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LIDL

Western Avenue, Hillingdon Circus

## Transport Assessment

Final Report for:



March 2025

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## CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>3</b>
1.1	Overview .....	3
<b>2.0</b>	<b>SITE DESCRIPTION AND EXISTING CONDITIONS .....</b>	<b>5</b>
2.1	Site Description .....	5
2.2	Existing Traffic Conditions .....	5
2.4	Accident Analysis .....	6
<b>3.0</b>	<b>DEVELOPMENT PROPOSALS.....</b>	<b>7</b>
3.1	Proposed Development .....	7
<b>4.0</b>	<b>TRANSPORT POLICY AND ACCESSIBILITY.....</b>	<b>9</b>
4.1	Preamble.....	9
4.2	The Transport Decarbonisation Plan – March 2020 .....	9
4.1	National Planning Policy Framework [NPPF] 2023 .....	9
4.2	Travel Plans, Transport Assessments and Statements in Decision-Taking .....	10
4.3	The London Plan 2021 .....	10
4.4	Walking and Cycling .....	12
4.6	Accessibility by Underground .....	16
4.7	PTAL Assessment .....	16
4.8	Summary .....	18
<b>5.0</b>	<b>TRAFFIC IMPACT .....</b>	<b>19</b>
5.1	Introduction .....	19
5.2	Proposed Development Trips .....	19
5.3	Trip Types .....	19
5.4	Development Impact .....	21
5.5	Proposed Site Access / A40 Western Road (Slips) Roundabout .....	23
<b>6.0</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>24</b>
6.1	Summary .....	24
6.2	Conclusion .....	24

## TRAFFIC FIGURES

## APPENDICES

**APPENDIX A – TRAFFIC SURVEY RESULTS**

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

**APPENDIX C – PROPOSED SITE LAYOUT**

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

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

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

## 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.

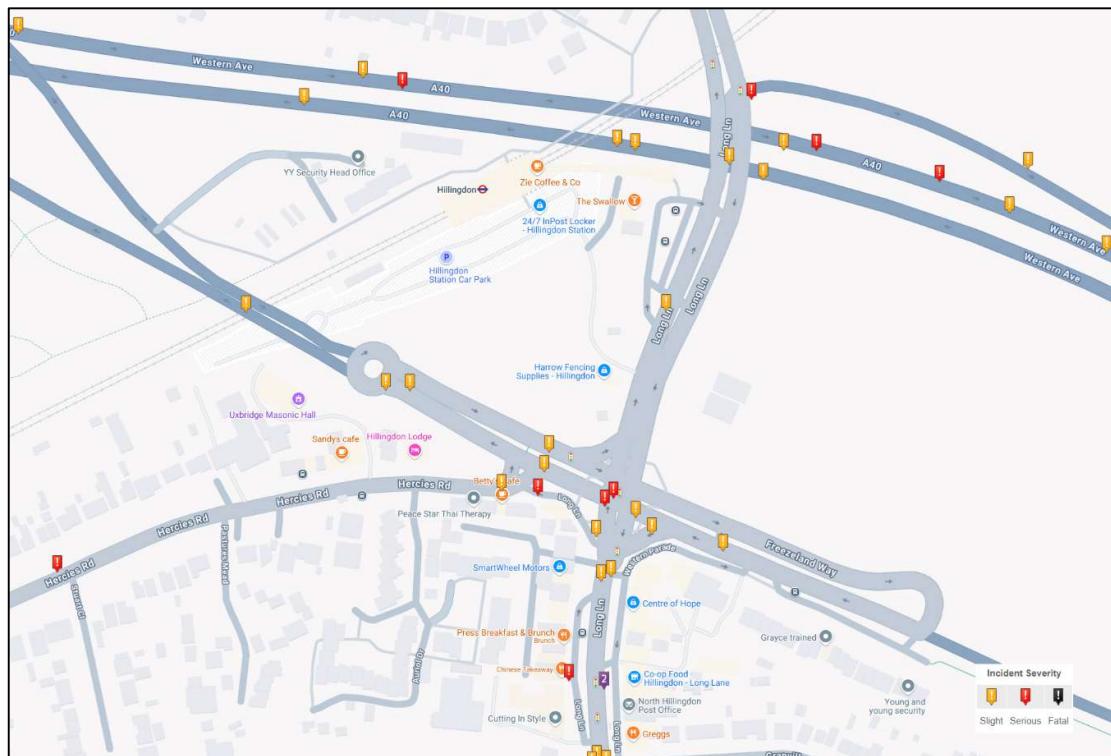
### 2.2 *Existing Traffic Conditions*

- 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*

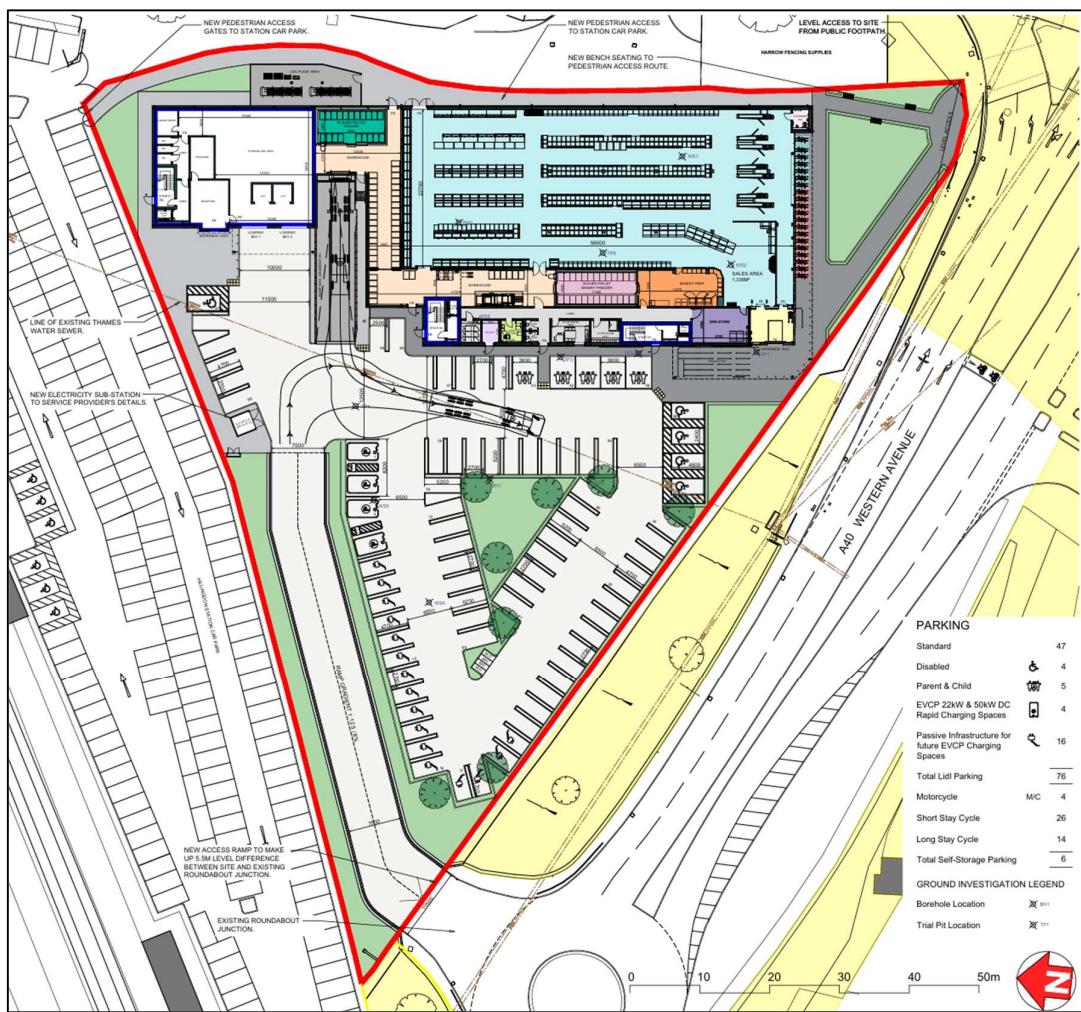
- 3.1.1 The proposed new Lidl store will provide a sales area of circa 1,336m<sup>2</sup>, whilst the total GIA is 1,999m<sup>2</sup> which includes the warehouse and ancillary areas. An additional self-storage facility is also proposed totalling 5,227m<sup>2</sup> GIA. The total area of the red line 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.

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**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:

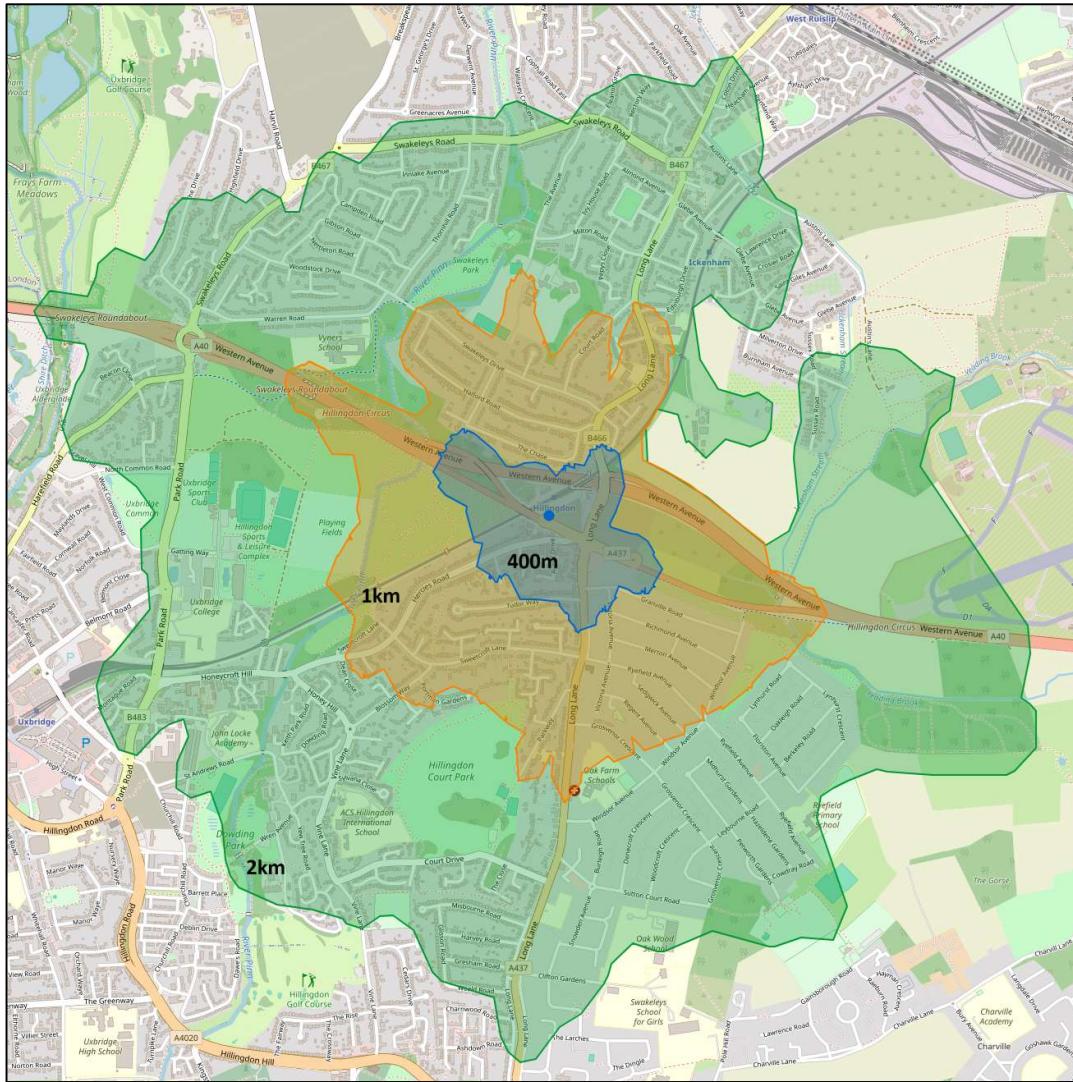
*"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

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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

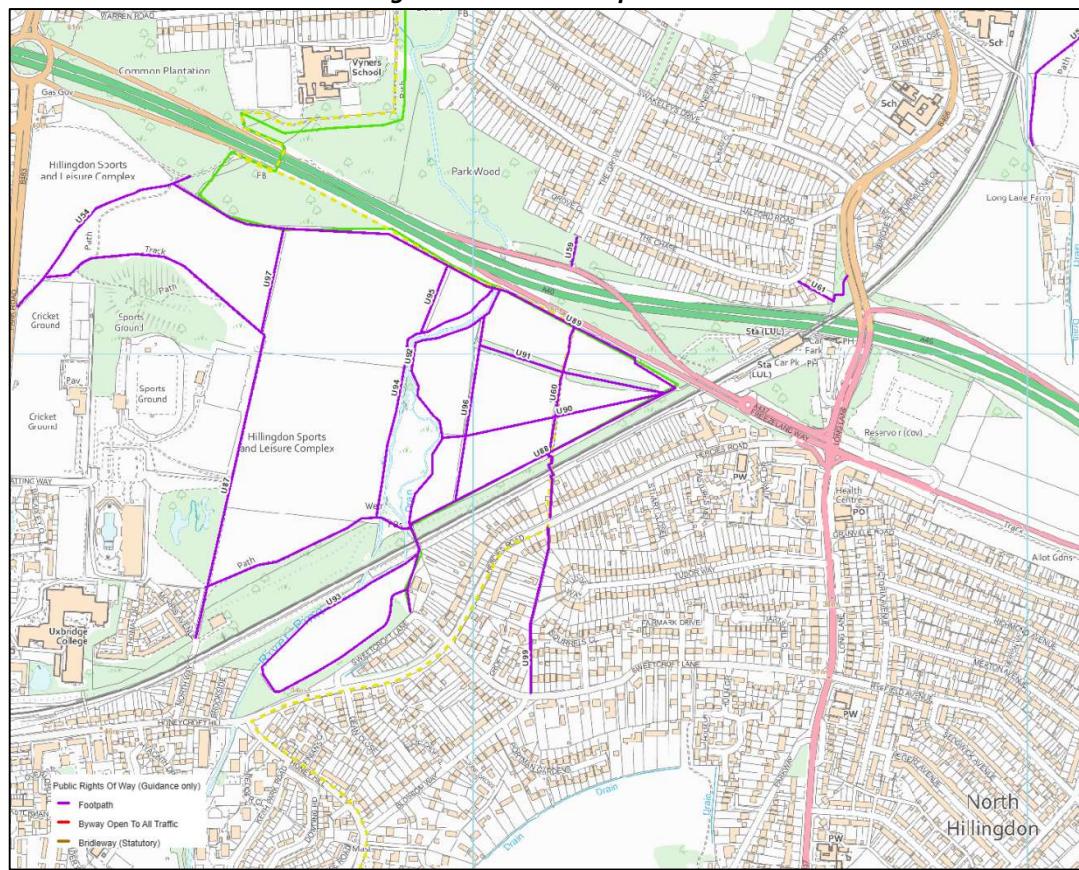
- 4.4.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT, 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m 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**



