly Average  | 0.00  | 1.00    | 74.00 | 0.00 | 9.25  | 0.25 | 0.00 | 1.50      | 86.00         | 87.03     |
| 1800 - 1815     | 0   | 1       | 63    | 1    | 7     | 0    | 1    | 0         | 73            | 73.70     |
| 1815 - 1830     | 0   | 0       | 66    | 0    | 0     | 1    | 0    | 1         | 68            | 69.50     |
| 1830 - 1845     | 0   | 0       | 63    | 0    | 3     | 0    | 0    | 2         | 68            | 70.00     |
| 1845 - 1900     | 0   | 1       | 56    | 0    | 2     | 0    | 0    | 2         | 61            | 62.40     |
| Hourly Total    | 0   | 2       | 248   | 1    | 12    | 1    | 1    | 5         | 270           | 275.60    |
| Hourly Average  | 0.00  | 0.50    | 62.00 | 0.25 | 3.00  | 0.25 | 0.25 | 1.25      | 67.50         | 68.90     |
| Session Total   | 0   | 9       | 1090  | 6    | 172   | 6    | 11   | 18        | 1312          | 1341.90   |
| Session Average | 0.00  | 0.56    | 68.13 | 0.38 | 10.75 | 0.38 | 0.69 | 1.13      | 82.00         | 83.87     |

Date  
Saturday 11 May 2024

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 3.2: Westbound from Local Road (East) to Local Road (West) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 1       | 58    | 0    | 1    | 0    | 1    | 1         | 62            | 63.70     |
| 1115 - 1130     | 0   | 1       | 64    | 0    | 3    | 0    | 0    | 1         | 69            | 69.40     |
| 1130 - 1145     | 0   | 0       | 69    | 1    | 8    | 0    | 0    | 0         | 78            | 78.00     |
| 1145 - 1200     | 0   | 0       | 79    | 0    | 10   | 0    | 0    | 1         | 90            | 91.00     |
| Hourly Total    | 0   | 2       | 270   | 1    | 22   | 0    | 1    | 3         | 299           | 302.10    |
| Hourly Average  | 0.00  | 0.50    | 67.50 | 0.25 | 5.50 | 0.00 | 0.25 | 0.75      | 74.75         | 75.53     |
| 1200 - 1215     | 0   | 1       | 71    | 0    | 4    | 0    | 1    | 0         | 77            | 77.70     |
| 1215 - 1230     | 0   | 0       | 76    | 1    | 10   | 0    | 0    | 2         | 89            | 91.00     |
| 1230 - 1245     | 0   | 0       | 77    | 0    | 4    | 0    | 0    | 1         | 82            | 83.00     |
| 1245 - 1300     | 0   | 0       | 80    | 0    | 5    | 0    | 0    | 0         | 85            | 85.00     |
| Hourly Total    | 0   | 1       | 304   | 1    | 23   | 0    | 1    | 3         | 333           | 336.70    |
| Hourly Average  | 0.00  | 0.25    | 76.00 | 0.25 | 5.75 | 0.00 | 0.25 | 0.75      | 83.25         | 84.18     |
| 1300 - 1315     | 0   | 0       | 66    | 0    | 8    | 0    | 2    | 1         | 77            | 80.60     |
| 1315 - 1330     | 0   | 1       | 65    | 1    | 6    | 1    | 0    | 1         | 75            | 75.90     |
| 1330 - 1345     | 0   | 0       | 69    | 0    | 8    | 1    | 0    | 1         | 79            | 80.50     |
| 1345 - 1400     | 0   | 1       | 67    | 0    | 6    | 2    | 0    | 1         | 77            | 78.40     |
| Hourly Total    | 0   | 2       | 267   | 1    | 28   | 4    | 2    | 4         | 308           | 315.40    |
| Hourly Average  | 0.00  | 0.50    | 66.75 | 0.25 | 7.00 | 1.00 | 0.50 | 1.00      | 77.00         | 78.85     |
| 1400 - 1415     | 0   | 1       | 76    | 0    | 9    | 1    | 0    | 1         | 88            | 88.90     |
| 1415 - 1430     | 0   | 2       | 65    | 0    | 6    | 0    | 0    | 2         | 75            | 75.90     |
| 1430 - 1445     | 0   | 1       | 60    | 0    | 7    | 0    | 0    | 0         | 68            | 67.40     |
| 1445 - 1500     | 0   | 2       | 52    | 0    | 4    | 0    | 0    | 2         | 60            | 60.80     |
| Hourly Total    | 0   | 6       | 253   | 0    | 26   | 1    | 0    | 5         | 291           | 292.90    |
| Hourly Average  | 0.00  | 1.50    | 63.25 | 0.00 | 6.50 | 0.25 | 0.00 | 1.25      | 72.75         | 73.23     |
| Session Total   | 0   | 11      | 1094  | 3    | 99   | 5    | 4    | 15        | 1231          | 1247.10   |
| Session Average | 0.00  | 0.69    | 68.38 | 0.19 | 6.19 | 0.31 | 0.25 | 0.94      | 76.94         | 77.94     |

Uxbridge  
Classified Junction Count

Site 3 of 3  
Local Road (East)  
Hercies Road  
Local Road (West)

Lat/Long  
lat 51.562334° lon -0.449623°

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

| TIME            | Movement 3.3: Left from Hercies Road to Local Road (West) |         |       |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 0700 - 0715     | 0   | 0       | 30    | 0    | 17    | 2    | 0    | 1         | 50            | 52.00     |
| 0715 - 0730     | 0   | 0       | 56    | 0    | 12    | 1    | 0    | 4         | 73            | 77.50     |
| 0730 - 0745     | 0   | 0       | 71    | 0    | 17    | 1    | 0    | 2         | 91            | 93.50     |
| 0745 - 0800     | 0   | 0       | 72    | 0    | 9     | 3    | 0    | 2         | 86            | 89.50     |
| Hourly Total    | 0   | 0       | 229   | 0    | 55    | 7    | 0    | 9         | 300           | 312.50    |
| Hourly Average  | 0.00  | 0.00    | 57.25 | 0.00 | 13.75 | 1.75 | 0.00 | 2.25      | 75.00         | 78.13     |
| 0800 - 0815     | 0   | 1       | 107   | 0    | 11    | 0    | 0    | 4         | 123           | 126.40    |
| 0815 - 0830     | 0   | 0       | 86    | 0    | 12    | 0    | 0    | 2         | 100           | 102.00    |
| 0830 - 0845     | 0   | 0       | 70    | 1    | 5     | 1    | 0    | 3         | 80            | 83.50     |
| 0845 - 0900     | 0   | 0       | 48    | 0    | 5     | 1    | 0    | 2         | 56            | 58.50     |
| Hourly Total    | 0   | 1       | 311   | 1    | 33    | 2    | 0    | 11        | 359           | 370.40    |
| Hourly Average  | 0.00  | 0.25    | 77.75 | 0.25 | 8.25  | 0.50 | 0.00 | 2.75      | 89.75         | 92.60     |
| 0900 - 0915     | 0   | 1       | 55    | 1    | 4     | 0    | 0    | 2         | 63            | 64.40     |
| 0915 - 0930     | 0   | 0       | 49    | 0    | 9     | 0    | 0    | 1         | 50            | 51.00     |
| 0930 - 0945     | 0   | 1       | 33    | 1    | 11    | 0    | 1    | 1         | 48            | 49.70     |
| 0945 - 1000     | 0   | 0       | 36    | 0    | 13    | 1    | 0    | 2         | 52            | 54.50     |
| Hourly Total    | 0   | 2       | 164   | 2    | 37    | 1    | 1    | 6         | 213           | 219.60    |
| Hourly Average  | 0.00  | 0.50    | 41.00 | 0.50 | 9.25  | 0.25 | 0.25 | 1.50      | 53.25         | 54.90     |
| Session Total   | 0   | 3       | 704   | 3    | 125   | 10   | 1    | 26        | 872           | 902.50    |
| Session Average | 0.00  | 0.25    | 58.67 | 0.25 | 10.42 | 0.83 | 0.08 | 2.17      | 72.67         | 75.21     |

Date  
Friday 10 May 2024

Weather  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

| TIME            | Movement 3.3: Left from Hercies Road to Local Road (West) |         |        |      |       |      |      |           | Original Data |           |
|-----------------|---|---------|--------|------|-------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR    | TAXI | LGV   | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1500 - 1515     | 0   | 2       | 108    | 0    | 16    | 0    | 0    | 0         | 126           | 124.80    |
| 1515 - 1530     | 0   | 1       | 99     | 2    | 14    | 0    | 1    | 2         | 119           | 121.70    |
| 1530 - 1545     | 0   | 5       | 91     | 3    | 14    | 0    | 0    | 3         | 116           | 116.00    |
| 1545 - 1600     | 0   | 1       | 101    | 2    | 30    | 1    | 1    | 5         | 141           | 147.20    |
| Hourly Total    | 0   | 9       | 399    | 7    | 74    | 1    | 2    | 10        | 502           | 509.70    |
| Hourly Average  | 0.00  | 2.25    | 99.75  | 1.75 | 18.50 | 0.25 | 0.50 | 2.50      | 125.50        | 127.43    |
| 1600 - 1615     | 0   | 1       | 130    | 1    | 15    | 0    | 0    | 5         | 152           | 156.40    |
| 1615 - 1630     | 0   | 1       | 114    | 0    | 13    | 0    | 1    | 3         | 132           | 135.70    |
| 1630 - 1645     | 0   | 0       | 127    | 1    | 19    | 1    | 0    | 1         | 149           | 150.50    |
| 1645 - 1700     | 0   | 2       | 140    | 1    | 15    | 0    | 1    | 1         | 159           | 158.80    |
| Hourly Total    | 0   | 4       | 511    | 3    | 62    | 1    | 1    | 10        | 592           | 601.40    |
| Hourly Average  | 0.00  | 1.00    | 127.75 | 0.75 | 15.50 | 0.25 | 0.25 | 2.50      | 148.00        | 150.35    |
| 1700 - 1715     | 0   | 1       | 138    | 0    | 8     | 0    | 0    | 3         | 150           | 152.40    |
| 1715 - 1730     | 0   | 2       | 109    | 0    | 14    | 0    | 0    | 1         | 126           | 125.80    |
| 1730 - 1745     | 0   | 1       | 130    | 0    | 16    | 0    | 0    | 2         | 149           | 150.40    |
| 1745 - 1800     | 0   | 1       | 80     | 0    | 3     | 1    | 0    | 1         | 86            | 86.90     |
| Hourly Total    | 0   | 5       | 457    | 0    | 41    | 1    | 0    | 7         | 511           | 515.50    |
| Hourly Average  | 0.00  | 1.25    | 114.25 | 0.00 | 10.25 | 0.25 | 0.00 | 1.75      | 127.75        | 128.88    |
| 1800 - 1815     | 0   | 4       | 50     | 0    | 7     | 0    | 0    | 3         | 64            | 64.60     |
| 1815 - 1830     | 0   | 2       | 59     | 0    | 6     | 0    | 0    | 2         | 69            | 69.80     |
| 1830 - 1845     | 0   | 2       | 59     | 0    | 3     | 0    | 0    | 1         | 65            | 64.80     |
| 1845 - 1900     | 0   | 3       | 28     | 0    | 5     | 0    | 0    | 2         | 38            | 38.20     |
| Hourly Total    | 0   | 11      | 196    | 0    | 21    | 0    | 0    | 8         | 236           | 237.40    |
| Hourly Average  | 0.00  | 2.75    | 49.00  | 0.00 | 5.25  | 0.00 | 0.00 | 2.00      | 59.00         | 59.35     |
| Session Total   | 0   | 29      | 1563   | 10   | 198   | 3    | 3    | 35        | 1841          | 1864.00   |
| Session Average | 0.00  | 1.81    | 97.69  | 0.63 | 12.38 | 0.19 | 0.19 | 2.19      | 115.06        | 116.50    |

Date  
Saturday 11 May 2024

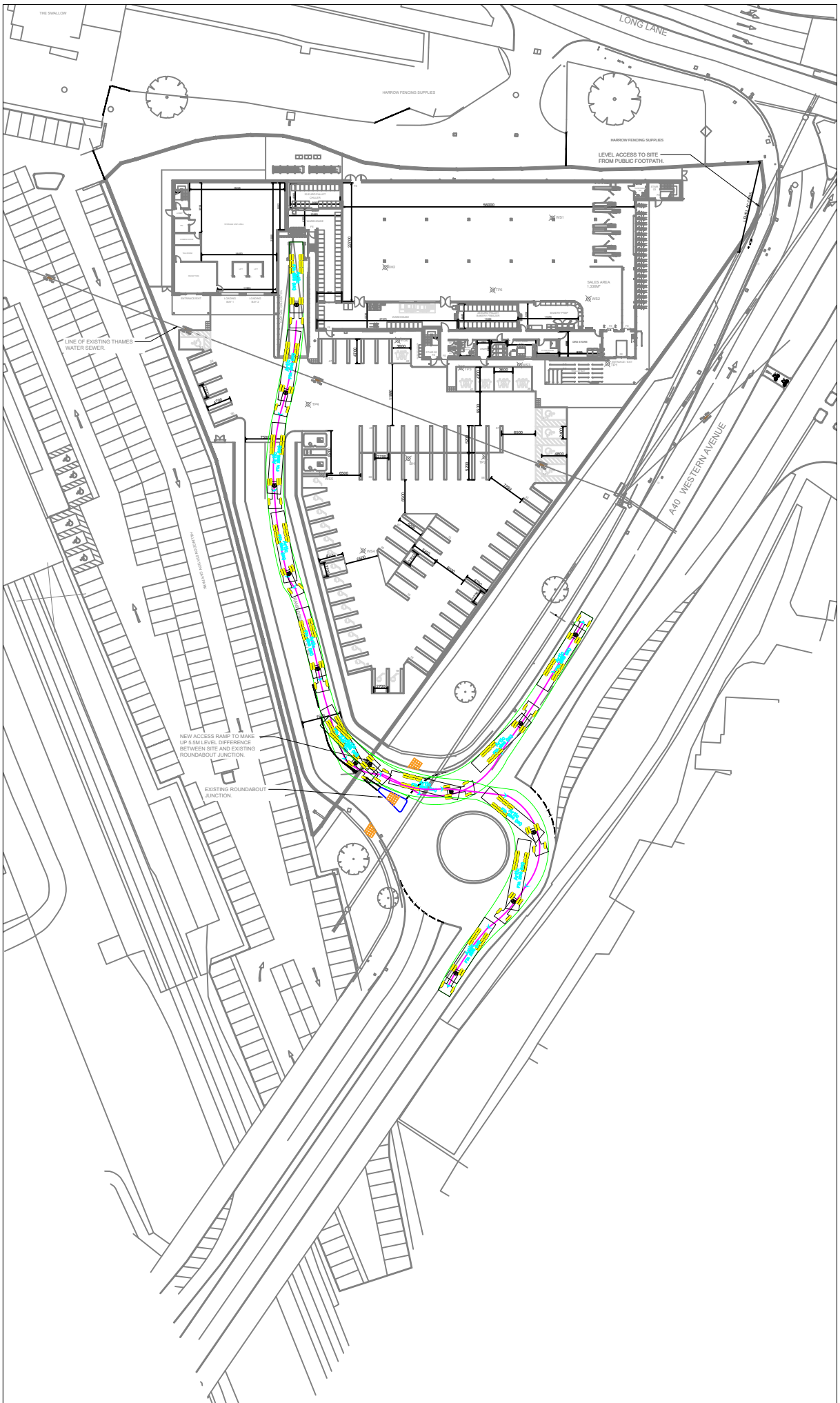
Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

| TIME            | Movement 3.3: Left from Hercies Road to Local Road (West) |         |       |      |      |      |      |           | Original Data |           |
|-----------------|---|---------|-------|------|------|------|------|-----------|---------------|-----------|
|                 | P/CYCLE   | M/CYCLE | CAR   | TAXI | LGV  | OGV1 | OGV2 | BUS/COACH | TOTAL         | PCU TOTAL |
| 1100 - 1115     | 0   | 1       | 47    | 0    | 3    | 1    | 0    | 2         | 54            | 55.90     |
| 1115 - 1130     | 0   | 0       | 36    | 1    | 5    | 0    | 0    | 1         | 43            | 44.00     |
| 1130 - 1145     | 0   | 1       | 58    | 0    | 3    | 0    | 0    | 2         | 64            | 65.40     |
| 1145 - 1200     | 0   | 1       | 50    | 0    | 4    | 1    | 0    | 1         | 57            | 57.90     |
| Hourly Total    | 0   | 3       | 191   | 1    | 15   | 2    | 0    | 6         | 218           | 223.20    |
| Hourly Average  | 0.00  | 0.75    | 47.75 | 0.25 | 3.75 | 0.50 | 0.00 | 1.50      | 54.50         | 55.80     |
| 1200 - 1215     | 0   | 0       | 56    | 1    | 3    | 0    | 0    | 2         | 62            | 64.00     |
| 1215 - 1230     | 0   | 0       | 56    | 2    | 2    | 0    | 0    | 1         | 61            | 62.00     |
| 1230 - 1245     | 0   | 3       | 38    | 0    | 7    | 0    | 0    | 2         | 50            | 50.20     |
| 1245 - 1300     | 0   | 0       | 38    | 0    | 2    | 0    | 0    | 1         | 41            | 42.00     |
| Hourly Total    | 0   | 3       | 188   | 3    | 14   | 0    | 0    | 6         | 214           | 218.20    |
| Hourly Average  | 0.00  | 0.75    | 47.00 | 0.75 | 3.50 | 0.00 | 0.00 | 1.50      | 53.50         | 54.55     |
| 1300 - 1315     | 0   | 0       | 42    | 1    | 2    | 0    | 0    | 2         | 47            | 49.00     |
| 1315 - 1330     | 0   | 1       | 61    | 0    | 6    | 0    | 0    | 1         | 69            | 69.40     |
| 1330 - 1345     | 0   | 3       | 45    | 0    | 4    | 0    | 0    | 1         | 53            | 52.20     |
| 1345 - 1400     | 0   | 0       | 44    | 0    | 3    | 1    | 0    | 2         | 50            | 52.50     |
| Hourly Total    | 0   | 4       | 192   | 1    | 15   | 1    | 0    | 6         | 219           | 223.10    |
| Hourly Average  | 0.00  | 1.00    | 48.00 | 0.25 | 3.75 | 0.25 | 0.00 | 1.50      | 54.75         | 55.78     |
| 1400 - 1415     | 0   | 1       | 53    | 0    | 3    | 0    | 0    | 1         | 58            | 58.40     |
| 1415 - 1430     | 0   | 3       | 42    | 0    | 3    | 0    | 0    | 2         | 50            | 50.20     |
| 1430 - 1445     | 0   | 1       | 52    | 0    | 2    | 0    | 0    | 2         | 57            | 58.40     |
| 1445 - 1500     | 0   | 1       | 33    | 1    | 3    | 0    | 0    | 1         | 39            | 39.40     |
| Hourly Total    | 0   | 6       | 180   | 1    | 11   | 0    | 0    | 6         | 204           | 206.40    |
| Hourly Average  | 0.00  | 1.50    | 45.00 | 0.25 | 2.75 | 0.00 | 0.00 | 1.50      | 51.00         | 51.60     |
| Session Total   | 0   | 16      | 751   | 6    | 55   | 3    | 0    | 24        | 855           | 870.90    |
| Session Average | 0.00  | 1.00    | 46.94 | 0.38 | 3.44 | 0.19 | 0.00 | 1.50      | 53.44         | 54.43     |

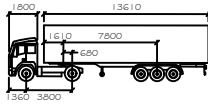
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## **APPENDIX B – PROPOSED SITE ACCESS & TRACKING**



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.



Artic

|               |        |                    |        |
|---------------|--------|--------------------|--------|
| Tractor Width | mm     | Lock to Lock Time  | : 6.0  |
| Trailer Width | : 2550 | Steering Angle     | : 42.7 |
| Tractor Track | : 2550 | Articulating Angle | : 70.0 |
| Trailer Track | : 2550 |                    |        |

| Rev | Date | Description | Ckd | By |
|-----|------|-------------|-----|----|
|-----|------|-------------|-----|----|

**Cora<sup>iHt</sup>**

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Manchester  
M20 2YF

Tel: 0161 955 4422  
Email: manchester@coraiht.com  
Web: www.coraiht.com

Client

Lidl Great Britain Ltd.

Project

Freezeland Way  
Hillingdon

Title

Access Arrangement

Drawing Status

Job No.

16-2253

Drawn

MC

Checked

TC

Scale at A3

1:1000

Date

14/05/24

Issue Date

-

Drawing No.