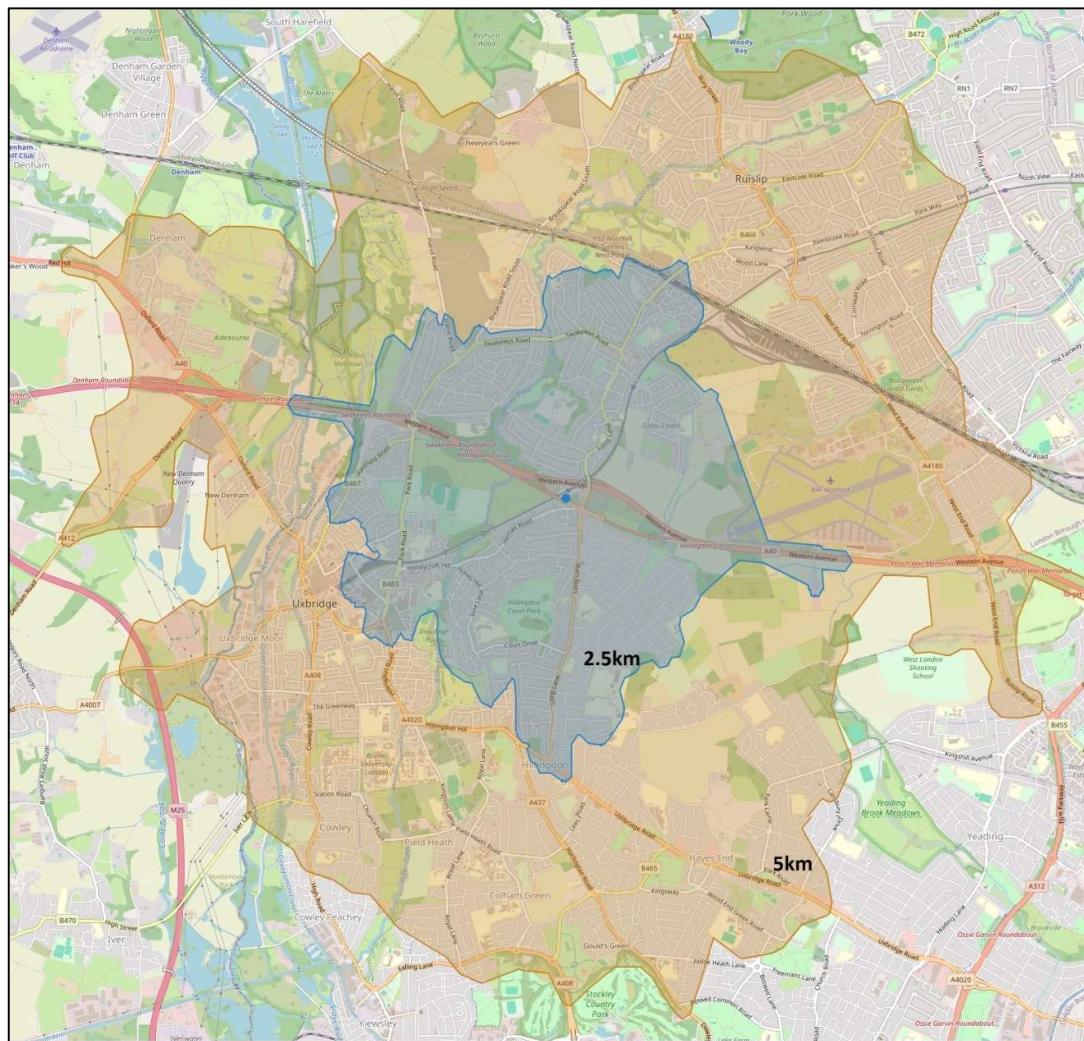
- 4.4.2 Lit footways heading eastbound from the proposed site are provided on both sides of the A40 Western Avenue, nearby the vicinity of the site. Lit cycleways are also provided along the A437 Long Lane heading in both northbound and southbound directions.
- 4.4.3 A signalised pedestrian crossing 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 Hercies 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
<b>1a (Low)</b>	0.01 – 2.50	Very Poor
<b>1b</b>	2.51 - 5.00	Very Poor
<b>2</b>	5.01 – 10.00	Poor
<b>3</b>	10.01 – 15.00	Moderate
<b>4</b>	15.01 – 20.00	Good
<b>5</b>	20.01 – 25.00	Very Good
<b>6a</b>	25.01 – 40.00	Excellent
<b>6b (High)</b>	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)**

		Weekday AM Peak (0800-0900)			Friday Peak (1600-1700)			Saturday Peak (1200-1300)		
Trip Types	Percentage	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 + Development AM Peak		2024 Base + Development PM Peak		2024 Base + Development 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 Eastbound Off-Slip (West)	0.50	1	0.73	3	0.52	1

	2034 Base + Development AM Peak		2034 Base + Development PM Peak		2034 Base + Development 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 Eastbound Off-Slip (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*

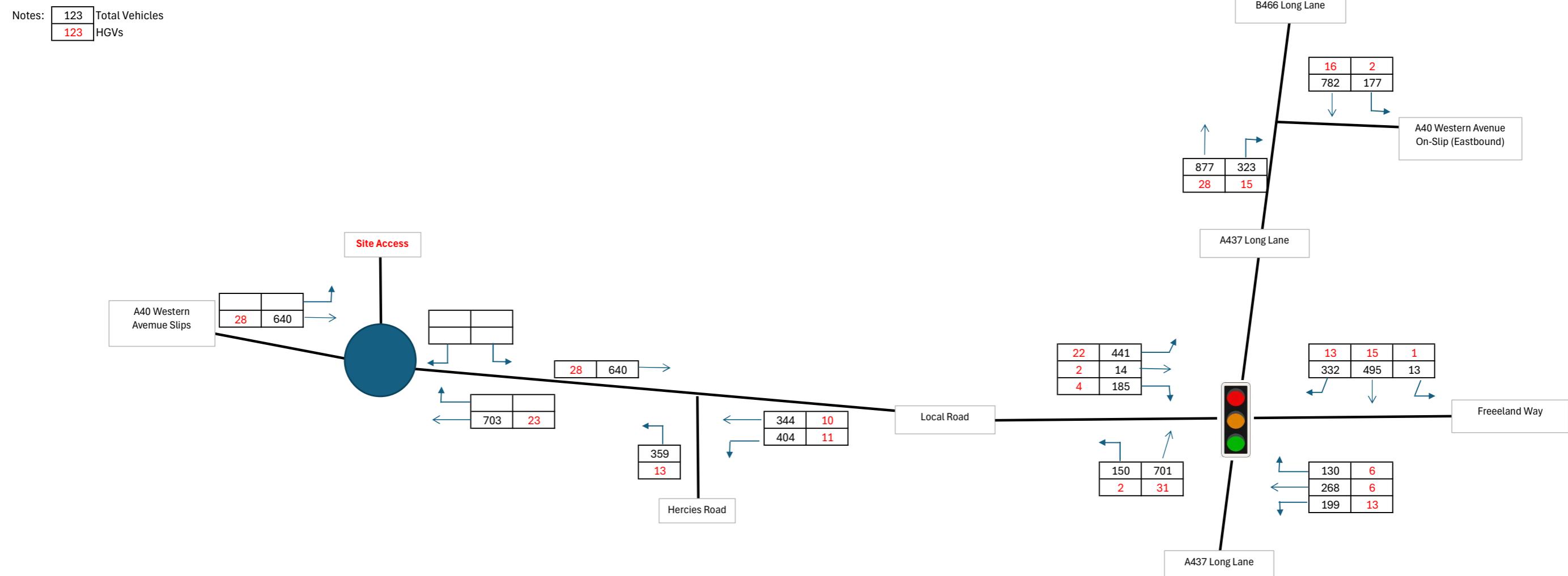
- 6.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation-related reasons upon which a refusal of the planning application for the proposals would be justified.

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## TRAFFIC FIGURES

**Figure 1: 2024 Surveyed Traffic Flows**

**AM Peak: 0800-0900**



**Figure 2: 2024 Surveyed Traffic Flows**

**PM Peak: 1600-1700**

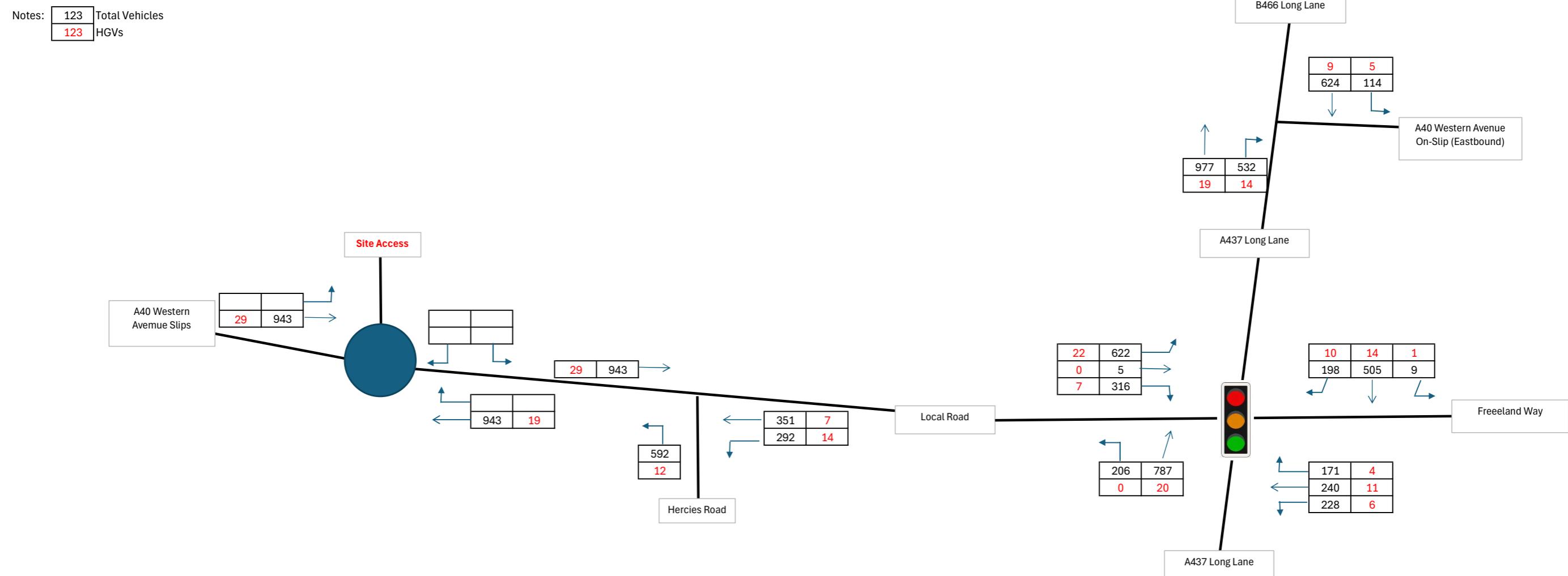


Figure 3: 2024 Surveyed Traffic Flows

Saturday Peak: 1200-1300

Notes: 