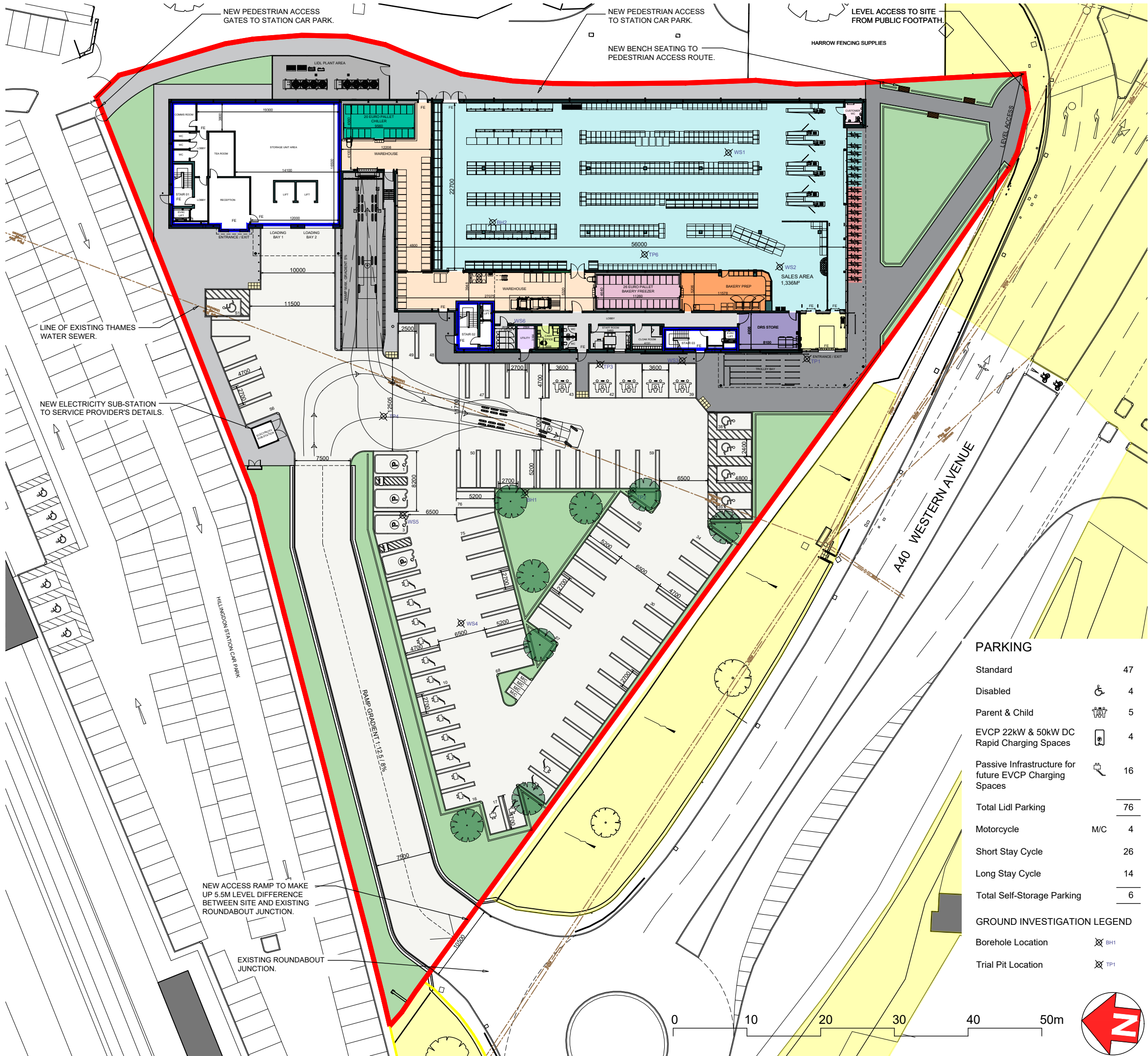
001

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## APPENDIX C – PROPOSED SITE LAYOUT





NO DIMENSIONS TO BE SCALED FROM THIS DRAWING

| Rev | Date       | Reference                | Drawn / Chk'd |
|-----|------------|--------------------------|---------------|
| P03 | 2025/03/21 | TIMBER KNEE RAILS ADDED. | AA AA         |

SCHEDULE OF ACCOMMODATION - KEY

|                               |                        |
|-------------------------------|------------------------|
| Site Area                     | 0.845 Ha (2.088 Acres) |
| Lidl GIA                      | 1,999 sq m             |
| Self-Storage GIA Ground Floor | 431 sq m               |
| Total GIA Ground Floor        | 2,430 sq m             |
| GEA                           | 2,554 sq m             |
| Sales Area                    | 1,336 sq m             |
| WAREHOUSE                     |                        |
| Warehouse                     | 257 sq m               |
| Bakery Warehouse              | 52 sq m                |
| Additional Chillers           | 44 sq m                |
| Store                         | 40 sq m                |
| Total Warehouse               | 393 sq m               |
| ANCILLARY AREA                |                        |
| Bakery Prep                   | 66 sq m                |
| Cash Office                   | 10 sq m                |
| Welfare Area, wcs, etc        | 108 sq m               |
| Customer WC                   | 7 sq m                 |
| Utility                       | 8 sq m                 |
| Circulation                   | 31 sq m                |
| Internal Partitions           | 40 sq m                |
| Total Ancillary               | 270 sq m               |

Client

Lidl Great Britain Ltd

Project

Lidl  
Western Avenue, Hillingdon Circus

Title

Site Plan as Proposed  
Option C

Drawing Ref.

5717-0109 P03

|                                 |        |             |
|---------------------------------|--------|-------------|
| Scale - unless otherwise stated | Status | Issued For  |
| 1:500 @ A3                      | S0     | Preliminary |



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## **APPENDIX D – TRICS OUTPUT (DISCOUNT FOODSTORE)**

Calculation Reference: AUDIT-662801-240516-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
TOTAL VEHICLES

Selected regions and areas:

|    |                |        |
|----|----------------|--------|
| 01 | GREATER LONDON |        |
| BE | BEXLEY         | 1 days |
| BM | BROMLEY        | 1 days |
| LW | LEWISHAM       | 1 days |
| MR | MERTON         | 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:

Retail floor area

Actual Range:

850 to 1650 (units: sqm)

Range Selected by User:

600 to 1650 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/05/21

*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

2 days

Wednesday

2 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 undertaken using machines.*

Selected Locations:

Edge of Town Centre

1

Suburban Area (PPS6 Out of Centre)

1

Edge of Town

1

Neighbourhood Centre (PPS6 Local Centre)

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

Residential Zone

3

*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

1 days - Selected

Servicing vehicles Excluded

3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 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:

|                   |        |
|-------------------|--------|
| 15,001 to 20,000  | 1 days |
| 50,001 to 100,000 | 3 days |

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

Population within 5 miles:

|                 |        |
|-----------------|--------|
| 500,001 or More | 4 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 | 4 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.*

Petrol filling station:

|   |        |
|---|--------|
| Included in the survey count              | 0 days |
| Excluded from count or no filling station | 4 days |

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

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:

|              |        |
|--------------|--------|
| 2 Poor       | 1 days |
| 4 Good       | 2 days |
| 6a Excellent | 1 days |

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

|                       |     |  |
|-----------------------|-----|--|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|--|

LIST OF SITES relevant to selection parameters

|   |  |      |          |                     |
|---|--|------|----------|---------------------|
| 1 | BE-01-C-01<br>CLYDESDALE WAY<br>BELVEDERE  | LIDL |          | BEXLEY              |
|   | Edge of Town<br>Industrial Zone<br>Total Retail floor area:                              |      | 1650 sqm |                     |
|   | Survey date: WEDNESDAY   |      | 06/11/19 | Survey Type: MANUAL |
| 2 | BM-01-C-01<br>CROYDON ROAD<br>PENGE  | ALDI |          | BROMLEY             |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Retail floor area:       |      | 850 sqm  |                     |
|   | Survey date: MONDAY  |      | 24/05/21 | Survey Type: MANUAL |
| 3 | LW-01-C-01<br>RUSHEY GREEN<br>CATFORD  | ALDI |          | LEWISHAM            |
|   | Edge of Town Centre<br>Residential Zone<br>Total Retail floor area:                      |      | 1350 sqm |                     |
|   | Survey date: MONDAY  |      | 16/11/15 | Survey Type: MANUAL |
| 4 | MR-01-C-01<br>STREATHAM ROAD<br>MITCHAM  | LIDL |          | MERTON              |
|   | Neighbourhood Centre (PPS6 Local Centre)<br>Residential Zone<br>Total Retail floor area: |      | 1476 sqm |                     |
|   | Survey date: WEDNESDAY   |      | 06/11/19 | 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.*

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. RFA | Trip Rate | No. Days   | Ave. RFA | Trip Rate | No. Days | Ave. RFA | 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 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 4        | 1332     | 0.995     | 4          | 1332     | 0.319     | 4        | 1332     | 1.314     |
| 08:00 - 09:00 | 4        | 1332     | 3.323     | 4          | 1332     | 1.971     | 4        | 1332     | 5.294     |
| 09:00 - 10:00 | 4        | 1332     | 4.694     | 4          | 1332     | 3.887     | 4        | 1332     | 8.581     |
| 10:00 - 11:00 | 4        | 1332     | 5.032     | 4          | 1332     | 4.300     | 4        | 1332     | 9.332     |
| 11:00 - 12:00 | 4        | 1332     | 4.694     | 4          | 1332     | 4.994     | 4        | 1332     | 9.688     |
| 12:00 - 13:00 | 4        | 1332     | 5.013     | 4          | 1332     | 5.163     | 4        | 1332     | 10.176    |
| 13:00 - 14:00 | 4        | 1332     | 5.877     | 4          | 1332     | 5.708     | 4        | 1332     | 11.585    |
| 14:00 - 15:00 | 4        | 1332     | 4.506     | 4          | 1332     | 5.764     | 4        | 1332     | 10.270    |
| 15:00 - 16:00 | 4        | 1332     | 4.938     | 4          | 1332     | 4.675     | 4        | 1332     | 9.613     |
| 16:00 - 17:00 | 4        | 1332     | 5.051     | 4          | 1332     | 5.145     | 4        | 1332     | 10.196    |
| 17:00 - 18:00 | 4        | 1332     | 5.107     | 4          | 1332     | 4.694     | 4        | 1332     | 9.801     |
| 18:00 - 19:00 | 4        | 1332     | 4.976     | 4          | 1332     | 5.276     | 4        | 1332     | 10.252    |
| 19:00 - 20:00 | 4        | 1332     | 3.530     | 4          | 1332     | 3.943     | 4        | 1332     | 7.473     |
| 20:00 - 21:00 | 4        | 1332     | 2.554     | 4          | 1332     | 3.342     | 4        | 1332     | 5.896     |
| 21:00 - 22:00 | 4        | 1332     | 2.291     | 4          | 1332     | 2.910     | 4        | 1332     | 5.201     |
| 22:00 - 23:00 | 4        | 1332     | 0.376     | 4          | 1332     | 0.713     | 4        | 1332     | 1.089     |
| 23:00 - 24:00 | 1        | 1350     | 0.000     | 1          | 1350     | 0.370     | 1        | 1350     | 0.370     |
| Total Rates:  |          |          | 62.957    |            |          | 63.174    |          |          | 126.131   |

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.

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#### Parameter summary

|   |                         |
|---|-------------------------|
| Trip rate parameter range selected:           | 850 - 1650 (units: sqm) |
| Survey date range:                            | 01/01/00 - 24/05/21     |
| 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 shown. 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-662801-240516-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : C - DISCOUNT FOOD STORES  
TOTAL VEHICLES

Selected regions and areas:

|    |                   |        |
|----|-------------------|--------|
| 01 | GREATER LONDON    |        |
|    | HV HAVERING       | 1 days |
|    | WF WALTHAM FOREST | 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: Retail floor area  
Actual Range: 1207 to 1323 (units: sqm)  
Range Selected by User: 600 to 1650 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:  
Selection by: Include all surveys

Date Range: 01/01/00 to 24/05/21

*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:  
Saturday 2 days

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

Selected survey types:  
Manual count 2 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 undertaken using machines.*

Selected Locations:  
Neighbourhood Centre (PPS6 Local Centre) 2

*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 1  
High Street 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 1 days - Selected  
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:  
E(a) 2 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  
Population within 1 mile:  
25,001 to 50,000 1 days  
50,001 to 100,000 1 days

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



Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 2 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 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.*

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 2 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:

2 Poor 2 days

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

|                       |     |  |
|-----------------------|-----|--|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|--|

LIST OF SITES relevant to selection parameters

|   |  |          |                     |
|---|--|----------|---------------------|
| 1 | HV-01-C-01                               | ALDI     | HAVERING            |
|   | COLLIER ROW ROAD                         |          |                     |
|   | ROMFORD                                  |          |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |          |                     |
|   | High Street                              |          |                     |
|   | Total Retail floor area:                 | 1207 sqm |                     |
|   | Survey date: SATURDAY                    | 05/09/20 | Survey Type: MANUAL |
| 2 | WF-01-C-01                               | ALDI     | WALTHAM FOREST      |
|   | HEYBRIDGE WAY                            |          |                     |
|   | LEYTON                                   |          |                     |
|   | HATCH LANE                               |          |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |          |                     |
|   | Residential Zone                         |          |                     |
|   | Total Retail floor area:                 | 1323 sqm |                     |
|   | Survey date: SATURDAY                    | 07/03/20 | 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.*

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. RFA | Trip Rate | No. Days   | Ave. RFA | Trip Rate | No. Days | Ave. RFA | 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 |          |          |           |            |          |           |          |          |           |
| 07:00 - 08:00 | 2        | 1265     | 0.988     | 2          | 1265     | 0.316     | 2        | 1265     | 1.304     |
| 08:00 - 09:00 | 2        | 1265     | 4.743     | 2          | 1265     | 1.542     | 2        | 1265     | 6.285     |
| 09:00 - 10:00 | 2        | 1265     | 5.613     | 2          | 1265     | 3.913     | 2        | 1265     | 9.526     |
| 10:00 - 11:00 | 2        | 1265     | 7.194     | 2          | 1265     | 6.640     | 2        | 1265     | 13.834    |
| 11:00 - 12:00 | 2        | 1265     | 7.747     | 2          | 1265     | 7.470     | 2        | 1265     | 15.217    |
| 12:00 - 13:00 | 2        | 1265     | 8.261     | 2          | 1265     | 8.182     | 2        | 1265     | 16.443    |
| 13:00 - 14:00 | 2        | 1265     | 8.182     | 2          | 1265     | 8.024     | 2        | 1265     | 16.206    |
| 14:00 - 15:00 | 2        | 1265     | 7.905     | 2          | 1265     | 8.103     | 2        | 1265     | 16.008    |
| 15:00 - 16:00 | 2        | 1265     | 6.996     | 2          | 1265     | 7.115     | 2        | 1265     | 14.111    |
| 16:00 - 17:00 | 2        | 1265     | 6.680     | 2          | 1265     | 6.957     | 2        | 1265     | 13.637    |
| 17:00 - 18:00 | 2        | 1265     | 5.771     | 2          | 1265     | 6.759     | 2        | 1265     | 12.530    |
| 18:00 - 19:00 | 2        | 1265     | 5.731     | 2          | 1265     | 6.522     | 2        | 1265     | 12.253    |
| 19:00 - 20:00 | 2        | 1265     | 4.704     | 2          | 1265     | 5.534     | 2        | 1265     | 10.238    |
| 20:00 - 21:00 | 2        | 1265     | 3.715     | 2          | 1265     | 4.625     | 2        | 1265     | 8.340     |
| 21:00 - 22:00 | 2        | 1265     | 2.372     | 2          | 1265     | 3.320     | 2        | 1265     | 5.692     |
| 22:00 - 23:00 | 2        | 1265     | 0.316     | 2          | 1265     | 1.700     | 2        | 1265     | 2.016     |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 86.918    |            |          |           | 86.722   | 173.640  |           |

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.

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#### Parameter summary

|   |                          |
|---|--------------------------|
| Trip rate parameter range selected:           | 1207 - 1323 (units: sqm) |
| Survey date range:                            | 01/01/00 - 24/05/21      |
| Number of weekdays (Monday-Friday):           | 0                        |
| Number of Saturdays:                          | 2                        |
| 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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## **APPENDIX E – TRICS OUTPUT (SELF STORAGE)**

Calculation Reference: AUDIT-662801-240516-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : E - WAREHOUSING (SELF STORAGE)  
TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 01 | GREATER LONDON                 |        |
|    | LB LAMBETH                     | 1 days |
| 02 | SOUTH EAST                     |        |
|    | EX ESSEX                       | 1 days |
|    | KC KENT                        | 2 days |
|    | MK MILTON KEYNES               | 1 days |
|    | WS WEST SUSSEX                 | 1 days |
| 03 | SOUTH WEST                     |        |
|    | SD SWINDON                     | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | CA CAMBRIDGESHIRE              | 1 days |
|    | NF NORFOLK                     | 2 days |
|    | PB PETERBOROUGH                | 2 days |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DY DERBY                       | 1 days |
|    | NG NOTTINGHAM                  | 2 days |
| 06 | WEST MIDLANDS                  |        |
|    | WK WARWICKSHIRE                | 2 days |
|    | WM WEST MIDLANDS               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | KS KIRKLEES                    | 1 days |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | MS MERSEYSIDE                  | 1 days |
| 09 | NORTH                          |        |
|    | CU CUMBERLAND                  | 1 days |
|    | TW TYNE & WEAR                 | 1 days |

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

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## 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: 1350 to 14000 (units: sqm)  
 Range Selected by User: 1350 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/1900 to 15/10/21

*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    | 4 days |
| Tuesday   | 8 days |
| Wednesday | 3 days |
| Thursday  | 5 days |
| Friday    | 4 days |

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

Selected survey types:

|                       |         |
|-----------------------|---------|
| Manual count          | 24 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 undertaken using machines.*

Selected Locations:

|                                    |    |
|------------------------------------|----|
| Edge of Town Centre                | 5  |
| Suburban Area (PPS6 Out of Centre) | 14 |
| Edge of Town                       | 5  |

*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  | 12 |
| Commercial Zone  | 1  |
| Development Zone | 2  |
| Residential Zone | 2  |
| Retail Zone      | 2  |
| Built-Up Zone    | 3  |
| No Sub Category  | 2  |

*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 | 24 days - Selected |

## Secondary Filtering selection:

Use Class:

|    |         |
|----|---------|
| B8 | 24 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®.*

Filter by Site Operations Breakdown:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:

All Surveys Included

Population within 1 mile:

|                  |        |
|------------------|--------|
| 5,001 to 10,000  | 5 days |
| 10,001 to 15,000 | 5 days |
| 15,001 to 20,000 | 3 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 9 days |
| 100,001 or More  | 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  |
| 75,001 to 100,000  | 2 days  |
| 125,001 to 250,000 | 12 days |
| 250,001 to 500,000 | 5 days  |
| 500,001 or More    | 4 days  |

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

Car ownership within 5 miles:

|             |         |
|-------------|---------|
| 0.5 or Less | 3 days  |
| 0.6 to 1.0  | 9 days  |
| 1.1 to 1.5  | 11 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:

|           |         |
|-----------|---------|
| Not Known | 3 days  |
| No        | 21 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     | 23 days |
| 6b (High) Excellent | 1 days  |

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

|                       |     |  |
|-----------------------|-----|--|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|--|

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LIST OF SITES relevant to selection parameters

|   |   |                         |                |
|---|---|-------------------------|----------------|
| 1 | CA-02-E-02<br>CLIFTON WAY<br>CAMBRIDGE  | SELF STORAGE            | CAMBRIDGESHIRE |
|   | Suburban Area (PPS6 Out of Centre)<br>Built-Up Zone<br>Total Gross floor area: 2675 sqm<br>Survey date: FRIDAY 16/10/09<br>Survey Type: MANUAL      |                         |                |
| 2 | CU-02-E-01<br>MILLBROOK ROAD<br>CARLISLE<br>KINGSTOWN IND. ESTATE   | BOX CLEVER SELF STORAGE | CUMBERLAND     |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 3100 sqm<br>Survey date: FRIDAY 15/10/21<br>Survey Type: MANUAL                          |                         |                |
| 3 | DY-02-E-01<br>FORRESTERS BUSINESS P..<br>DERBY<br>SINFIN LANE   | ARMADILLO S. STORAGE    | DERBY          |
|   | Edge of Town Centre<br>Commercial Zone<br>Total Gross floor area: 1900 sqm<br>Survey date: TUESDAY 05/07/11<br>Survey Type: MANUAL                  |                         |                |
| 4 | EX-02-E-02<br>EASTERN AVENUE<br>ILFORD  | BIG YELLOW STORAGE      | ESSEX          |
|   | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 5350 sqm<br>Survey date: THURSDAY 11/07/02<br>Survey Type: MANUAL |                         |                |
| 5 | KC-02-E-01<br>LONGFIELD ROAD<br>TUNBRIDGE WELLS   | EASI STORE              | KENT           |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 5925 sqm<br>Survey date: TUESDAY 01/12/09<br>Survey Type: MANUAL                         |                         |                |
| 6 | KC-02-E-03<br>LONGFIELD ROAD<br>TUNBRIDGE WELLS   | BIG YELLOW STORAGE      | KENT           |
|   | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 5575 sqm<br>Survey date: TUESDAY 01/12/09<br>Survey Type: MANUAL                         |                         |                |
| 7 | KS-02-E-01<br>ST ANDREWS ROAD<br>HUDDERSFIELD   | SELF STORAGE            | KIRKLEES       |
|   | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 2500 sqm<br>Survey date: MONDAY 17/03/03<br>Survey Type: MANUAL    |                         |                |
| 8 | LB-02-E-01<br>KENNINGTON LANE<br>VAUXHALL   | BIG YELLOW              | LAMBETH        |
|   | Edge of Town Centre<br>No Sub Category<br>Total Gross floor area: 6503 sqm<br>Survey date: TUESDAY 06/10/09<br>Survey Type: MANUAL                  |                         |                |
| 9 | MK-02-E-01<br>SNOWDON DRIVE<br>MILTON KEYNES<br>WINTERHILL  | BIG YELLOW STORAGE      | MILTON KEYNES  |
|   | Suburban Area (PPS6 Out of Centre)<br>Retail Zone<br>Total Gross floor area: 5700 sqm<br>Survey date: FRIDAY 08/03/02<br>Survey Type: MANUAL        |                         |                |