123	Total Vehicles
123	HGVs

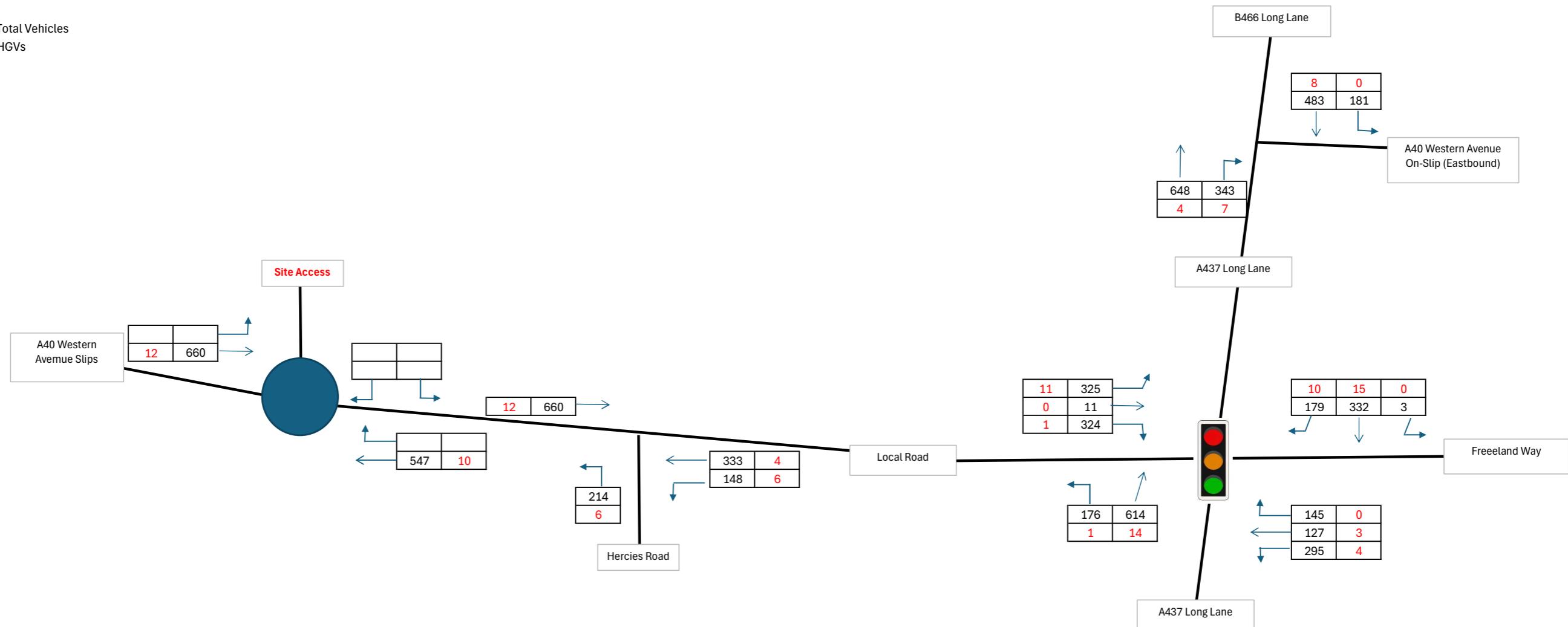


Figure 4: 2024 Surveyed Traffic Flows

AM Peak: 0800-0900

Notes: 123 PCUs

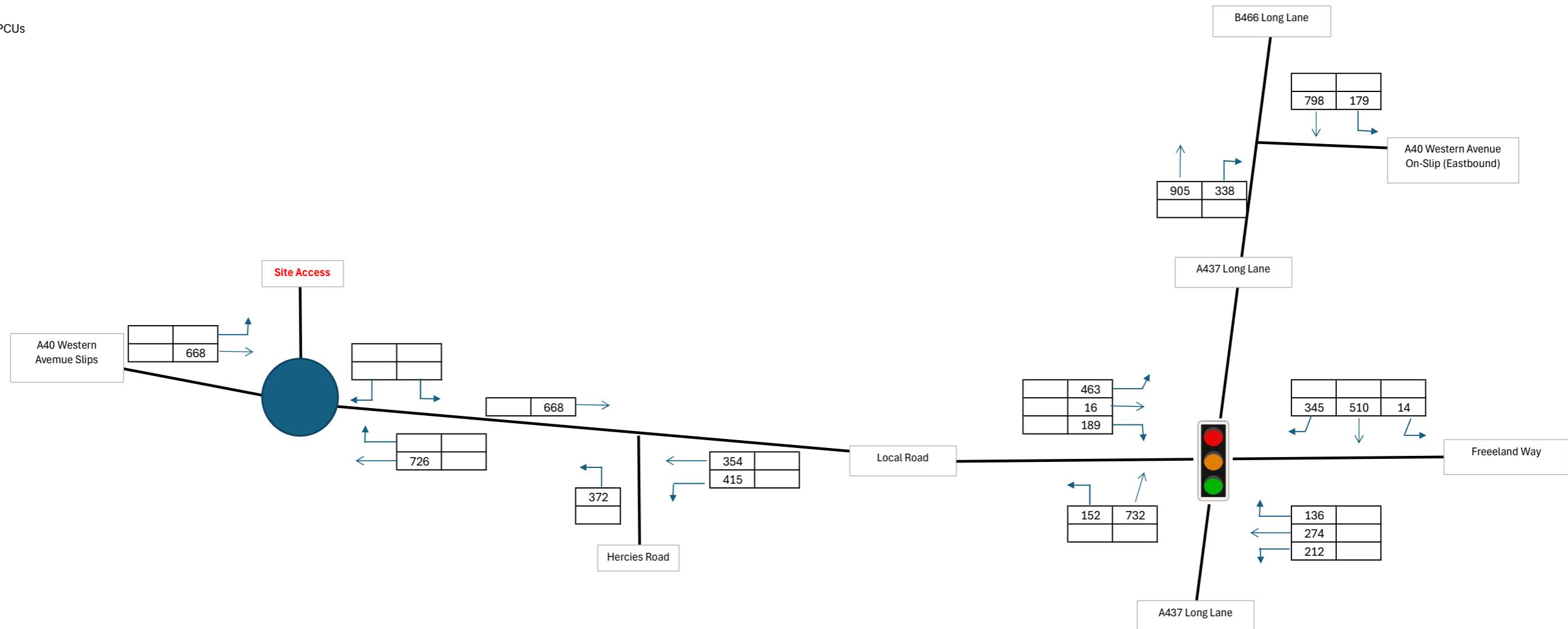


Figure 5: 2024 Surveyed Traffic Flows

PM Peak: 1600-1700

Notes: 123 PCUs

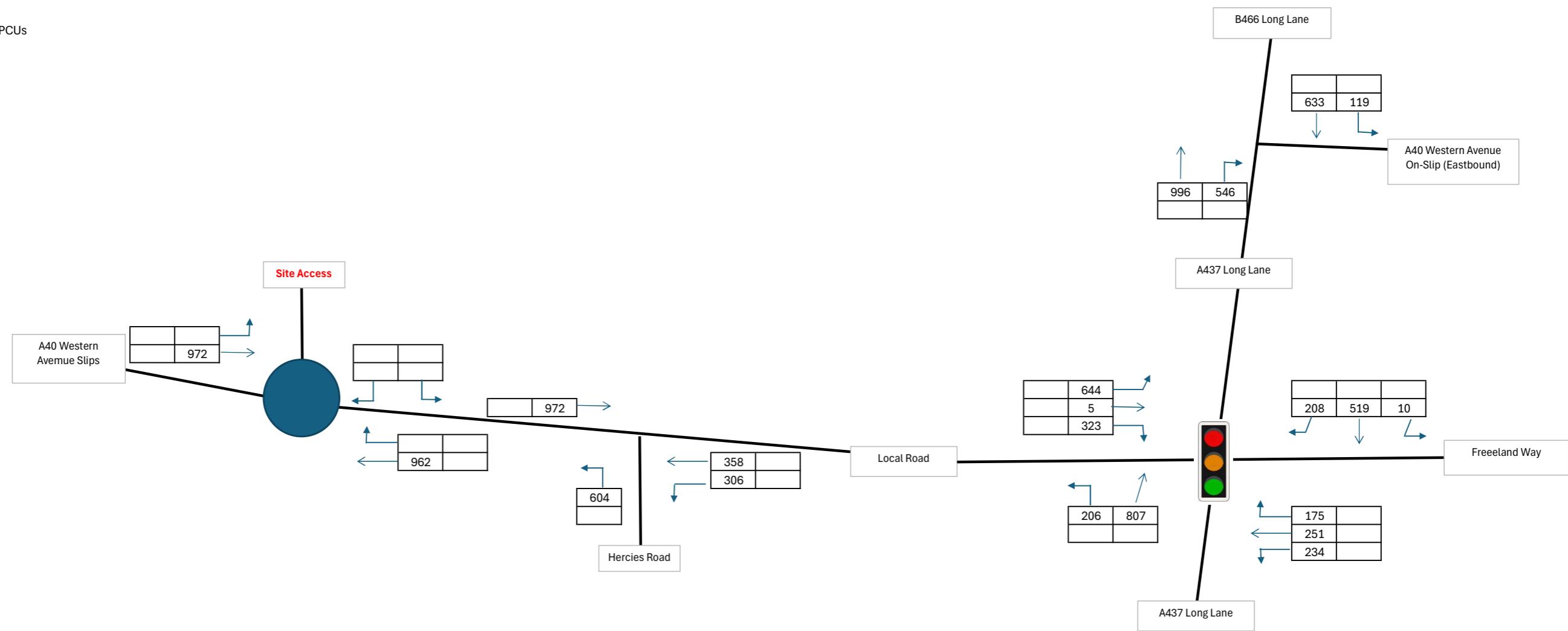


Figure 6: 2024 Surveyed Traffic Flows

Saturday Peak: 1200-1300

Notes: 123 PCUs

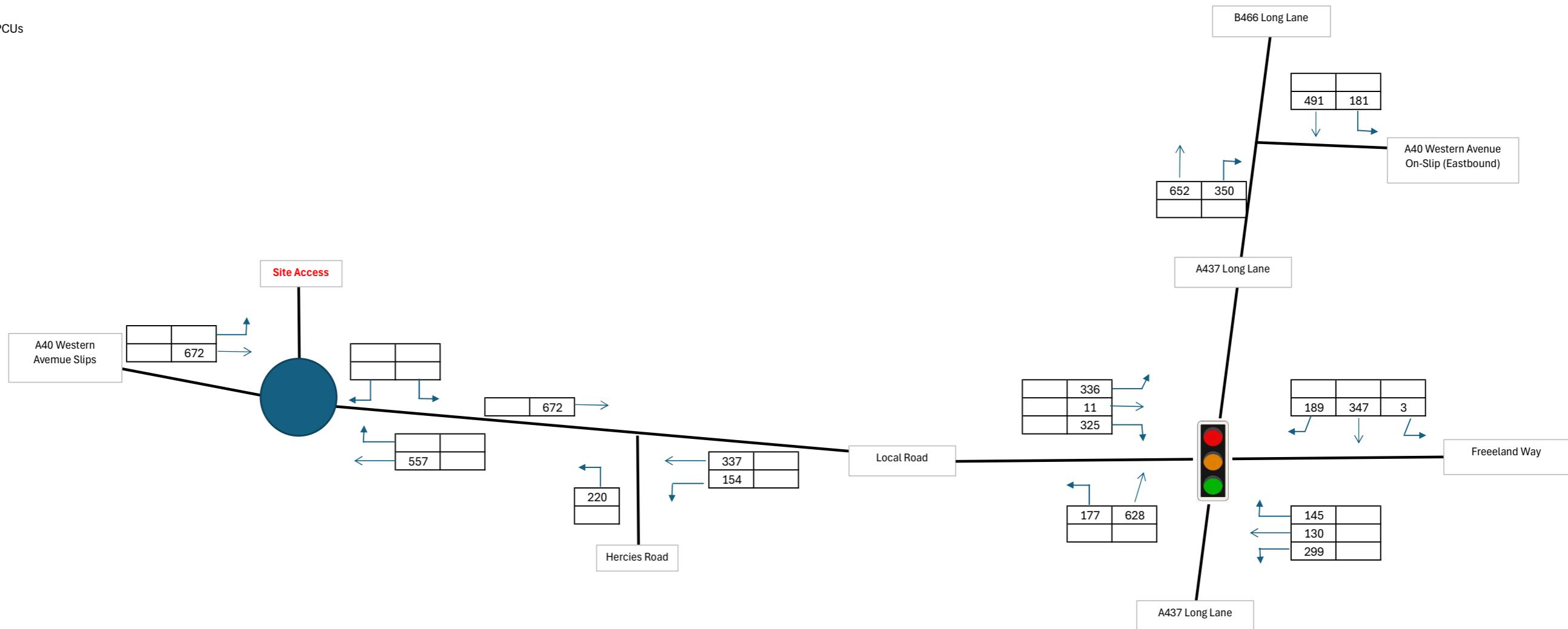


Figure 7: 2034 Growthed Traffic Flows

AM Peak: 0800-0900

Notes: 123 PCUs  
1.0971 Growth Factor

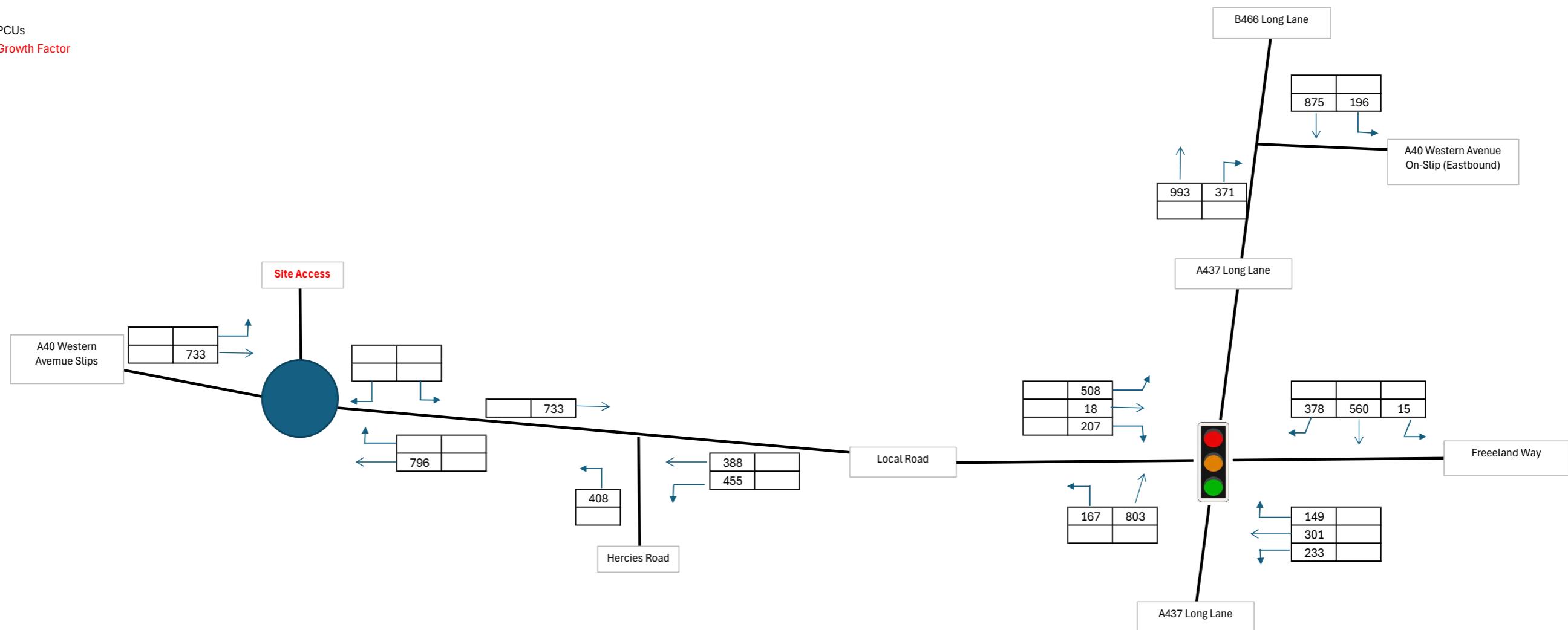


Figure 8: 2034 Growthed Traffic Flows

PM Peak: 1600-1700

Notes: 123 PCUs  
1.1012 Growth Factor

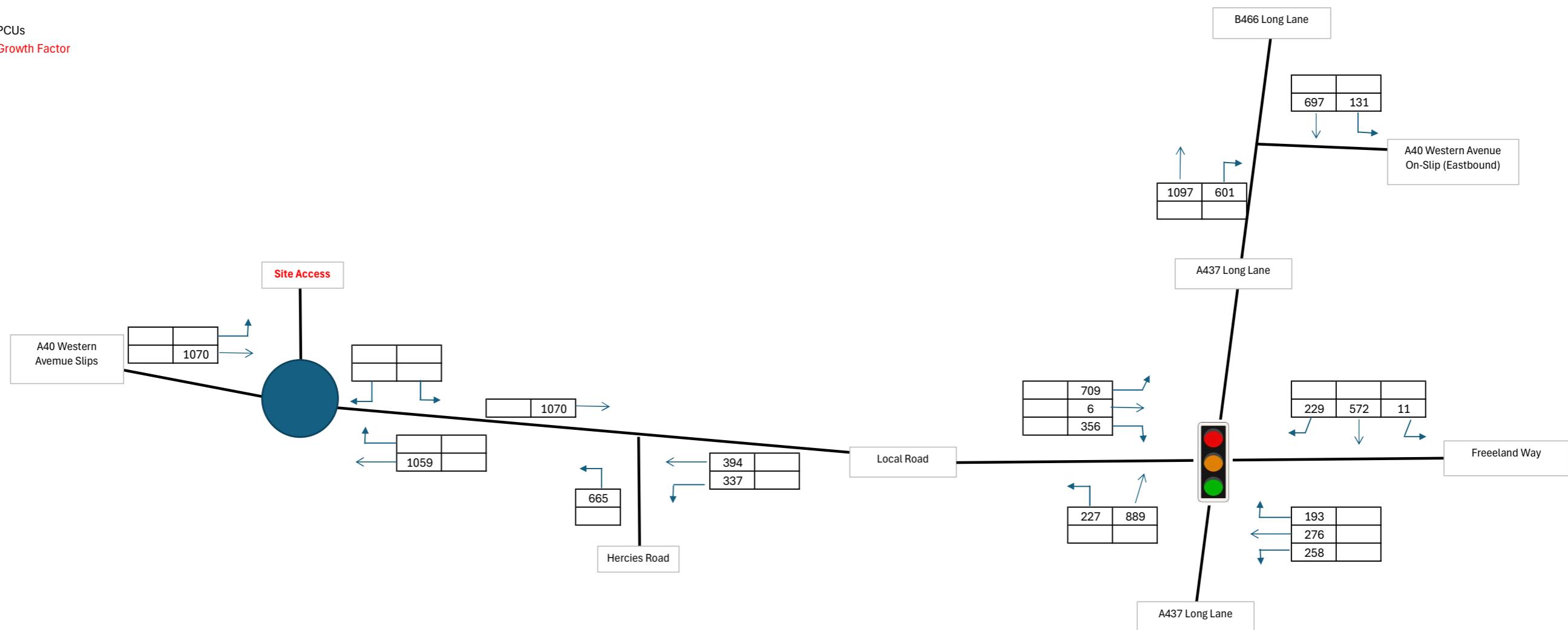
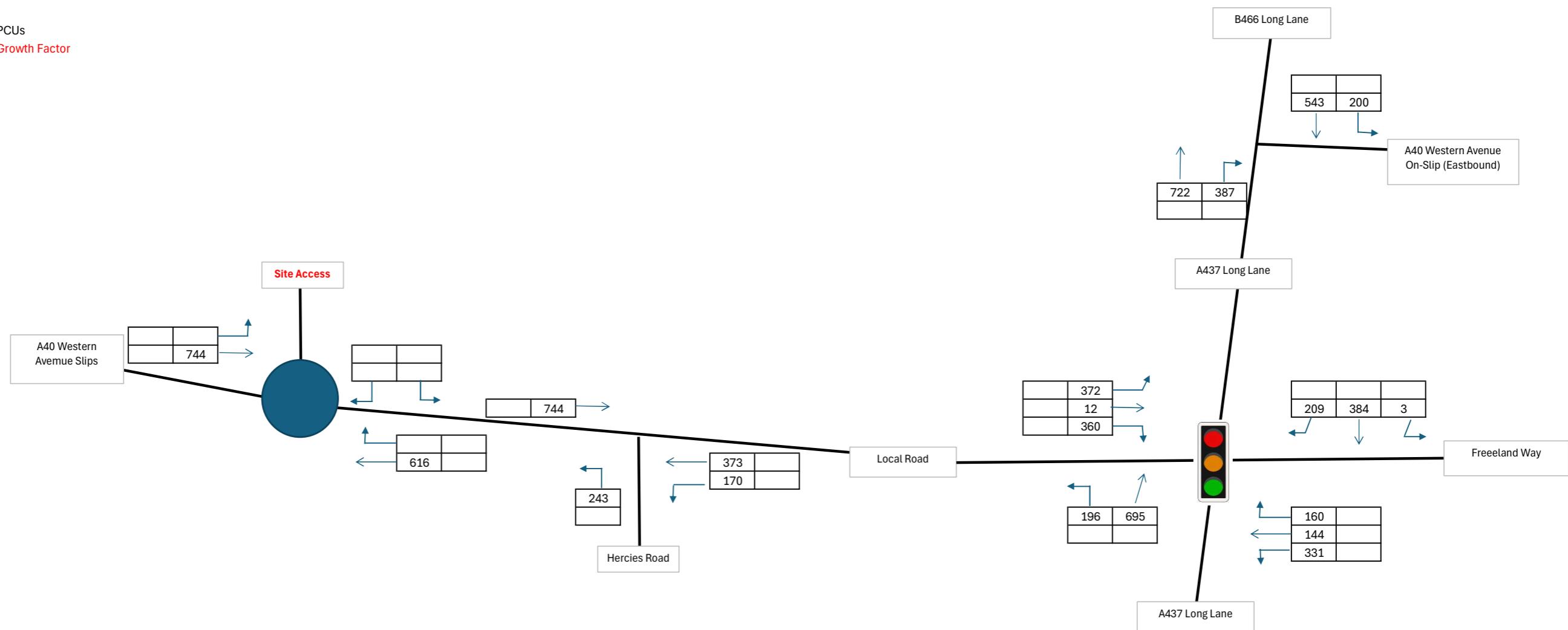