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LIST OF SITES relevant to selection parameters (Cont.)

|    |  |                         |                 |
|----|--|-------------------------|-----------------|
| 10 | MS-02-E-01<br>MILL LANE<br>LIVERPOOL   | BIG YELLOW              | MERSEYSIDE      |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 8000 sqm<br><i>Survey date: THURSDAY 09/09/10</i>   |                         |                 |
| 11 | NF-02-E-01<br>VULCAN ROAD NORTH<br>NORWICH<br>HELLESDON  | BIX BOX STORAGE         | NORFOLK         |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 2650 sqm<br><i>Survey date: WEDNESDAY 30/07/03</i>  |                         |                 |
| 12 | NF-02-E-02<br>CANARY WAY<br>NORWICH<br>RIVERSIDE   | BIG YELLOW STORAGE      | NORFOLK         |
|    | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total Gross floor area: 6830 sqm<br><i>Survey date: WEDNESDAY 21/09/05</i> |                         |                 |
| 13 | NG-02-E-01<br>QUEENS ROAD<br>NOTTINGHAM  | ACCESS STORAGE          | NOTTINGHAM      |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 14000 sqm<br><i>Survey date: TUESDAY 23/04/02</i>                    |                         |                 |
| 14 | NG-02-E-02<br>LENTON LANE<br>NOTTINGHAM  | BIG YELLOW SELF STORAGE | NOTTINGHAM      |
|    | Suburban Area (PPS6 Out of Centre)<br>Development Zone<br>Total Gross floor area: 2860 sqm<br><i>Survey date: THURSDAY 17/11/16</i>  |                         |                 |
| 15 | NY-02-E-01<br>OAKNEY WOOD ROAD<br>SELBY  | SELF STORAGE            | NORTH YORKSHIRE |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1350 sqm<br><i>Survey date: TUESDAY 21/09/21</i>                          |                         |                 |
| 16 | PB-02-E-01<br>WESTFIELD ROAD<br>PETERBOROUGH   | SELF STORAGE            | PETERBOROUGH    |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 4400 sqm<br><i>Survey date: TUESDAY 22/07/03</i>    |                         |                 |
| 17 | PB-02-E-02<br>WESTFIELD ROAD<br>PETERBOROUGH<br>NETHERTON  | ARMADILLO SELF STORAGE  | PETERBOROUGH    |
|    | Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Gross floor area: 3205 sqm<br><i>Survey date: THURSDAY 20/10/11</i>  |                         |                 |

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LIST OF SITES relevant to selection parameters (Cont.)

|    |   |                         |               |
|----|---|-------------------------|---------------|
| 18 | SD-02-E-01<br>DRAKES WAY<br>SWINDON   | BIG YELLOW SELF STORAGE | SWINDON       |
|    | Suburban Area (PPS6 Out of Centre)<br>No Sub Category<br>Total Gross floor area: 4925 sqm<br>Survey date: WEDNESDAY 21/09/16<br>Survey Type: MANUAL |                         |               |
| 19 | SF-02-E-01<br>WHITE HOUSE ROAD<br>IPSWICH   | SELF STORAGE            | SUFFOLK       |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1530 sqm<br>Survey date: THURSDAY 24/06/21<br>Survey Type: MANUAL                        |                         |               |
| 20 | TW-02-E-01<br>STONEYGATE CLOSE<br>GATESHEAD   | 1ST STORAGE             | TYNE & WEAR   |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 5500 sqm<br>Survey date: MONDAY 13/06/16<br>Survey Type: MANUAL    |                         |               |
| 21 | WK-02-E-01<br>HOOD STREET<br>COVENTRY   | SELF STORAGE            | WARWICKSHIRE  |
|    | Edge of Town Centre<br>Built-Up Zone<br>Total Gross floor area: 5046 sqm<br>Survey date: MONDAY 31/10/11<br>Survey Type: MANUAL                     |                         |               |
| 22 | WK-02-E-02<br>145 FOLESHILL ROAD<br>COVENTRY  | STORAGE KING            | WARWICKSHIRE  |
|    | Edge of Town Centre<br>Retail Zone<br>Total Gross floor area: 2769 sqm<br>Survey date: FRIDAY 21/10/11<br>Survey Type: MANUAL                       |                         |               |
| 23 | WM-02-E-02<br>101 LOCKHURST LANE<br>COVENTRY  | EXTRASPACE              | WEST MIDLANDS |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 7000 sqm<br>Survey date: TUESDAY 31/01/06<br>Survey Type: MANUAL   |                         |               |
| 24 | WS-02-E-01<br>DURBAN ROAD<br>BOGNOR REGIS<br>SOUTH BERSTED  | SELF STORAGE            | WEST SUSSEX   |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 3000 sqm<br>Survey date: MONDAY 06/11/06<br>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 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
TOTAL VEHICLES  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 | 1        | 2769     | 0.000     | 1          | 2769     | 0.000     | 1        | 2769     | 0.000     |
| 06:30 - 07:00 | 1        | 2769     | 0.000     | 1          | 2769     | 0.000     | 1        | 2769     | 0.000     |
| 07:00 - 07:30 | 23       | 4752     | 0.008     | 23         | 4752     | 0.005     | 23       | 4752     | 0.013     |
| 07:30 - 08:00 | 23       | 4752     | 0.042     | 23         | 4752     | 0.013     | 23       | 4752     | 0.055     |
| 08:00 - 08:30 | 24       | 4679     | 0.040     | 24         | 4679     | 0.024     | 24       | 4679     | 0.064     |
| 08:30 - 09:00 | 24       | 4679     | 0.053     | 24         | 4679     | 0.032     | 24       | 4679     | 0.085     |
| 09:00 - 09:30 | 24       | 4679     | 0.053     | 24         | 4679     | 0.043     | 24       | 4679     | 0.096     |
| 09:30 - 10:00 | 24       | 4679     | 0.053     | 24         | 4679     | 0.038     | 24       | 4679     | 0.091     |
| 10:00 - 10:30 | 24       | 4679     | 0.057     | 24         | 4679     | 0.053     | 24       | 4679     | 0.110     |
| 10:30 - 11:00 | 24       | 4679     | 0.040     | 24         | 4679     | 0.043     | 24       | 4679     | 0.083     |
| 11:00 - 11:30 | 24       | 4679     | 0.041     | 24         | 4679     | 0.043     | 24       | 4679     | 0.084     |
| 11:30 - 12:00 | 24       | 4679     | 0.053     | 24         | 4679     | 0.048     | 24       | 4679     | 0.101     |
| 12:00 - 12:30 | 24       | 4679     | 0.070     | 24         | 4679     | 0.061     | 24       | 4679     | 0.131     |
| 12:30 - 13:00 | 24       | 4679     | 0.053     | 24         | 4679     | 0.051     | 24       | 4679     | 0.104     |
| 13:00 - 13:30 | 24       | 4679     | 0.054     | 24         | 4679     | 0.062     | 24       | 4679     | 0.116     |
| 13:30 - 14:00 | 24       | 4679     | 0.056     | 24         | 4679     | 0.058     | 24       | 4679     | 0.114     |
| 14:00 - 14:30 | 24       | 4679     | 0.045     | 24         | 4679     | 0.052     | 24       | 4679     | 0.097     |
| 14:30 - 15:00 | 24       | 4679     | 0.061     | 24         | 4679     | 0.057     | 24       | 4679     | 0.118     |
| 15:00 - 15:30 | 24       | 4679     | 0.059     | 24         | 4679     | 0.063     | 24       | 4679     | 0.122     |
| 15:30 - 16:00 | 24       | 4679     | 0.038     | 24         | 4679     | 0.045     | 24       | 4679     | 0.083     |
| 16:00 - 16:30 | 24       | 4679     | 0.053     | 24         | 4679     | 0.047     | 24       | 4679     | 0.100     |
| 16:30 - 17:00 | 24       | 4679     | 0.044     | 24         | 4679     | 0.052     | 24       | 4679     | 0.096     |
| 17:00 - 17:30 | 24       | 4679     | 0.033     | 24         | 4679     | 0.055     | 24       | 4679     | 0.088     |
| 17:30 - 18:00 | 24       | 4679     | 0.014     | 24         | 4679     | 0.043     | 24       | 4679     | 0.057     |
| 18:00 - 18:30 | 23       | 4752     | 0.017     | 23         | 4752     | 0.032     | 23       | 4752     | 0.049     |
| 18:30 - 19:00 | 23       | 4752     | 0.012     | 23         | 4752     | 0.025     | 23       | 4752     | 0.037     |
| 19:00 - 19:30 | 3        | 4388     | 0.023     | 3          | 4388     | 0.030     | 3        | 4388     | 0.053     |
| 19:30 - 20:00 | 3        | 4388     | 0.000     | 3          | 4388     | 0.046     | 3        | 4388     | 0.046     |
| 20:00 - 20:30 |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30 |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30 |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30 |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 1.072     |            |          | 1.121     |          |          | 2.193     |