Figure 9: 2034 Growthed Traffic Flows

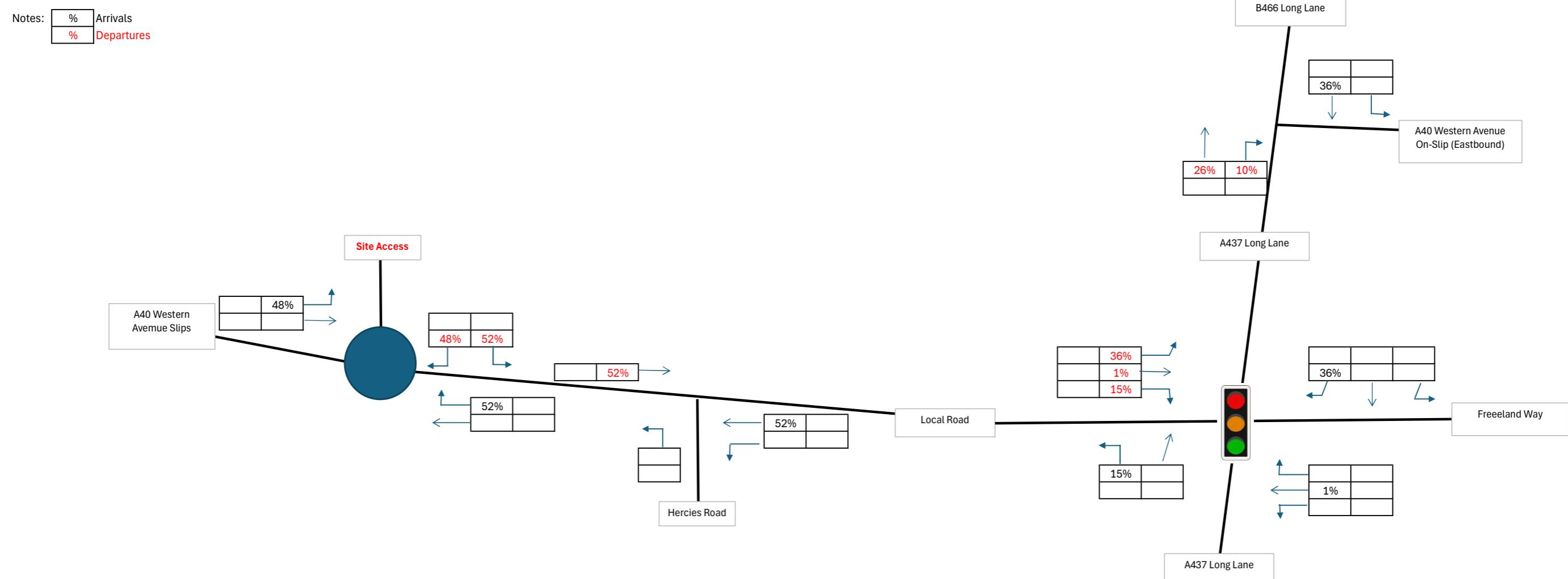
Saturday Peak: 1200-1300

Notes: 123 PCUs  
1.1068 Growth Factor



**Figure 10: New Development Trip Distribution**

**AM Peak**

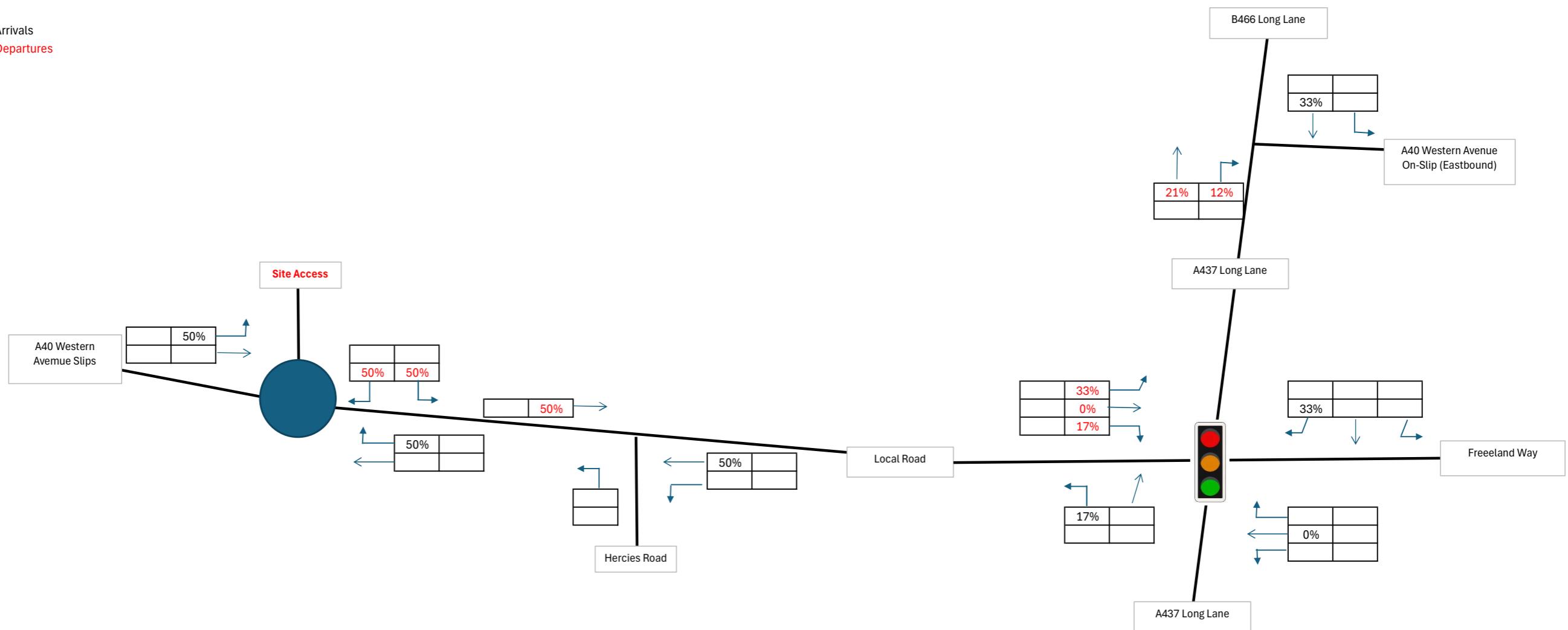


**Figure 10: New Development Trip Distribution**

**PM Peak**

Notes: 

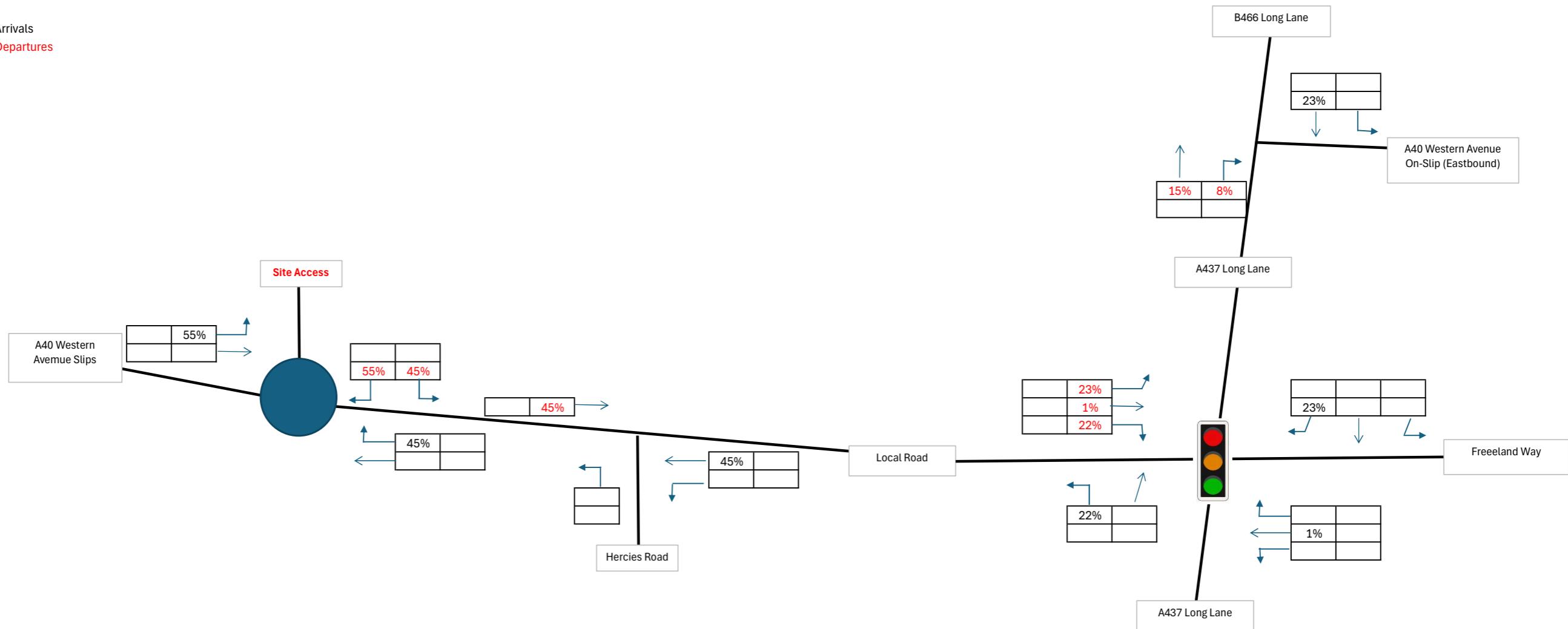
%	Arrivals
%	Departures



**Figure 12: New Development Trip Distribution Saturday Peak**

Notes: 

%	Arrivals
%	Departures

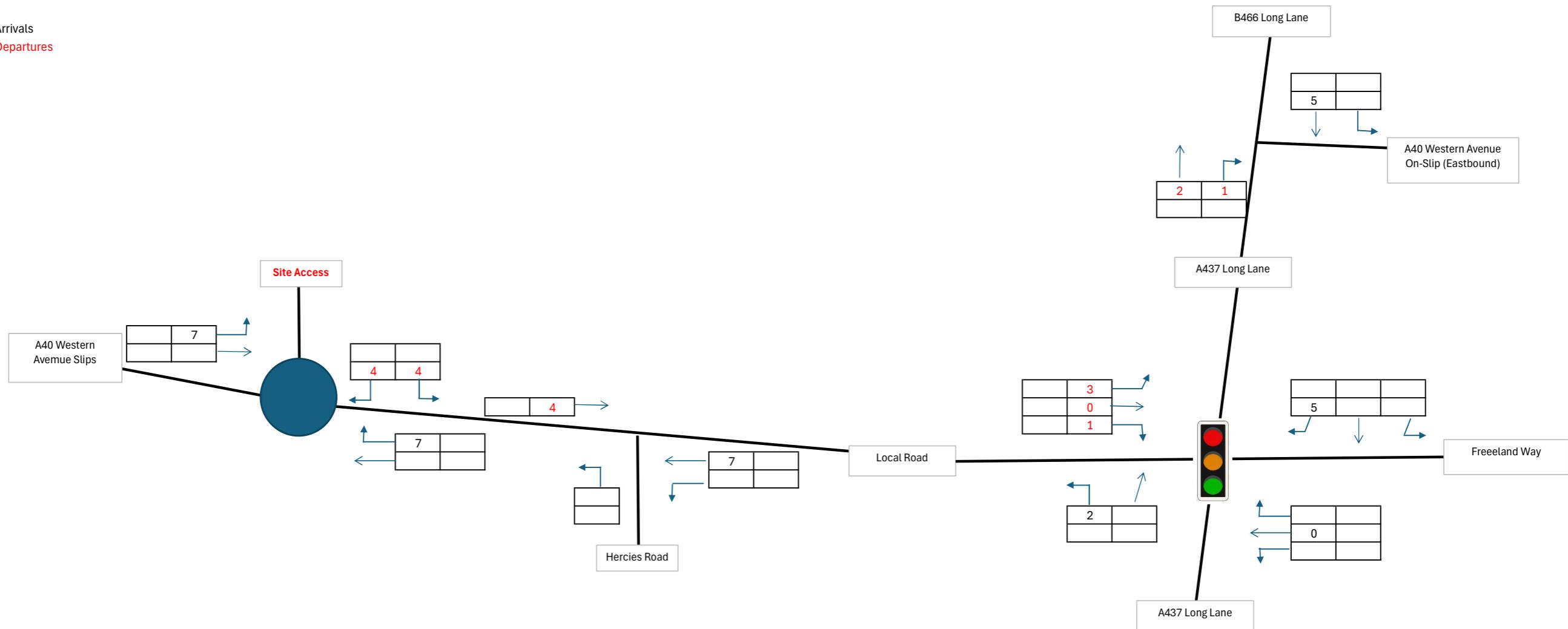


**Figure 13: New Development Trip Generation**

## AM Peak

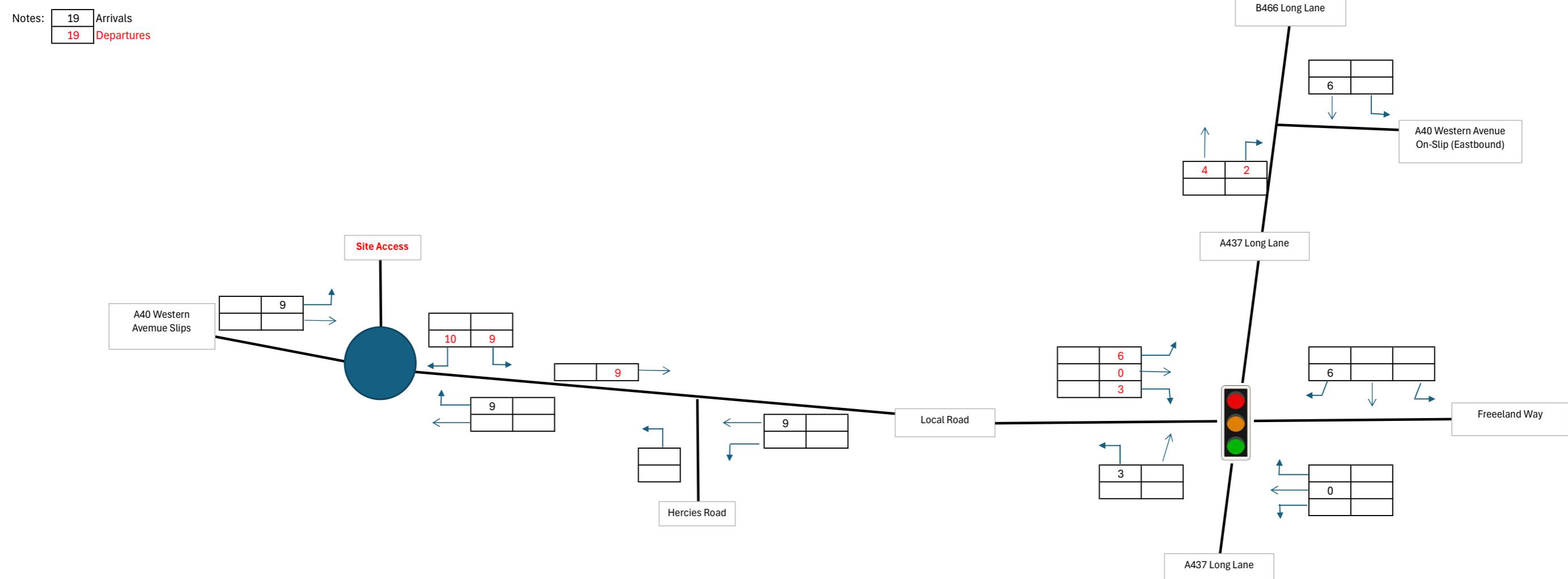
Notes: 

14	Arrivals
8	Departures



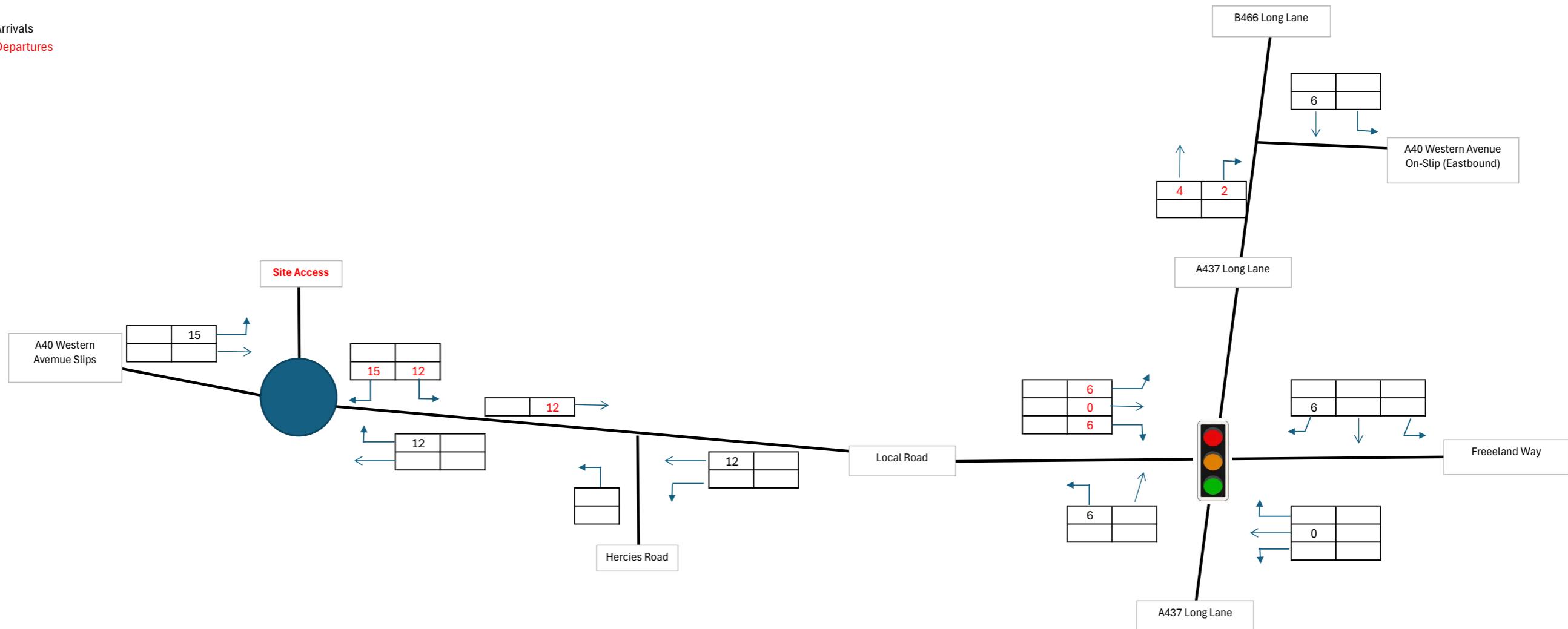
**Figure 14: New Development Trip Generation**

**PM Peak**



**Figure 15: New Development Trip Generation**  
**Saturday Peak**

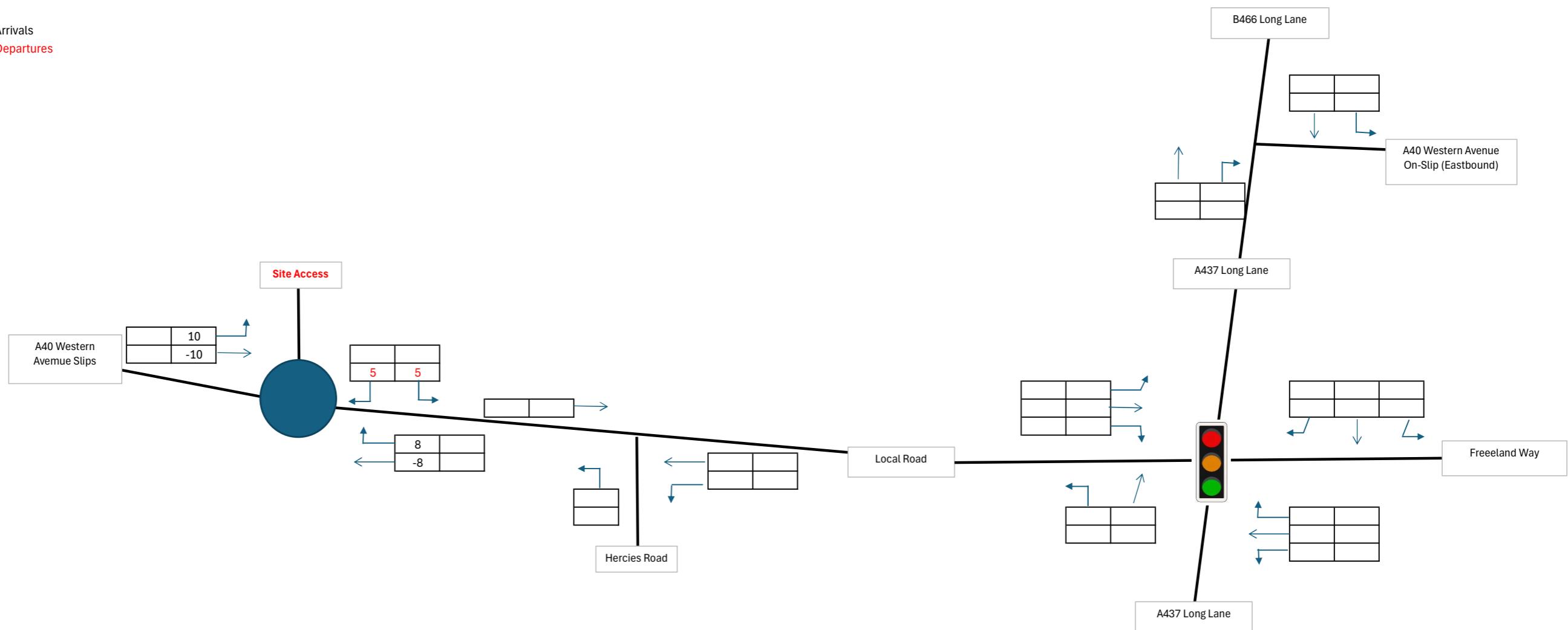
Notes: 27 Arrivals  
 27 Departures



**Figure 16: Pass-By Trips**

**AM Peak**

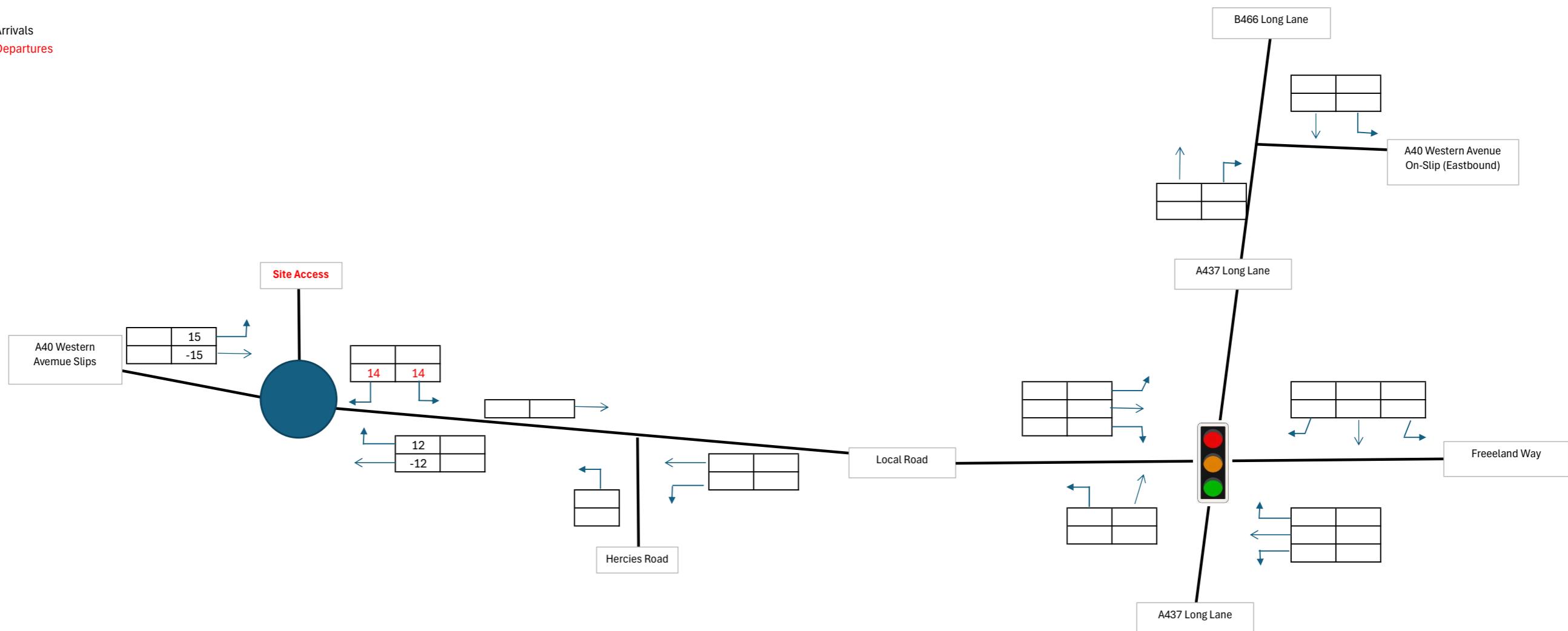
Notes: 18 Arrivals  
11 Departures



**Figure 17: Pass-By Trips**

**PM Peak**

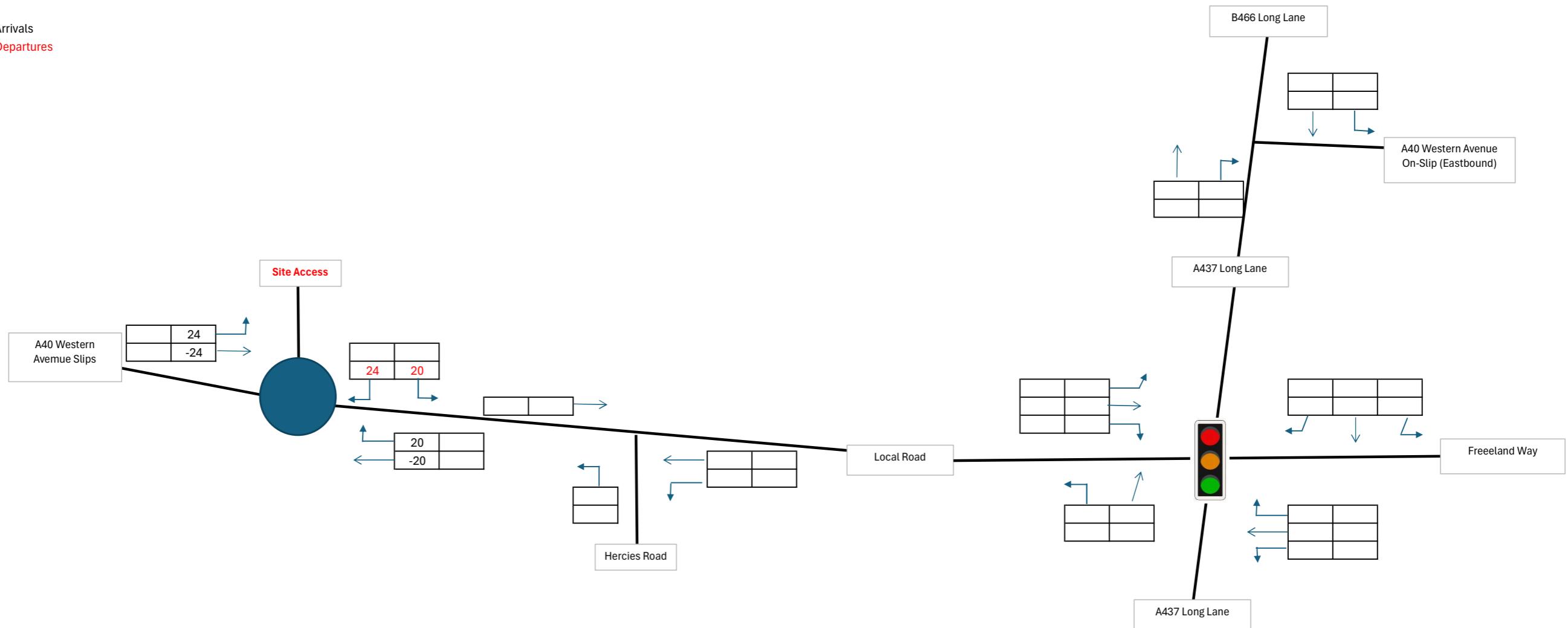
Notes: 27 Arrivals  
27 Departures



**Figure 18: Pass-By Trips  
Saturday Peak**

Notes: 

44	Arrivals
44	Departures

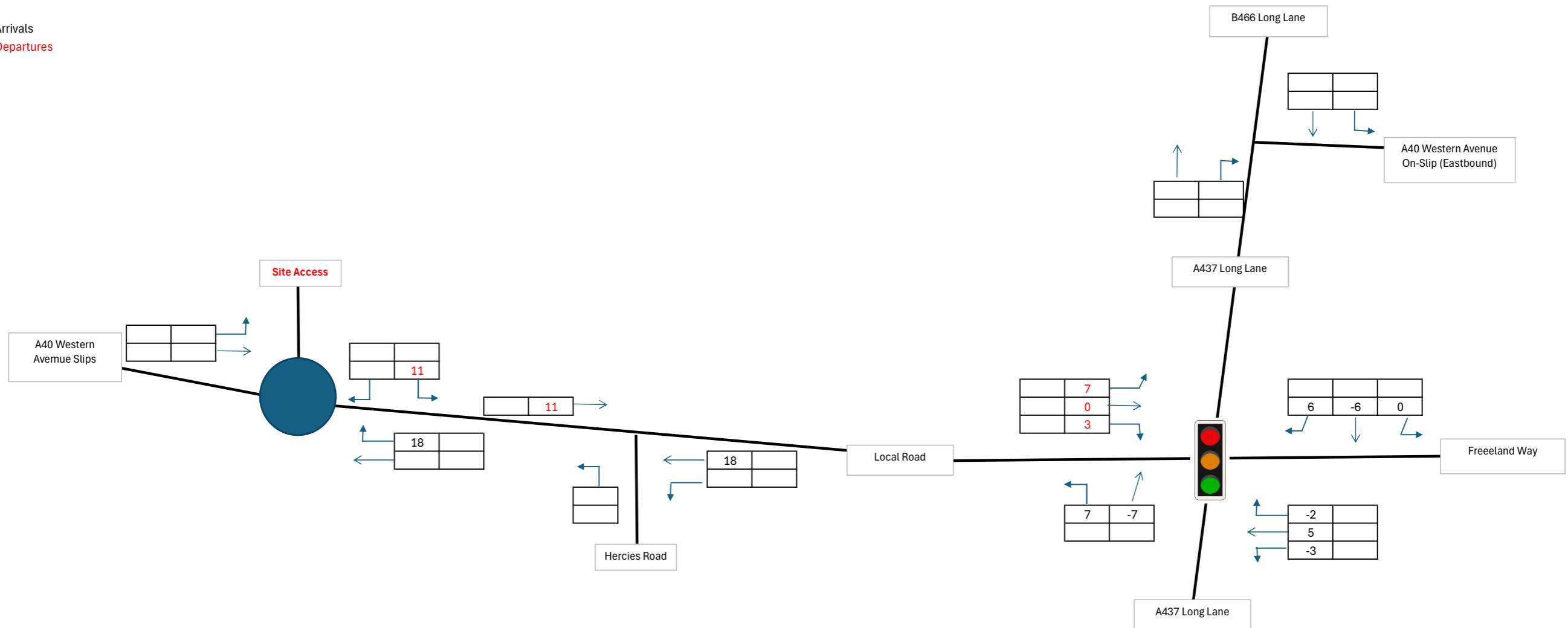


**Figure 19: Diverted Trips**

## AM Peak

Notes: 