*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.*

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#### Parameter summary

|   |                           |
|---|---------------------------|
| Trip rate parameter range selected:           | 1350 - 14000 (units: sqm) |
| Survey date date range:                       | 01/01/00 - 15/10/21       |
| Number of weekdays (Monday-Friday):           | 24                        |
| 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 shown. 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 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)  
OGVS  
Calculation factor: 100 sqm  
BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 |          |          |           |            |          |           |          |          |           |
| 00:30 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 01:30 |          |          |           |            |          |           |          |          |           |
| 01:30 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 02:30 |          |          |           |            |          |           |          |          |           |
| 02:30 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 03:30 |          |          |           |            |          |           |          |          |           |
| 03:30 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 04:30 |          |          |           |            |          |           |          |          |           |
| 04:30 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 05:30 |          |          |           |            |          |           |          |          |           |
| 05:30 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 06:30 | 1        | 2769     | 0.000     | 1          | 2769     | 0.000     | 1        | 2769     | 0.000     |
| 06:30 - 07:00 | 1        | 2769     | 0.000     | 1          | 2769     | 0.000     | 1        | 2769     | 0.000     |
| 07:00 - 07:30 | 23       | 4752     | 0.000     | 23         | 4752     | 0.000     | 23       | 4752     | 0.000     |
| 07:30 - 08:00 | 23       | 4752     | 0.002     | 23         | 4752     | 0.001     | 23       | 4752     | 0.003     |
| 08:00 - 08:30 | 24       | 4679     | 0.003     | 24         | 4679     | 0.004     | 24       | 4679     | 0.007     |
| 08:30 - 09:00 | 24       | 4679     | 0.009     | 24         | 4679     | 0.003     | 24       | 4679     | 0.012     |
| 09:00 - 09:30 | 24       | 4679     | 0.003     | 24         | 4679     | 0.004     | 24       | 4679     | 0.007     |
| 09:30 - 10:00 | 24       | 4679     | 0.006     | 24         | 4679     | 0.005     | 24       | 4679     | 0.011     |
| 10:00 - 10:30 | 24       | 4679     | 0.002     | 24         | 4679     | 0.005     | 24       | 4679     | 0.007     |
| 10:30 - 11:00 | 24       | 4679     | 0.003     | 24         | 4679     | 0.004     | 24       | 4679     | 0.007     |
| 11:00 - 11:30 | 24       | 4679     | 0.001     | 24         | 4679     | 0.001     | 24       | 4679     | 0.002     |
| 11:30 - 12:00 | 24       | 4679     | 0.004     | 24         | 4679     | 0.004     | 24       | 4679     | 0.008     |
| 12:00 - 12:30 | 24       | 4679     | 0.003     | 24         | 4679     | 0.004     | 24       | 4679     | 0.007     |
| 12:30 - 13:00 | 24       | 4679     | 0.001     | 24         | 4679     | 0.002     | 24       | 4679     | 0.003     |
| 13:00 - 13:30 | 24       | 4679     | 0.005     | 24         | 4679     | 0.003     | 24       | 4679     | 0.008     |
| 13:30 - 14:00 | 24       | 4679     | 0.003     | 24         | 4679     | 0.003     | 24       | 4679     | 0.006     |
| 14:00 - 14:30 | 24       | 4679     | 0.003     | 24         | 4679     | 0.004     | 24       | 4679     | 0.007     |
| 14:30 - 15:00 | 24       | 4679     | 0.006     | 24         | 4679     | 0.004     | 24       | 4679     | 0.010     |
| 15:00 - 15:30 | 24       | 4679     | 0.006     | 24         | 4679     | 0.007     | 24       | 4679     | 0.013     |
| 15:30 - 16:00 | 24       | 4679     | 0.004     | 24         | 4679     | 0.003     | 24       | 4679     | 0.007     |
| 16:00 - 16:30 | 24       | 4679     | 0.003     | 24         | 4679     | 0.003     | 24       | 4679     | 0.006     |
| 16:30 - 17:00 | 24       | 4679     | 0.004     | 24         | 4679     | 0.004     | 24       | 4679     | 0.008     |
| 17:00 - 17:30 | 24       | 4679     | 0.003     | 24         | 4679     | 0.001     | 24       | 4679     | 0.004     |
| 17:30 - 18:00 | 24       | 4679     | 0.001     | 24         | 4679     | 0.003     | 24       | 4679     | 0.004     |
| 18:00 - 18:30 | 23       | 4752     | 0.004     | 23         | 4752     | 0.000     | 23       | 4752     | 0.004     |
| 18:30 - 19:00 | 23       | 4752     | 0.000     | 23         | 4752     | 0.003     | 23       | 4752     | 0.003     |
| 19:00 - 19:30 | 3        | 4388     | 0.000     | 3          | 4388     | 0.000     | 3        | 4388     | 0.000     |
| 19:30 - 20:00 | 3        | 4388     | 0.000     | 3          | 4388     | 0.000     | 3        | 4388     | 0.000     |
| 20:00 - 20:30 |          |          |           |            |          |           |          |          |           |
| 20:30 - 21:00 |          |          |           |            |          |           |          |          |           |
| 21:00 - 21:30 |          |          |           |            |          |           |          |          |           |
| 21:30 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 22:30 |          |          |           |            |          |           |          |          |           |
| 22:30 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 23:30 |          |          |           |            |          |           |          |          |           |
| 23:30 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.079     |            |          | 0.075     |          |          | 0.154     |

*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 F – SITE ACCESS / LOCAL ROAD / A40 WESTERN AVENUE SLIPS ARCADY OUTPUTS**

| Junctions 10   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| ARCADY 10 - Roundabout Module  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Version: 10.0.1.1519   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| © Copyright TRL Software Limited, 2021   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| +44 (0)1344 379777 software@trl.co.uk trlsoftware.com  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**Filename:** Proposed Site Access, A40 ARCADY - June 2024.j10

**Path:** D:\Cora IHT\Issue 6 on Project 05717.00 - Lidl, Hillingdon Circus\New Plans - June 2024

**Report generation date:** 25/06/2024 09:47:59

- »2024 Base + Development, AM
- »2024 Base + Development, PM
- »2024 Base + Development, Saturday
- »2034 Base + Development, AM
- »2034 Base + Development, PM
- »2034 Base + Development, Saturday

### Summary of junction performance

|  | AM                      |             |           |      |     | PM     |             |           |      |     | Saturday |             |           |      |     |
|--|-------------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|----------|-------------|-----------|------|-----|
|  | Set ID                  | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID   | Queue (PCU) | Delay (s) | RFC  | LOS |
|  | 2024 Base + Development |             |           |      |     |        |             |           |      |     |          |             |           |      |     |
| 1 - Proposed Site Access (North)                 | D1                      | 0.0         | 3.83      | 0.03 | A   | D2     | 0.1         | 5.16      | 0.10 | A   | D3       | 0.1         | 4.22      | 0.13 | A   |
| 2 - Local Road (East)                            |                         | 1.6         | 6.97      | 0.62 | A   |        | 4.5         | 15.15     | 0.82 | C   |          | 1.0         | 5.55      | 0.51 | A   |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |                         | 1.0         | 4.84      | 0.50 | A   |        | 2.7         | 9.06      | 0.73 | A   |          | 1.1         | 5.11      | 0.52 | A   |
|  | 2034 Base + Development |             |           |      |     |        |             |           |      |     |          |             |           |      |     |
| 1 - Proposed Site Access (North)                 | D4                      | 0.0         | 4.00      | 0.03 | A   | D5     | 0.1         | 5.68      | 0.11 | A   | D6       | 0.2         | 4.47      | 0.14 | A   |
| 2 - Local Road (East)                            |                         | 2.0         | 8.20      | 0.67 | A   |        | 8.2         | 26.14     | 0.90 | D   |          | 1.3         | 6.17      | 0.56 | A   |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |                         | 1.2         | 5.36      | 0.55 | A   |        | 4.0         | 12.43     | 0.81 | B   |          | 1.3         | 5.76      | 0.57 | A   |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

#### File Description

|             |                       |
|-------------|-----------------------|
| Title       | Proposed Site Access  |
| Location    | Hillingdon            |
| Site number |                       |
| Date        | 30/05/2024            |
| Version     |                       |
| Status      | (new file)            |
| Identifier  |                       |
| Client      | LIDL                  |
| Jobnumber   |                       |
| Enumerator  | LAPTOP-DTQ9HGGB\mchau |
| 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         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

## Analysis Options

| Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|-----------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
|                             |                             | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2024 Base + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D2 | 2024 Base + Development | PM               | ONE HOUR             | 15:45              | 17:15               | 15                        |
| D3 | 2024 Base + Development | Saturday         | ONE HOUR             | 11:45              | 13:15               | 15                        |
| D4 | 2034 Base + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |
| D5 | 2034 Base + Development | PM               | ONE HOUR             | 15:45              | 17:15               | 15                        |
| D6 | 2034 Base + Development | Saturday         | ONE HOUR             | 11:45              | 13:15               | 15                        |

## Analysis Set Details

| ID | Network flow scaling factor (%) |
|----|---------------------------------|
| A1 | 100.000                         |



# 2024 Base + Development, AM

## Data Errors and Warnings

| Severity | Area        | Item   | Description  |
|----------|-------------|--|--|
| Warning  | Geometry    | 3 - A40 Western Avenue Eastbound Off-Slip (West) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.   |
| Warning  | Vehicle Mix |  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.92               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.92              | A           |

## Arms

### Arms

| Arm | Name   | Description | No give-way line |
|-----|--|-------------|------------------|
| 1   | Proposed Site Access (North)                 |             |                  |
| 2   | Local Road (East)                            |             |                  |
| 3   | A40 Western Avenue Eastbound Off-Slip (West) |             |                  |

### Roundabout Geometry

| Arm  | V - Approach road half-width (m) | E - Entry width (m) | I' - Effective flare length (m) | R - Entry radius (m) | D - Inscribed circle diameter (m) | PHI - Conflict (entry) angle (deg) | Entry only | Exit only |
|--|----------------------------------|---------------------|---------------------------------|----------------------|-----------------------------------|------------------------------------|------------|-----------|
| 1 - Proposed Site Access (North)                 | 3.75                             | 5.50                | 7.2                             | 14.6                 | 30.6                              | 32.0                               |            |           |
| 2 - Local Road (East)                            | 4.50                             | 4.50                | 0.0                             | 34.2                 | 30.6                              | 39.0                               |            |           |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 5.00                             | 7.50                | 48.0                            | 3.0                  | 30.6                              | 38.0                               |            |           |

### Slope / Intercept / Capacity

#### Roundabout Slope and Intercept used in model

| Arm  | Final slope | Final intercept (PCU/hr) |
|--|-------------|--------------------------|
| 1 - Proposed Site Access (North)                 | 0.588       | 1399                     |
| 2 - Local Road (East)                            | 0.582       | 1349                     |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.523       | 1504                     |

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

### Demand Set Details

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D1 | 2024 Base + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm  | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--|------------|--------------|-------------------------|--------------------|
| 1 - Proposed Site Access (North)                 |            | ✓            | 29                      | 100.000            |
| 2 - Local Road (East)                            |            | ✓            | 751                     | 100.000            |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |            | ✓            | 674                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To   |                                  |                       |  |
|------|--|----------------------------------|-----------------------|--|
|      |  | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| From | 1 - Proposed Site Access (North)                 | 0                                | 20                    | 9  |
|      | 2 - Local Road (East)                            | 33                               | 0                     | 718  |
|      | 3 - A40 Western Avenue Eastbound Off-Slip (West) | 16                               | 658                   | 0  |
|      |  |                                  |                       |  |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To   |                                  |                       |  |
|------|--|----------------------------------|-----------------------|--|
|      |  | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| From | 1 - Proposed Site Access (North)                 | 0                                | 0                     | 0  |
|      | 2 - Local Road (East)                            | 0                                | 0                     | 0  |
|      | 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0                                | 0                     | 0  |
|      |  |                                  |                       |  |

## Results

### Results Summary for whole modelled period

| Arm  | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--|---------|---------------|-----------------|---------|
| 1 - Proposed Site Access (North)                 | 0.03    | 3.83          | 0.0             | A       |
| 2 - Local Road (East)                            | 0.62    | 6.97          | 1.6             | A       |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.50    | 4.84          | 1.0             | A       |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 22                    | 493                       | 1109              | 0.020 | 22                  | 0.0             | 3.311     | A                             |
| 2 - Local Road (East)                            | 565                   | 7                         | 1345              | 0.420 | 563                 | 0.7             | 4.586     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 507                   | 25                        | 1492              | 0.340 | 505                 | 0.5             | 3.642     | A                             |

### 08:00 - 08:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 26                    | 591                       | 1051              | 0.025 | 26                  | 0.0             | 3.510     | A                             |
| 2 - Local Road (East)                            | 675                   | 8                         | 1344              | 0.502 | 674                 | 1.0             | 5.365     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 606                   | 30                        | 1489              | 0.407 | 605                 | 0.7             | 4.071     | A                             |

### 08:15 - 08:30

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 32                    | 723                       | 973               | 0.033 | 32                  | 0.0             | 3.822     | A                             |
| 2 - Local Road (East)                            | 827                   | 10                        | 1343              | 0.616 | 825                 | 1.6             | 6.916     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 742                   | 36                        | 1486              | 0.500 | 741                 | 1.0             | 4.826     | A                             |

### 08:30 - 08:45

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 32                    | 724                       | 973               | 0.033 | 32                  | 0.0             | 3.825     | A                             |
| 2 - Local Road (East)                            | 827                   | 10                        | 1343              | 0.616 | 827                 | 1.6             | 6.973     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 742                   | 36                        | 1485              | 0.500 | 742                 | 1.0             | 4.842     | A                             |

### 08:45 - 09:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 26                    | 593                       | 1050              | 0.025 | 26                  | 0.0             | 3.514     | A                             |
| 2 - Local Road (East)                            | 675                   | 8                         | 1344              | 0.502 | 677                 | 1.0             | 5.421     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 606                   | 30                        | 1489              | 0.407 | 607                 | 0.7             | 4.089     | A                             |

### 09:00 - 09:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 22                    | 496                       | 1107              | 0.020 | 22                  | 0.0             | 3.319     | A                             |
| 2 - Local Road (East)                            | 565                   | 7                         | 1345              | 0.420 | 567                 | 0.7             | 4.633     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 507                   | 25                        | 1491              | 0.340 | 508                 | 0.5             | 3.665     | A                             |

# 2024 Base + Development, PM

## Data Errors and Warnings

| Severity | Area        | Item   | Description  |
|----------|-------------|--|--|
| Warning  | Geometry    | 3 - A40 Western Avenue Eastbound Off-Slip (West) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.   |
| Warning  | Vehicle Mix |  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 11.88              | B            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 11.88             | B           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D2 | 2024 Base + Development | PM               | ONE HOUR             | 15:45              | 17:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm  | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--|------------|--------------|-------------------------|--------------------|
| 1 - Proposed Site Access (North)                 |            | ✓            | 74                      | 100.000            |
| 2 - Local Road (East)                            |            | ✓            | 998                     | 100.000            |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |            | ✓            | 981                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 51                    | 23   |
| 2 - Local Road (East)                            |    | 48                               | 0                     | 950  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 24                               | 957                   | 0  |

## Vehicle Mix

### Heavy Vehicle Percentages

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 0                     | 0  |
| 2 - Local Road (East)                            |    | 0                                | 0                     | 0  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 0                                | 0                     | 0  |

## Results

### Results Summary for whole modelled period

| Arm  | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--|---------|---------------|-----------------|---------|
| 1 - Proposed Site Access (North)                 | 0.10    | 5.16          | 0.1             | A       |
| 2 - Local Road (East)                            | 0.82    | 15.15         | 4.5             | C       |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.73    | 9.06          | 2.7             | A       |

### Main Results for each time segment

#### 15:45 - 16:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 56                    | 717                       | 977               | 0.057 | 55                  | 0.1             | 3.904     | A                             |
| 2 - Local Road (East)                            | 751                   | 17                        | 1339              | 0.561 | 746                 | 1.3             | 6.029     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 739                   | 36                        | 1486              | 0.497 | 735                 | 1.0             | 4.768     | A                             |

#### 16:00 - 16:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 67                    | 858                       | 894               | 0.074 | 66                  | 0.1             | 4.350     | A                             |
| 2 - Local Road (East)                            | 897                   | 21                        | 1337              | 0.671 | 894                 | 2.0             | 8.083     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 882                   | 43                        | 1482              | 0.595 | 880                 | 1.4             | 5.960     | A                             |

#### 16:15 - 16:30

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 81                    | 1049                      | 782               | 0.104 | 81                  | 0.1             | 5.137     | A                             |
| 2 - Local Road (East)                            | 1099                  | 25                        | 1334              | 0.824 | 1090                | 4.3             | 14.212    | B                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 1080                  | 52                        | 1477              | 0.731 | 1075                | 2.6             | 8.857     | A                             |

#### 16:30 - 16:45

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 81                    | 1053                      | 779               | 0.105 | 81                  | 0.1             | 5.158     | A                             |
| 2 - Local Road (East)                            | 1099                  | 25                        | 1334              | 0.824 | 1098                | 4.5             | 15.153    | C                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 1080                  | 53                        | 1477              | 0.731 | 1080                | 2.7             | 9.057     | A                             |

**16:45 - 17:00**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 67                    | 865                       | 890               | 0.075 | 67                  | 0.1             | 4.372     | A                             |
| 2 - Local Road (East)                            | 897                   | 21                        | 1337              | 0.671 | 907                 | 2.1             | 8.552     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 882                   | 44                        | 1482              | 0.595 | 887                 | 1.5             | 6.096     | A                             |

**17:00 - 17:15**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 56                    | 722                       | 974               | 0.057 | 56                  | 0.1             | 3.922     | A                             |
| 2 - Local Road (East)                            | 751                   | 17                        | 1339              | 0.561 | 755                 | 1.3             | 6.199     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 739                   | 36                        | 1486              | 0.497 | 741                 | 1.0             | 4.844     | A                             |

# 2024 Base + Development, Saturday

## Data Errors and Warnings

| Severity | Area        | Item   | Description  |
|----------|-------------|--|--|
| Warning  | Geometry    | 3 - A40 Western Avenue Eastbound Off-Slip (West) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.   |
| Warning  | Vehicle Mix |  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.23               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.23              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D3 | 2024 Base + Development | Saturday         | ONE HOUR             | 11:45              | 13:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm  | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--|------------|--------------|-------------------------|--------------------|
| 1 - Proposed Site Access (North)                 |            | ✓            | 115                     | 100.000            |
| 2 - Local Road (East)                            |            | ✓            | 613                     | 100.000            |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |            | ✓            | 687                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To   |                                  |                       |  |
|------|--|----------------------------------|-----------------------|--|
| From |  | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
|      | 1 - Proposed Site Access (North)                 | 0                                | 76                    | 39   |
|      | 2 - Local Road (East)                            | 76                               | 0                     | 537  |
|      | 3 - A40 Western Avenue Eastbound Off-Slip (West) | 39                               | 648                   | 0  |

## Vehicle Mix

### Heavy Vehicle Percentages

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 0                     | 0  |
| 2 - Local Road (East)                            |    | 0                                | 0                     | 0  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 0                                | 0                     | 0  |

## Results

### Results Summary for whole modelled period

| Arm  | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--|---------|---------------|-----------------|---------|
| 1 - Proposed Site Access (North)                 | 0.13    | 4.22          | 0.1             | A       |
| 2 - Local Road (East)                            | 0.51    | 5.55          | 1.0             | A       |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.52    | 5.11          | 1.1             | A       |

### Main Results for each time segment

#### 11:45 - 12:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 87                    | 486                       | 1113              | 0.078 | 86                  | 0.1             | 3.506     | A                             |
| 2 - Local Road (East)                            | 461                   | 29                        | 1332              | 0.347 | 459                 | 0.5             | 4.117     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 517                   | 57                        | 1475              | 0.351 | 515                 | 0.5             | 3.744     | A                             |

#### 12:00 - 12:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 103                   | 582                       | 1057              | 0.098 | 103                 | 0.1             | 3.775     | A                             |
| 2 - Local Road (East)                            | 551                   | 35                        | 1328              | 0.415 | 550                 | 0.7             | 4.624     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 618                   | 68                        | 1469              | 0.420 | 617                 | 0.7             | 4.222     | A                             |

#### 12:15 - 12:30

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 127                   | 712                       | 980               | 0.129 | 126                 | 0.1             | 4.218     | A                             |
| 2 - Local Road (East)                            | 675                   | 43                        | 1324              | 0.510 | 674                 | 1.0             | 5.527     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 756                   | 84                        | 1461              | 0.518 | 755                 | 1.1             | 5.089     | A                             |

#### 12:30 - 12:45

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 127                   | 713                       | 979               | 0.129 | 127                 | 0.1             | 4.222     | A                             |
| 2 - Local Road (East)                            | 675                   | 43                        | 1324              | 0.510 | 675                 | 1.0             | 5.549     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 756                   | 84                        | 1461              | 0.518 | 756                 | 1.1             | 5.110     | A                             |



**12:45 - 13:00**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 103                   | 584                       | 1055              | 0.098 | 104                 | 0.1             | 3.784     | A                             |
| 2 - Local Road (East)                            | 551                   | 35                        | 1328              | 0.415 | 552                 | 0.7             | 4.647     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 618                   | 68                        | 1469              | 0.421 | 619                 | 0.7             | 4.243     | A                             |

**13:00 - 13:15**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 87                    | 489                       | 1111              | 0.078 | 87                  | 0.1             | 3.512     | A                             |
| 2 - Local Road (East)                            | 461                   | 29                        | 1331              | 0.347 | 462                 | 0.5             | 4.146     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 517                   | 57                        | 1475              | 0.351 | 518                 | 0.5             | 3.765     | A                             |

# 2034 Base + Development, AM

## Data Errors and Warnings

| Severity | Area        | Item   | Description  |
|----------|-------------|--|--|
| Warning  | Geometry    | 3 - A40 Western Avenue Eastbound Off-Slip (West) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.   |
| Warning  | Vehicle Mix |  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 6.80               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 6.80              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D4 | 2034 Base + Development | AM               | ONE HOUR             | 07:45              | 09:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm  | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--|------------|--------------|-------------------------|--------------------|
| 1 - Proposed Site Access (North)                 |            | ✓            | 29                      | 100.000            |
| 2 - Local Road (East)                            |            | ✓            | 821                     | 100.000            |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |            | ✓            | 739                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 20                    | 9  |
| 2 - Local Road (East)                            |    | 33                               | 0                     | 788  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 16                               | 723                   | 0  |

## Vehicle Mix

### Heavy Vehicle Percentages

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 0                     | 0  |
| 2 - Local Road (East)                            |    | 0                                | 0                     | 0  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 0                                | 0                     | 0  |