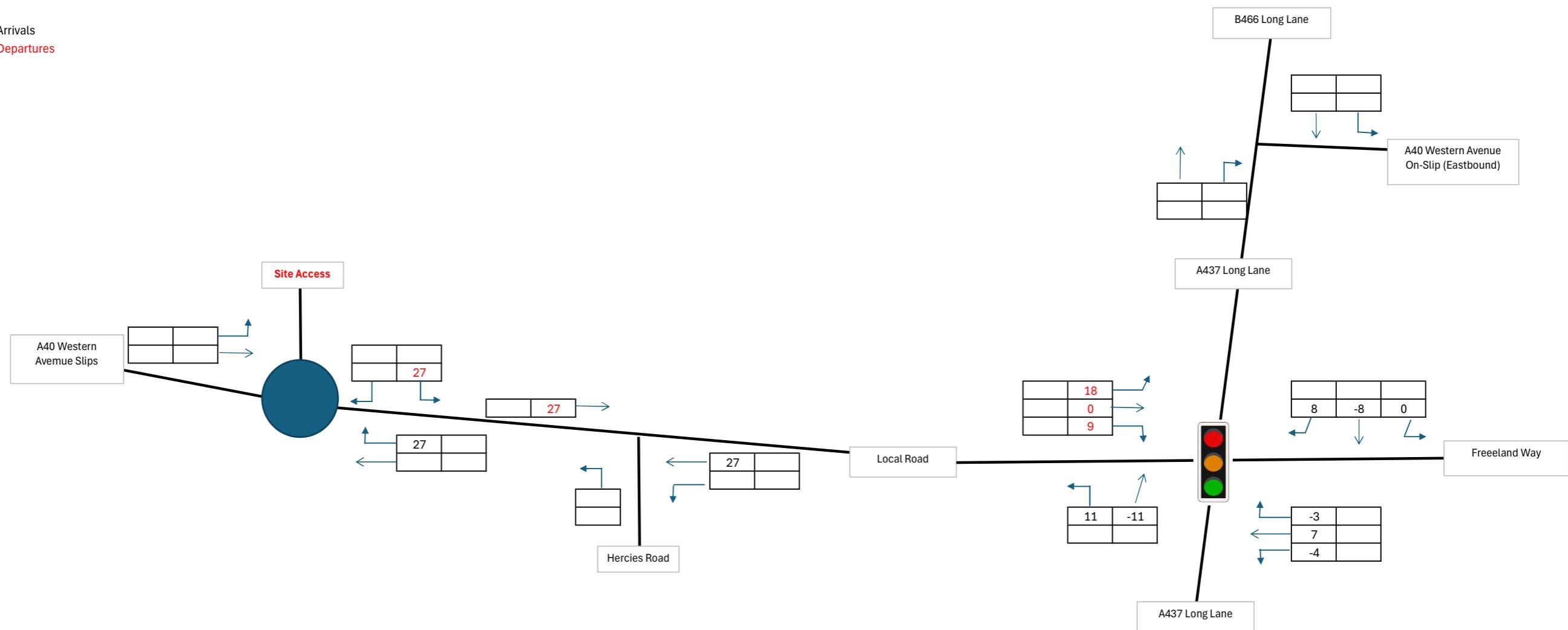
18	Arrivals
11	Departures



**Figure 20: Diverted Trips**

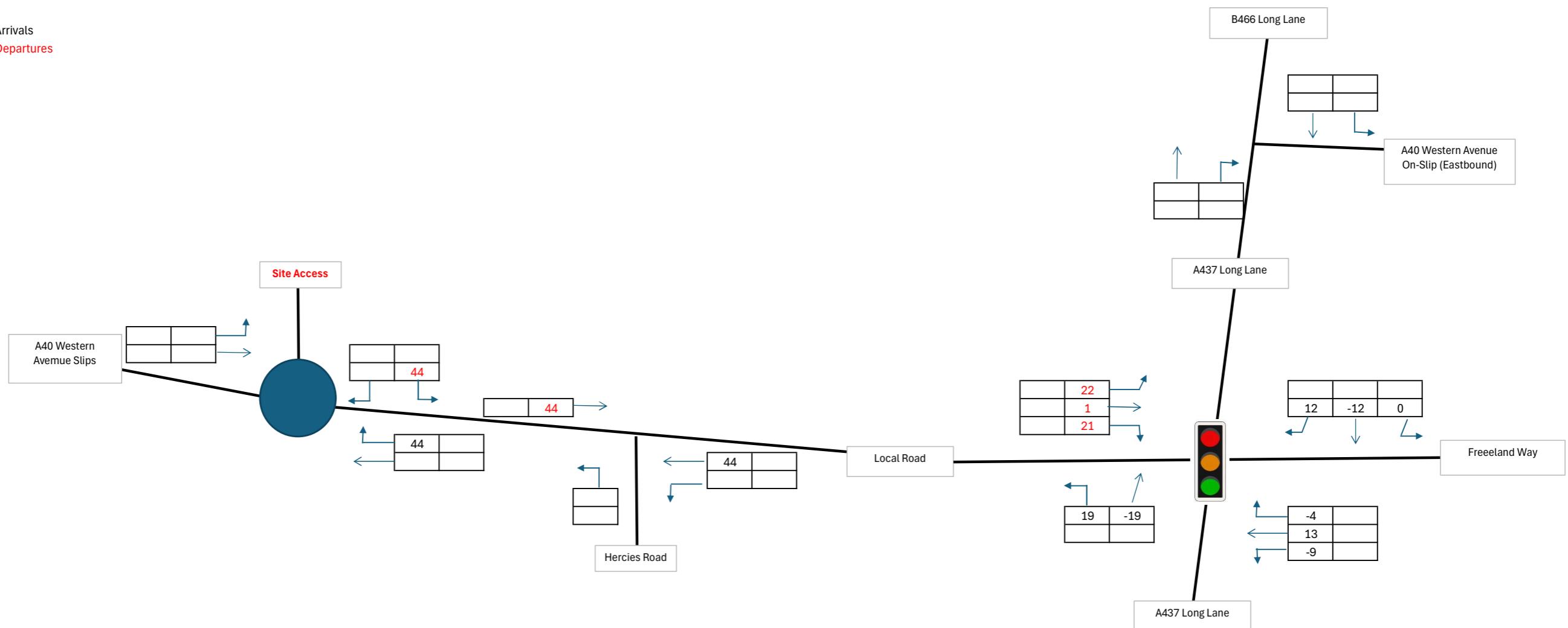
**PM Peak**

Notes: 27 Arrivals  
27 Departures



**Figure 21: Diverted Trips**  
**Saturday Peak**

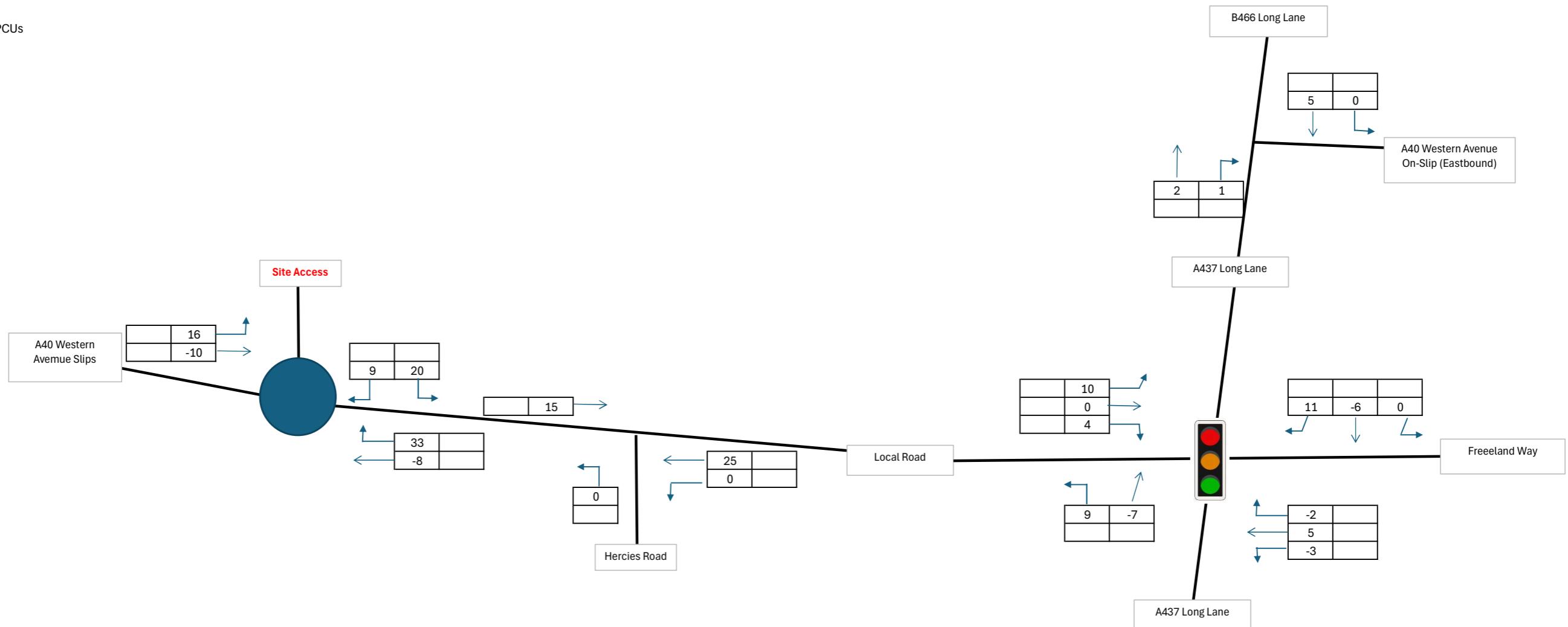
Notes: 44 Arrivals  
 44 Departures



**Figure 22: Total Development Trips**

**AM Peak**

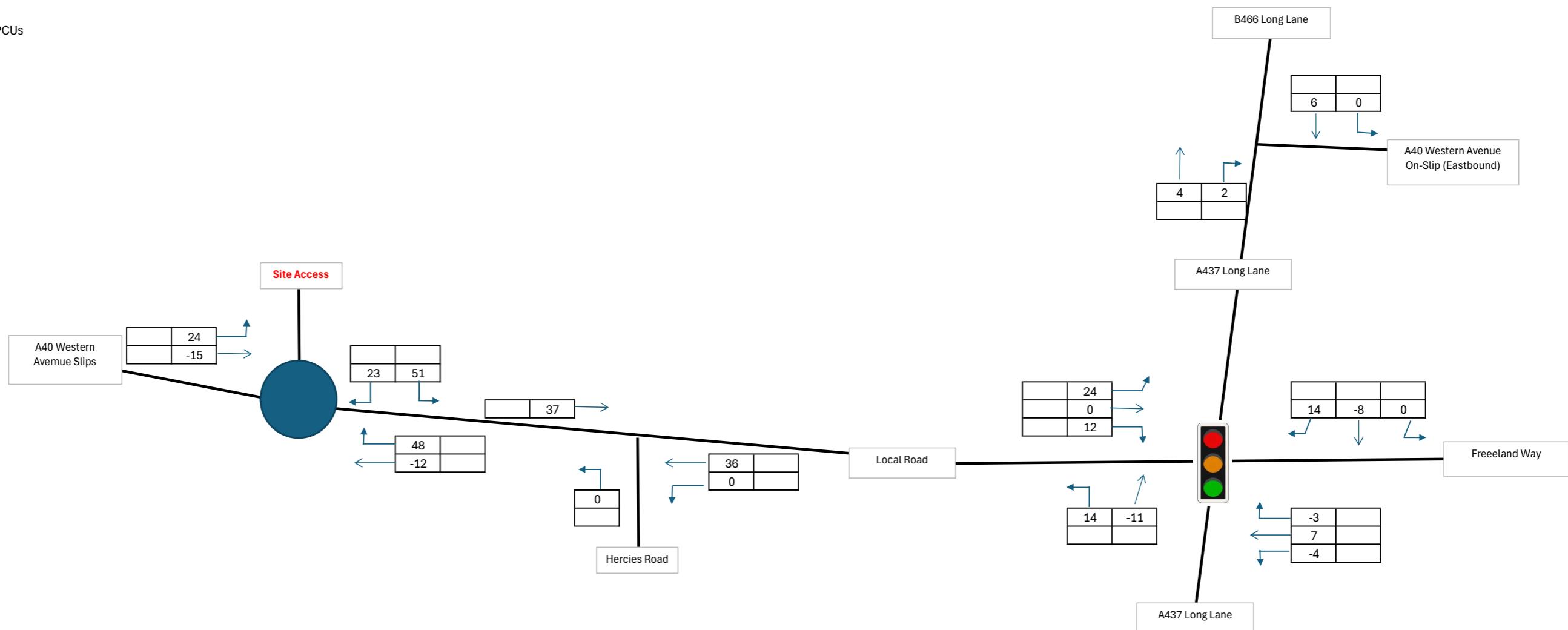
Notes: 123 PCUs



**Figure 23: Total Development Trips**

**PM Peak**

Notes: 123 PCUs



**Figure 24: Total Development Trips**  
**Saturday Peak**

Notes: 