## Results

### Results Summary for whole modelled period

| Arm  | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--|---------|---------------|-----------------|---------|
| 1 - Proposed Site Access (North)                 | 0.03    | 4.00          | 0.0             | A       |
| 2 - Local Road (East)                            | 0.67    | 8.20          | 2.0             | A       |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.55    | 5.36          | 1.2             | A       |

### Main Results for each time segment

#### 07:45 - 08:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 22                    | 542                       | 1080              | 0.020 | 22                  | 0.0             | 3.401     | A                             |
| 2 - Local Road (East)                            | 618                   | 7                         | 1345              | 0.460 | 615                 | 0.8             | 4.909     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 556                   | 25                        | 1492              | 0.373 | 554                 | 0.6             | 3.831     | A                             |

#### 08:00 - 08:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 26                    | 649                       | 1017              | 0.026 | 26                  | 0.0             | 3.632     | A                             |
| 2 - Local Road (East)                            | 738                   | 8                         | 1344              | 0.549 | 737                 | 1.2             | 5.913     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 664                   | 30                        | 1489              | 0.446 | 664                 | 0.8             | 4.356     | A                             |

#### 08:15 - 08:30

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 32                    | 794                       | 932               | 0.034 | 32                  | 0.0             | 4.001     | A                             |
| 2 - Local Road (East)                            | 904                   | 10                        | 1343              | 0.673 | 901                 | 2.0             | 8.083     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 814                   | 36                        | 1486              | 0.548 | 812                 | 1.2             | 5.332     | A                             |

#### 08:30 - 08:45

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 32                    | 796                       | 931               | 0.034 | 32                  | 0.0             | 4.005     | A                             |
| 2 - Local Road (East)                            | 904                   | 10                        | 1343              | 0.673 | 904                 | 2.0             | 8.195     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 814                   | 36                        | 1485              | 0.548 | 814                 | 1.2             | 5.357     | A                             |

**08:45 - 09:00**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 26                    | 651                       | 1016              | 0.026 | 26                  | 0.0             | 3.640     | A                             |
| 2 - Local Road (East)                            | 738                   | 8                         | 1344              | 0.549 | 741                 | 1.2             | 6.004     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 664                   | 30                        | 1489              | 0.446 | 666                 | 0.8             | 4.383     | A                             |

**09:00 - 09:15**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 22                    | 545                       | 1078              | 0.020 | 22                  | 0.0             | 3.407     | A                             |
| 2 - Local Road (East)                            | 618                   | 7                         | 1345              | 0.460 | 620                 | 0.9             | 4.975     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 556                   | 25                        | 1491              | 0.373 | 557                 | 0.6             | 3.856     | A                             |

# 2034 Base + Development, PM

## Data Errors and Warnings

| Severity | Area        | Item   | Description  |
|----------|-------------|--|--|
| Warning  | Geometry    | 3 - A40 Western Avenue Eastbound Off-Slip (West) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.   |
| Warning  | Vehicle Mix |  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 18.88              | C            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 18.88             | C           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D5 | 2034 Base + Development | PM               | ONE HOUR             | 15:45              | 17:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm  | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--|------------|--------------|-------------------------|--------------------|
| 1 - Proposed Site Access (North)                 |            | ✓            | 74                      | 100.000            |
| 2 - Local Road (East)                            |            | ✓            | 1095                    | 100.000            |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |            | ✓            | 1080                    | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 51                    | 23   |
| 2 - Local Road (East)                            |    | 48                               | 0                     | 1047   |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 24                               | 1056                  | 0  |

## Vehicle Mix

### Heavy Vehicle Percentages

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 0                     | 0  |
| 2 - Local Road (East)                            |    | 0                                | 0                     | 0  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 0                                | 0                     | 0  |

## Results

### Results Summary for whole modelled period

| Arm  | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--|---------|---------------|-----------------|---------|
| 1 - Proposed Site Access (North)                 | 0.11    | 5.68          | 0.1             | A       |
| 2 - Local Road (East)                            | 0.90    | 26.14         | 8.2             | D       |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.81    | 12.43         | 4.0             | B       |

### Main Results for each time segment

#### 15:45 - 16:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 56                    | 790                       | 934               | 0.060 | 55                  | 0.1             | 4.097     | A                             |
| 2 - Local Road (East)                            | 824                   | 17                        | 1339              | 0.616 | 818                 | 1.6             | 6.843     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 813                   | 36                        | 1486              | 0.547 | 808                 | 1.2             | 5.278     | A                             |

#### 16:00 - 16:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 67                    | 947                       | 842               | 0.079 | 66                  | 0.1             | 4.641     | A                             |
| 2 - Local Road (East)                            | 984                   | 21                        | 1337              | 0.736 | 980                 | 2.7             | 9.967     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 971                   | 43                        | 1482              | 0.655 | 968                 | 1.9             | 6.970     | A                             |

#### 16:15 - 16:30

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 81                    | 1155                      | 720               | 0.113 | 81                  | 0.1             | 5.637     | A                             |
| 2 - Local Road (East)                            | 1206                  | 25                        | 1334              | 0.904 | 1186                | 7.5             | 21.965    | C                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 1189                  | 52                        | 1477              | 0.805 | 1181                | 3.9             | 11.834    | B                             |

#### 16:30 - 16:45

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 81                    | 1162                      | 715               | 0.114 | 81                  | 0.1             | 5.678     | A                             |
| 2 - Local Road (East)                            | 1206                  | 25                        | 1334              | 0.904 | 1203                | 8.2             | 26.137    | D                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 1189                  | 53                        | 1477              | 0.805 | 1189                | 4.0             | 12.429    | B                             |

**16:45 - 17:00**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 67                    | 957                       | 836               | 0.080 | 67                  | 0.1             | 4.681     | A                             |
| 2 - Local Road (East)                            | 984                   | 21                        | 1337              | 0.737 | 1006                | 2.9             | 11.523    | B                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 971                   | 44                        | 1481              | 0.655 | 979                 | 1.9             | 7.281     | A                             |

**17:00 - 17:15**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 56                    | 798                       | 930               | 0.060 | 56                  | 0.1             | 4.121     | A                             |
| 2 - Local Road (East)                            | 824                   | 17                        | 1339              | 0.616 | 829                 | 1.6             | 7.140     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 813                   | 36                        | 1485              | 0.547 | 816                 | 1.2             | 5.399     | A                             |

# 2034 Base + Development, Saturday

## Data Errors and Warnings

| Severity | Area        | Item   | Description  |
|----------|-------------|--|--|
| Warning  | Geometry    | 3 - A40 Western Avenue Eastbound Off-Slip (West) - Roundabout Geometry | Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.   |
| Warning  | Vehicle Mix |  | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type       | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|----------|---------------------|-----------------------|-----------|--------------------|--------------|
| 1        | untitled | Standard Roundabout |                       | 1, 2, 3   | 5.84               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.84              | A           |

## Traffic Demand

### Demand Set Details

| ID | Scenario name           | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) |
|----|-------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|
| D6 | 2034 Base + Development | Saturday         | ONE HOUR             | 11:45              | 13:15               | 15                        |

| Vehicle mix source | PCU Factor for a HV (PCU) |
|--------------------|---------------------------|
| HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm  | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|--|------------|--------------|-------------------------|--------------------|
| 1 - Proposed Site Access (North)                 |            | ✓            | 115                     | 100.000            |
| 2 - Local Road (East)                            |            | ✓            | 672                     | 100.000            |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |            | ✓            | 759                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 76                    | 39   |
| 2 - Local Road (East)                            |    | 76                               | 0                     | 596  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 39                               | 720                   | 0  |

## Vehicle Mix



### Heavy Vehicle Percentages

| From   | To |                                  |                       |  |
|--|----|----------------------------------|-----------------------|--|
|  |    | 1 - Proposed Site Access (North) | 2 - Local Road (East) | 3 - A40 Western Avenue Eastbound Off-Slip (West) |
| 1 - Proposed Site Access (North)                 |    | 0                                | 0                     | 0  |
| 2 - Local Road (East)                            |    | 0                                | 0                     | 0  |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) |    | 0                                | 0                     | 0  |

## Results

### Results Summary for whole modelled period

| Arm  | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|--|---------|---------------|-----------------|---------|
| 1 - Proposed Site Access (North)                 | 0.14    | 4.47          | 0.2             | A       |
| 2 - Local Road (East)                            | 0.56    | 6.17          | 1.3             | A       |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 0.57    | 5.76          | 1.3             | A       |

### Main Results for each time segment

#### 11:45 - 12:00

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 87                    | 540                       | 1081              | 0.080 | 86                  | 0.1             | 3.618     | A                             |
| 2 - Local Road (East)                            | 506                   | 29                        | 1332              | 0.380 | 503                 | 0.6             | 4.335     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 571                   | 57                        | 1475              | 0.387 | 569                 | 0.6             | 3.963     | A                             |

#### 12:00 - 12:15

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 103                   | 646                       | 1019              | 0.102 | 103                 | 0.1             | 3.933     | A                             |
| 2 - Local Road (East)                            | 604                   | 35                        | 1328              | 0.455 | 603                 | 0.8             | 4.959     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 682                   | 68                        | 1469              | 0.465 | 681                 | 0.9             | 4.566     | A                             |

#### 12:15 - 12:30

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 127                   | 791                       | 934               | 0.136 | 126                 | 0.2             | 4.459     | A                             |
| 2 - Local Road (East)                            | 740                   | 43                        | 1324              | 0.559 | 738                 | 1.2             | 6.132     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 836                   | 83                        | 1461              | 0.572 | 834                 | 1.3             | 5.724     | A                             |

#### 12:30 - 12:45

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 127                   | 793                       | 933               | 0.136 | 127                 | 0.2             | 4.466     | A                             |
| 2 - Local Road (East)                            | 740                   | 43                        | 1324              | 0.559 | 740                 | 1.3             | 6.166     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 836                   | 84                        | 1461              | 0.572 | 836                 | 1.3             | 5.758     | A                             |

**12:45 - 13:00**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 103                   | 649                       | 1017              | 0.102 | 104                 | 0.1             | 3.942     | A                             |
| 2 - Local Road (East)                            | 604                   | 35                        | 1328              | 0.455 | 606                 | 0.8             | 4.996     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 682                   | 69                        | 1469              | 0.465 | 684                 | 0.9             | 4.598     | A                             |

**13:00 - 13:15**

| Arm  | Total Demand (PCU/hr) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--|-----------------------|---------------------------|-------------------|-------|---------------------|-----------------|-----------|-------------------------------|
| 1 - Proposed Site Access (North)                 | 87                    | 543                       | 1079              | 0.080 | 87                  | 0.1             | 3.625     | A                             |
| 2 - Local Road (East)                            | 506                   | 29                        | 1331              | 0.380 | 507                 | 0.6             | 4.371     | A                             |
| 3 - A40 Western Avenue Eastbound Off-Slip (West) | 571                   | 57                        | 1475              | 0.388 | 572                 | 0.6             | 3.994     | A                             |