123
PCUs

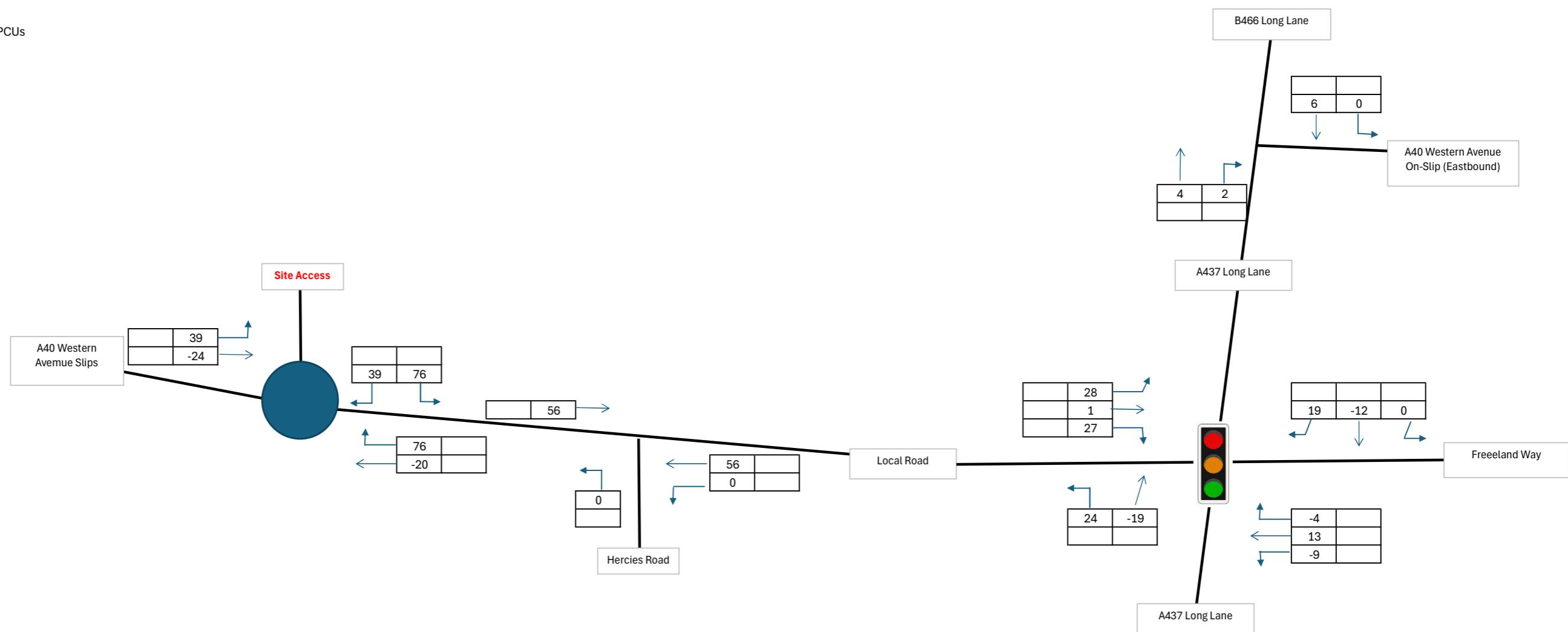


Figure 25: 2024 Base + Development Flows

AM Peak: 0800-0900

Notes: 123 PCUs

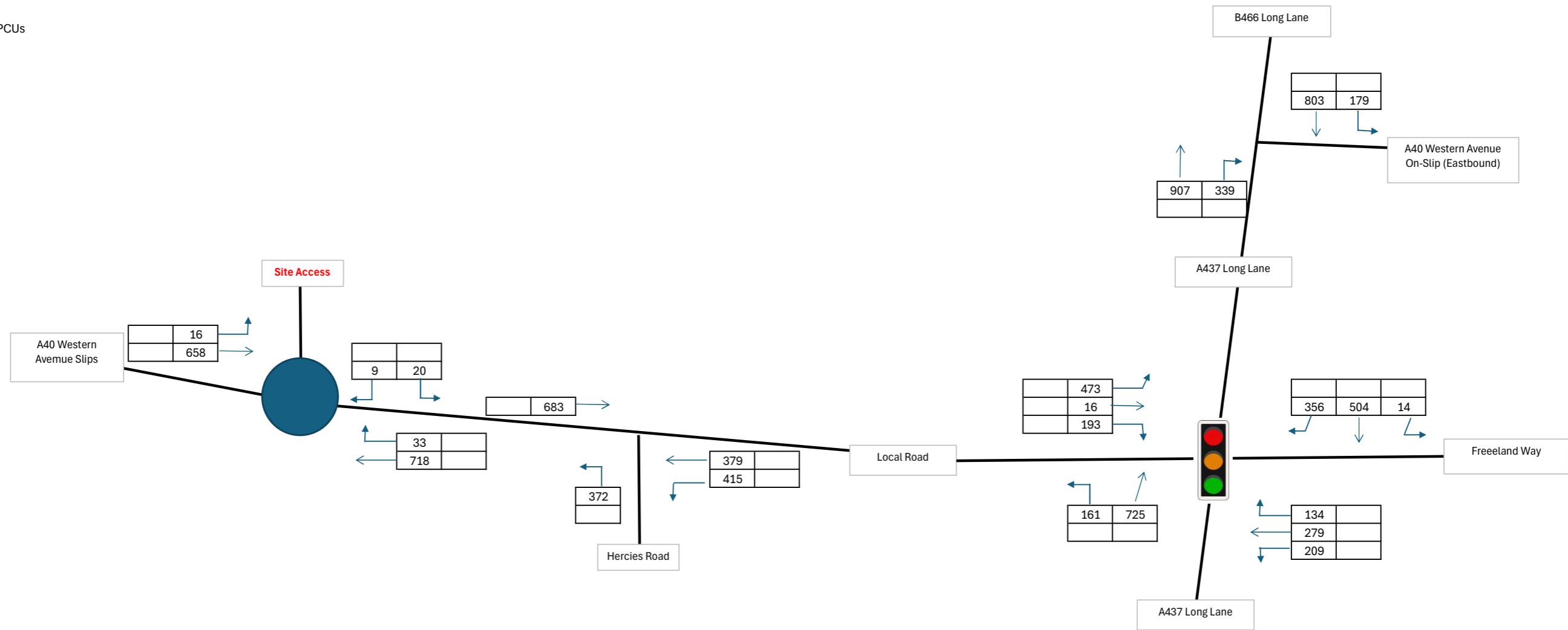


Figure 26: 2024 Base + Development Flows

PM Peak: 1600-1700

Notes: 123 PCUs

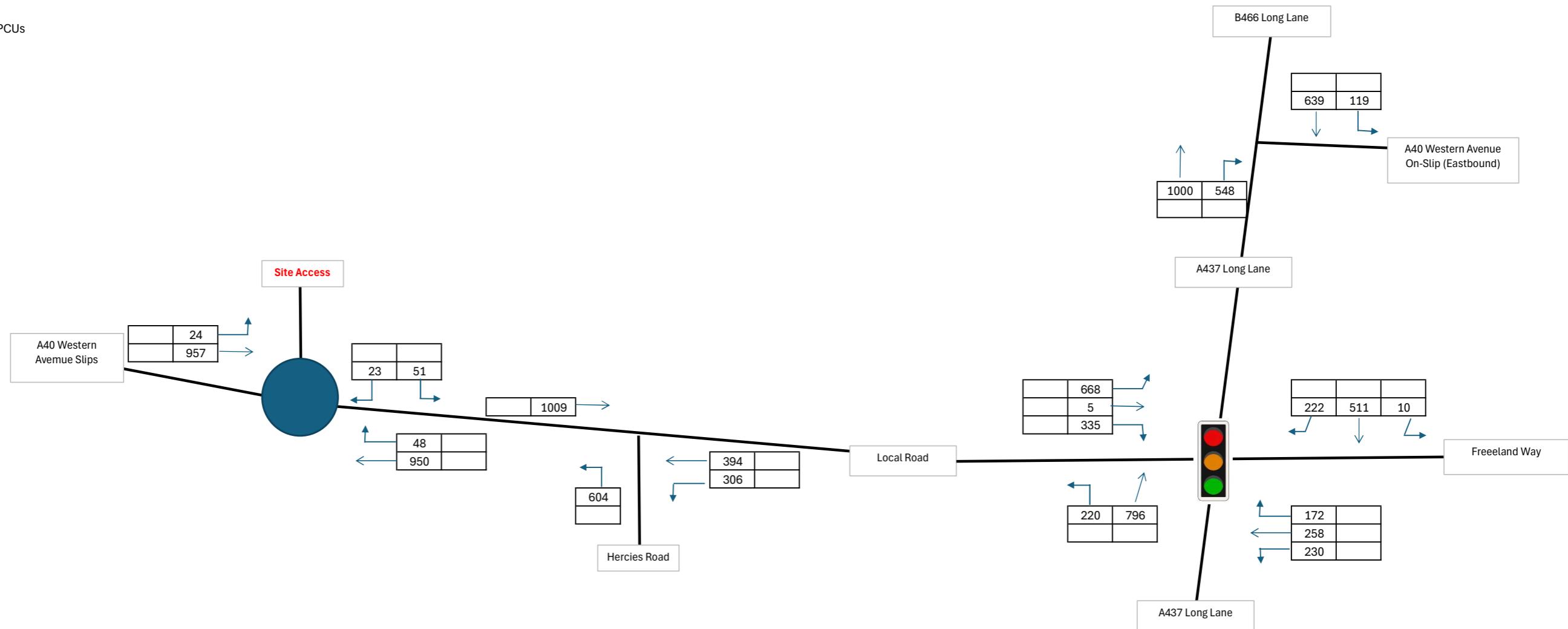


Figure 27: 2024 Base + Development Flows

Saturday Peak: 1200-1300

Notes: 123 PCUs

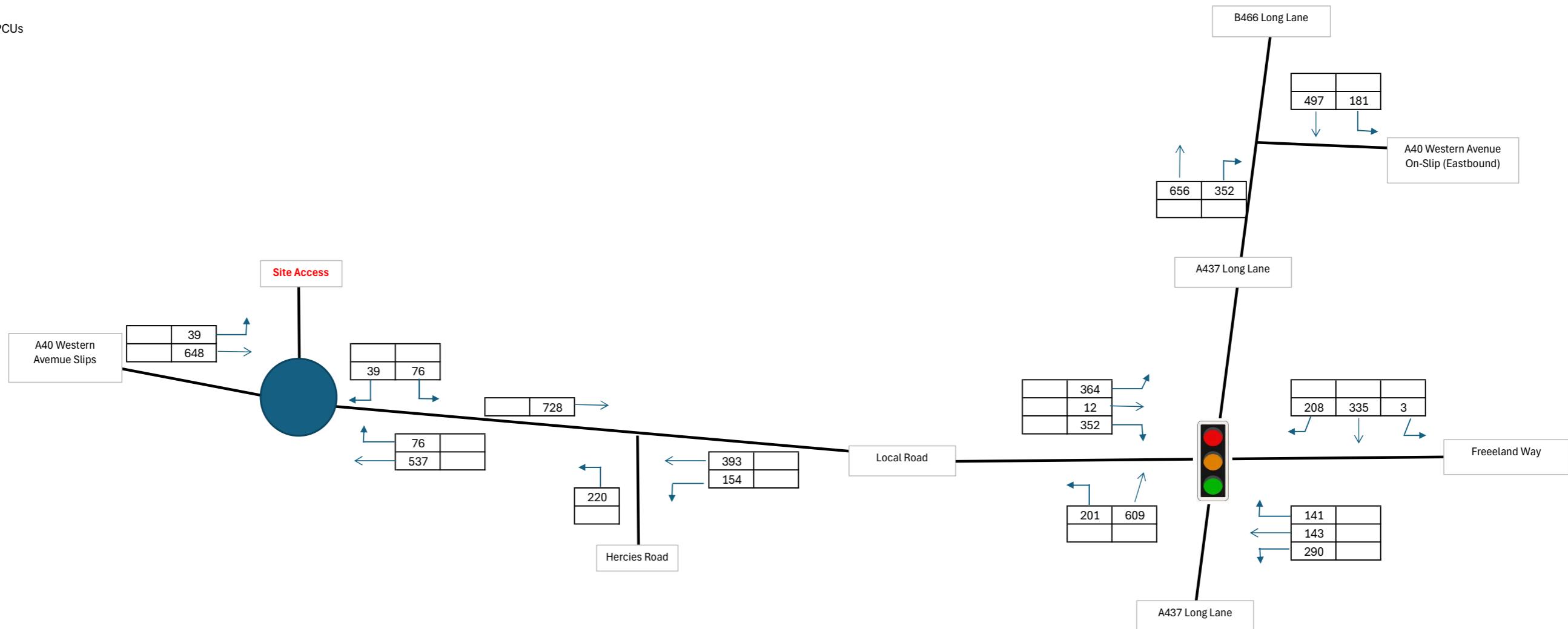


Figure 28: 2034 Base + Development Flows

AM Peak: 0800-0900

Notes: 123 PCUs

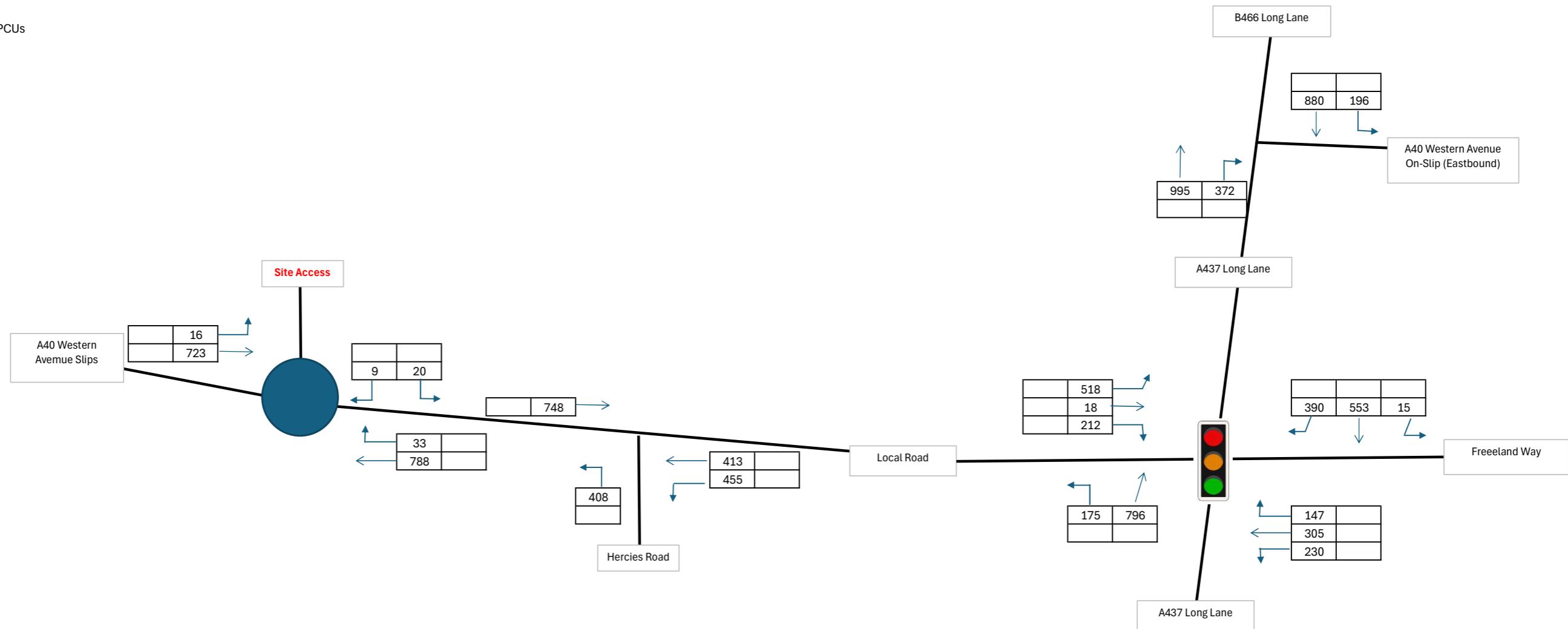


Figure 29: 2034 Base + Development Flows

PM Peak: 1600-1700

Notes: 123 PCUs

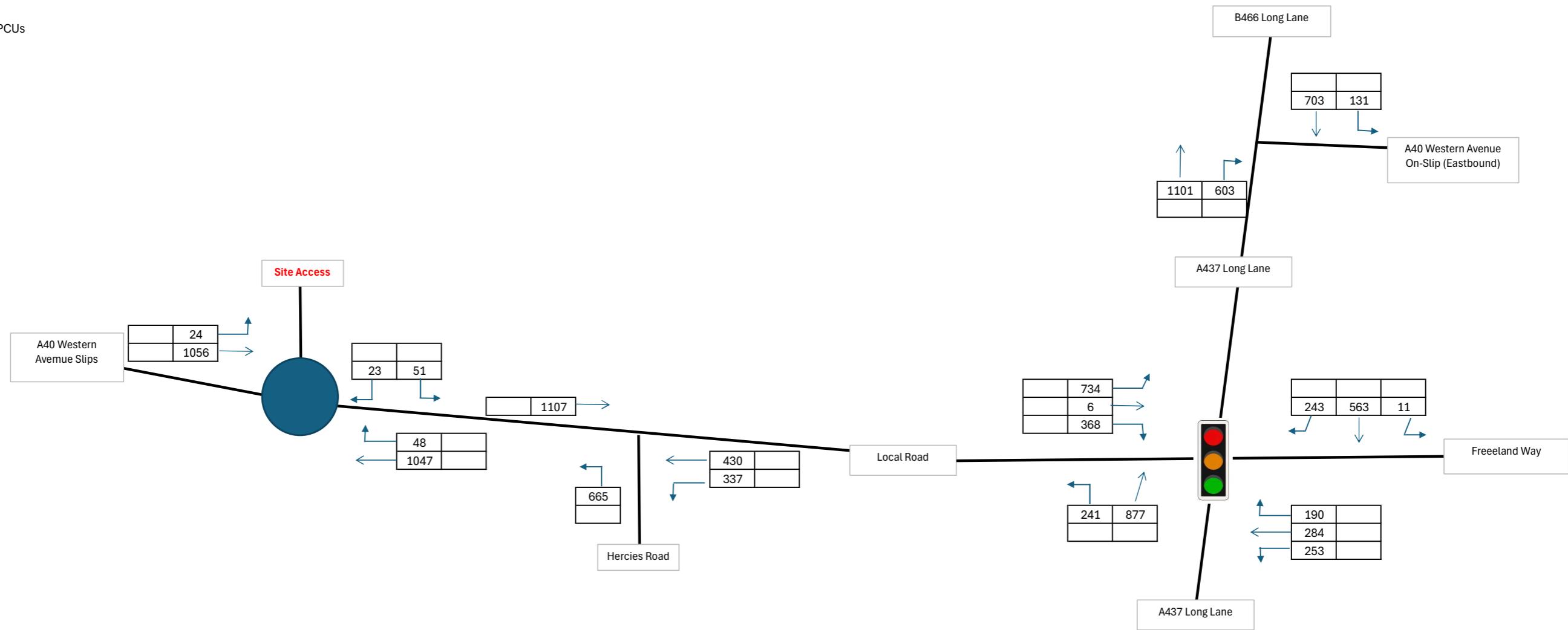
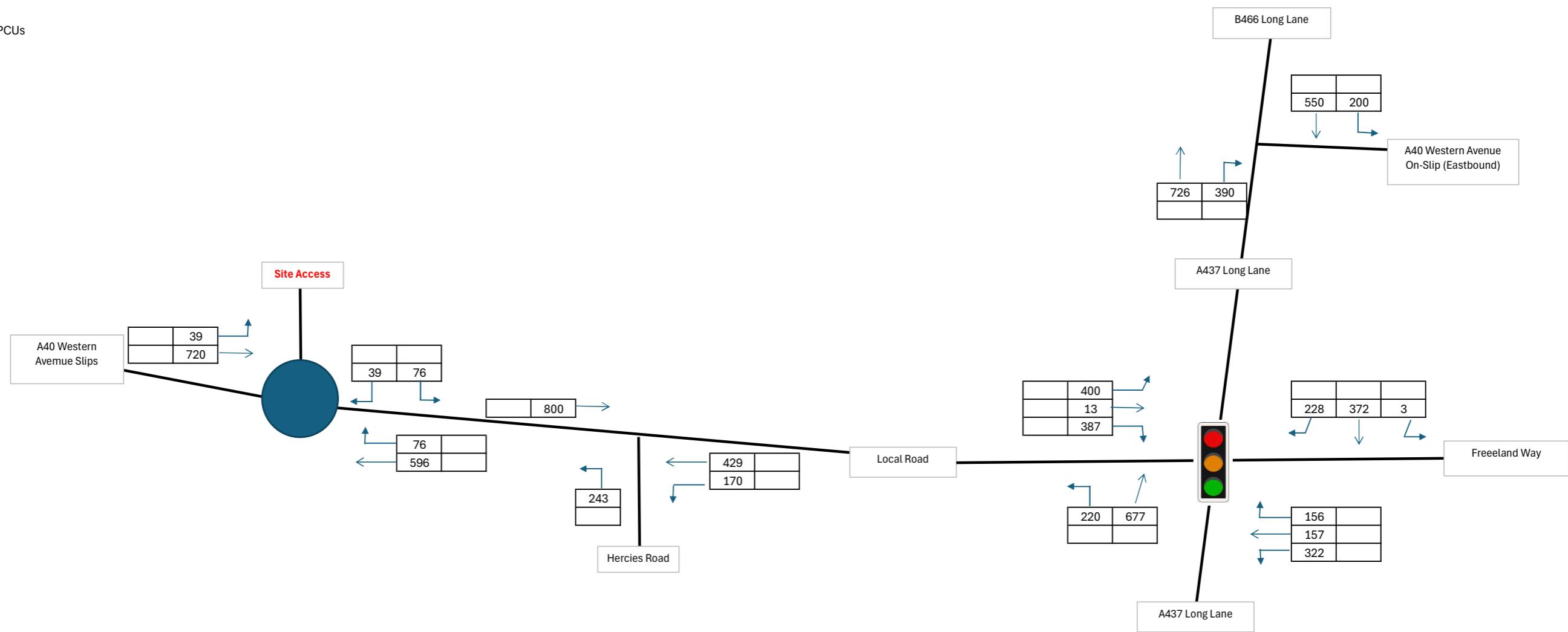


Figure 30: 2034 Base + Development Flows

Saturday Peak: 1200-1300

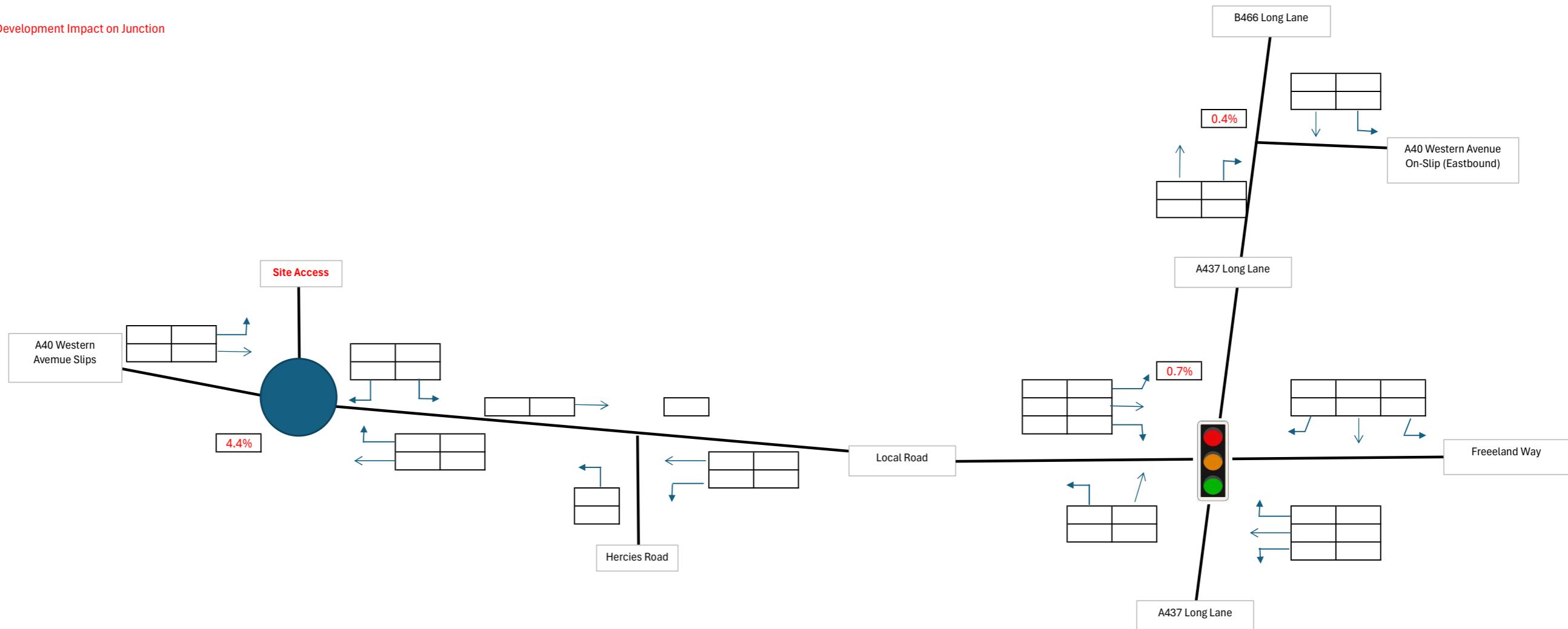
Notes: 123 PCUs



**Figure 31: Development Impact**

**AM Peak**

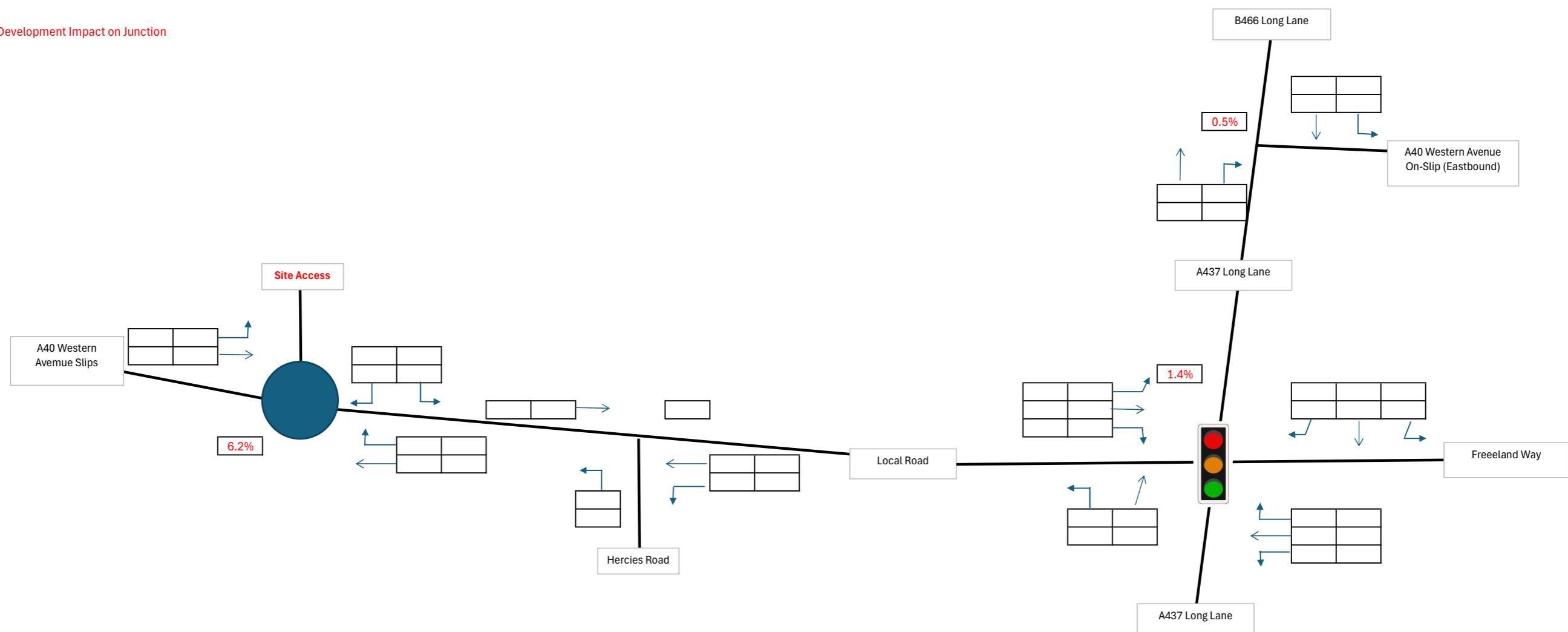
Notes:  Development Impact on Junction



**Figure 32: Development Impact**

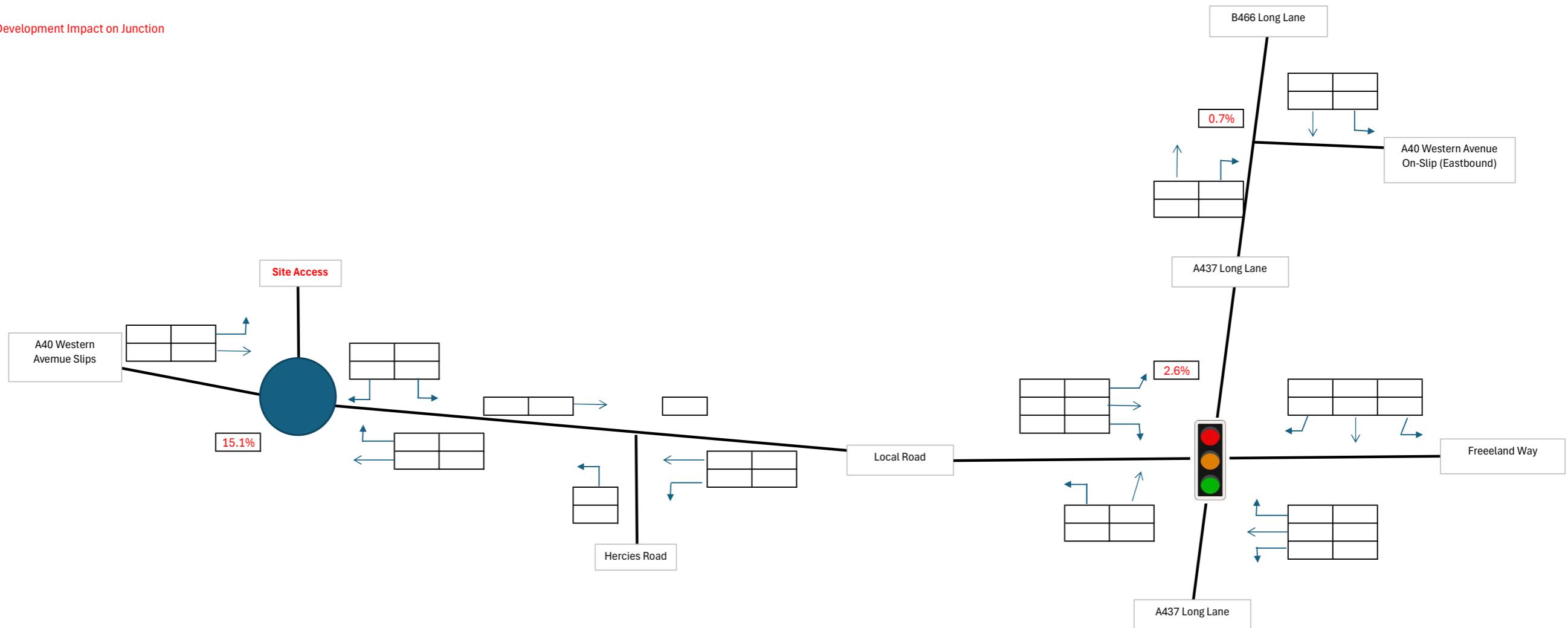
**PM Peak**

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 51.554314° lon -0.447770°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 1.1: Left from A437 Long Lane to B466 Long Lane								Original Data		
TIME	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	135.40
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	629	656.60
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	223.30
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	1	2	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)

Movement 1.1: Left from A437 Long Lane to B466 Long Lane								Original Data		
TIME	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	21.51	1.19	0.38	1.63	223.44	222.44

**Date**  
Saturday 11 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

Movement 1.1: Left from A437 Long Lane to B466 Long Lane								Original Data		
TIME	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	1	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 51.554314° lon -0.447770°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 1.2: Right from A437 Long Lane to A40 Western Avenue On-Slip Road								Original Data		
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	7	57	1	21	0	4	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	337.90
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)

Movement 1.2: Right from A437 Long Lane to A40 Western Avenue On-Slip Road								Original Data		
TIME	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	134.30
1700 - 1715	0	0	124	0	15	1	0	0	140	140.50
1715 - 1730	0	1	105	0	11	1	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	56.44	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)

Movement 1.2: Right from A437 Long Lane to A40 Western Avenue On-Slip Road								Original Data		
TIME	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	86	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	1	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	105	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	88	0	5	1	0	1	96	96.90
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

## **Uxbridge** Classified Junction Count

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

Lat/Long

Date

Weather  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Date  
Friday 10 May 2024

Weather  
Cloudy

Temp. 22 °C

TIME	Movement 1.3: U-Turn from A437 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	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	1	0	0	1	0	0	1	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
<b>Session Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1.00</b>
<b>Session Average</b>	<b>0.00</b>	<b>0.00</b>	<b>0.06</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.06</b>	<b>0.06</b>

**Date**

Weather  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

**Uxbridge**  
Classified Junction Count

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

**Lat/Long**  
lat 51.554314° lon -0.447770°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 1.4: Left from B466 Long Lane to A40 Western Avenue On-Slip Road								Original Data		
TIME	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	42.30
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)

Movement 1.4: Left from B466 Long Lane to A40 Western Avenue On-Slip Road								Original Data		
TIME	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	0	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	29.18
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	1	2	8	1	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	31.8	31.60

**Date**  
Saturday 11 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

Movement 1.4: Left from B466 Long Lane to A40 Western Avenue On-Slip Road								Original Data		
TIME	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	1	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	2	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 51.554314° 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
<b>Hourly Total</b>	<b>5</b>	<b>5</b>	<b>588</b>	<b>2</b>	<b>67</b>	<b>4</b>	<b>5</b>	<b>8</b>	<b>704</b>	<b>713.50</b>
<b>Hourly Average</b>	<b>1.25</b>	<b>1.25</b>	<b>147.00</b>	<b>0.50</b>	<b>21.75</b>	<b>1.00</b>	<b>1.25</b>	<b>2.00</b>	<b>176.00</b>	<b>178.38</b>
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
<b>Hourly Total</b>	<b>5</b>	<b>3</b>	<b>684</b>	<b>3</b>	<b>71</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>782</b>	<b>791.10</b>
<b>Hourly Average</b>	<b>1.25</b>	<b>0.75</b>	<b>171.00</b>	<b>0.75</b>	<b>17.75</b>	<b>1.00</b>	<b>0.75</b>	<b>2.25</b>	<b>195.50</b>	<b>197.78</b>
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
<b>Hourly Total</b>	<b>3</b>	<b>13</b>	<b>468</b>	<b>6</b>	<b>73</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>584</b>	<b>591.50</b>
<b>Hourly Average</b>	<b>0.75</b>	<b>3.25</b>	<b>117.00</b>	<b>1.50</b>	<b>18.25</b>	<b>2.25</b>	<b>1.00</b>	<b>2.00</b>	<b>146.00</b>	<b>147.88</b>
<b>Session Total</b>	<b>13</b>	<b>21</b>	<b>1740</b>	<b>11</b>	<b>231</b>	<b>17</b>	<b>12</b>	<b>25</b>	<b>2070</b>	<b>2096.10</b>
<b>Session Average</b>	<b>1.08</b>	<b>1.75</b>	<b>145.00</b>	<b>0.92</b>	<b>19.25</b>	<b>1.42</b>	<b>1.00</b>	<b>2.08</b>	<b>172.50</b>	<b>174.68</b>

**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
<b>Hourly Total</b>	<b>7</b>	<b>11</b>	<b>644</b>	<b>4</b>	<b>82</b>	<b>3</b>	<b>4</b>	<b>15</b>	<b>770</b>	<b>779.50</b>
<b>Hourly Average</b>	<b>1.75</b>	<b>2.75</b>	<b>161.00</b>	<b>1.00</b>	<b>20.50</b>	<b>0.75</b>	<b>1.00</b>	<b>3.75</b>	<b>192.50</b>	<b>194.88</b>
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
<b>Hourly Total</b>	<b>5</b>	<b>23</b>	<b>509</b>	<b>4</b>	<b>74</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>624</b>	<b>614.70</b>
<b>Hourly Average</b>	<b>1.25</b>	<b>5.75</b>	<b>127.25</b>	<b>1.00</b>	<b>18.50</b>	<b>0.25</b>	<b>0.00</b>	<b>2.00</b>	<b>156.00</b>	<b>153.68</b>
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
<b>Hourly Total</b>	<b>3</b>	<b>18</b>	<b>502</b>	<b>1</b>	<b>65</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>600</b>	<b>595.80</b>
<b>Hourly Average</b>	<b>0.75</b>	<b>4.50</b>	<b>125.50</b>	<b>0.25</b>	<b>16.25</b>	<b>1.00</b>	<b>0.00</b>	<b>1.75</b>	<b>150.00</b>	<b>148.95</b>
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
<b>Hourly Total</b>	<b>2</b>	<b>25</b>	<b>477</b>	<b>4</b>	<b>46</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>560</b>	<b>549.20</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>6.25</b>	<b>119.25</b>	<b>1.00</b>	<b>11.50</b>	<b>0.25</b>	<b>0.25</b>	<b>1.00</b>	<b>140.00</b>	<b>137.30</b>
<b>Session Total</b>	<b>17</b>	<b>77</b>	<b>2132</b>	<b>13</b>	<b>267</b>	<b>9</b>	<b>5</b>	<b>34</b>	<b>2554</b>	<b>2539.20</b>
<b>Session Average</b>	<b>1.06</b>	<b>4.81</b>	<b>133.25</b>	<b>0.81</b>	<b>16.69</b>	<b>0.56</b>	<b>0.31</b>	<b>2.13</b>	<b>159.63</b>	<b>156.70</b>

**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	106.60
1145 - 1200	0	3	113	0	8	1	0	1	126	125.70
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>430</b>	<b>3</b>	<b>32</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>482</b>	<b>481.80</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.50</b>	<b>107.50</b>	<b>0.75</b>	<b>8.00</b>	<b>0.75</b>	<b>0.25</b>	<b>0.75</b>	<b>120.50</b>	<b>120.45</b>
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
<b>Hourly Total</b>	<b>5</b>	<b>14</b>	<b>431</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>483</b>	<b>477.70</b>
<b>Hourly Average</b>	<b>1.25</b>	<b>3.50</b>	<b>107.75</b>	<b>0.00</b>	<b>6.25</b>	<b>0.75</b>	<b>0.50</b>	<b>0.75</b>	<b>120.75</b>	<b>119.43</b>
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
<b>Hourly Total</b>	<b>2</b>	<b>11</b>	<b>372</b>	<b>2</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>421</b>	<b>416.30</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>2.75</b>	<b>93.00</b>	<b>0.50</b>	<b>7.50</b>	<b>0.25</b>	<b>0.00</b>	<b>0.75</b>	<b>105.25</b>	<b>104.08</b>
1400 - 1415	0	2	89	0	11	0	0	0	102	100.80
1415 - 1430	0	6	83	0	10	1	0	1	101	98.90
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
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>331</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>387</b>	<b>381.00</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>3.75</b>	<b>82.75</b>	<b>0.00</b>	<b>9.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.50</b>	<b>96.75</b>	<b>95.25</b>
<b>Session Total</b>	<b>8</b>	<b>50</b>	<b>1564</b>	<b>5</b>	<b>123</b>	<b>8</b>	<b>4</b>	<b>11</b>	<b>1773</b>	<b>1756.80</b>
<b>Session Average</b>	<b>0.50</b>	<b>3.13</b>	<b>97.75</b>	<b>0.31</b>	<b>7.69</b>	<b>0.50</b>	<b>0.25</b>	<b>0.69</b>	<b>110.81</b>	<b>109.80</b>

**Uxbridge**  
Classified Junction Count

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

**Lat/Long**  
lat 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.1: Left from A437 Long Lane (North) 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	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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>0.75</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.00</b>	<b>1.00</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13.50</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>2.50</b>	<b>0.00</b>	<b>0.50</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>3.25</b>	<b>3.38</b>
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
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15.20</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>0.00</b>	<b>3.50</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>4.00</b>	<b>3.80</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>32.70</b>
<b>Session Average</b>	<b>0.08</b>	<b>0.00</b>	<b>2.25</b>	<b>0.08</b>	<b>0.25</b>	<b>0.08</b>	<b>0.00</b>	<b>0.00</b>	<b>2.75</b>	<b>2.73</b>

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

TIME	Movement 2.1: Left from A437 Long Lane (North) to Freezeland Way							Original Data		
	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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>3.25</b>	<b>0.00</b>	<b>1.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>4.25</b>	<b>4.25</b>
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	1	0	0	0	1	5	6.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>9.20</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>0.00</b>	<b>1.75</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.25</b>	<b>2.25</b>	<b>2.30</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>1.25</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6.50</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>1.63</b>
<b>Session Total</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>37.70</b>
<b>Session Average</b>	<b>0.06</b>	<b>0.00</b>	<b>1.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.06</b>	<b>0.00</b>	<b>0.06</b>	<b>2.31</b>	<b>2.36</b>

**Date**  
Saturday 11 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

TIME	Movement 2.1: Left from A437 Long Lane (North) to Freezeland Way							Original Data		
	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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>0.00</b>	<b>0.75</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>2.00</b>	<b>2.00</b>
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
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2.20</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>0.00</b>	<b>0.50</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.75</b>	<b>0.55</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5.00</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>0.00</b>	<b>1.00</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>1.25</b>
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	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	1	0	2	0	0	0	0	0	3	2.20
<b>Hourly Total</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4.20</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>0.00</b>	<b>1.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>1.05</b>
<b>Session Total</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>19.40</b>
<b>Session Average</b>	<b>0.13</b>	<b>0.00</b>	<b>0.94</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.31</b>	<b>1.21</b>

**Uxbridge**  
Classified Junction Count

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

**Lat/Long**  
lat 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.2: Southbound from A437 Long Lane (North) to A437 Long Lane (South)								Original Data		
TIME	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	63	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)

Movement 2.2: Southbound from A437 Long Lane (North) to A437 Long Lane (South)								Original Data		
TIME	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	506.80
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	0.61	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)

Movement 2.2: Southbound from A437 Long Lane (North) to A437 Long Lane (South)								Original Data		
TIME	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	0	0	2	83	82.60
1415 - 1430	0	3	61	0	7	1	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 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.3: Right from A437 Long Lane (North) to Local Road								Original Data		
TIME	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)

Movement 2.3: Right from A437 Long Lane (North) to Local Road								Original Data		
TIME	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	50.88
1700 - 1715	0	0	50	0	6	1	0	0	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)

Movement 2.3: Right from A437 Long Lane (North) to Local Road								Original Data		
TIME	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	42.20
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 51.552156° 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
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>168</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>219</b>	<b>223.50</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.00</b>	<b>42.00</b>	<b>0.00</b>	<b>9.50</b>	<b>1.50</b>	<b>0.75</b>	<b>0.00</b>	<b>54.75</b>	<b>55.88</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>143</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>199</b>	<b>206.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.25</b>	<b>35.75</b>	<b>0.00</b>	<b>9.50</b>	<b>2.00</b>	<b>1.00</b>	<b>0.25</b>	<b>49.75</b>	<b>51.55</b>
0900 - 0915	0	0	43	0	10	0	1	1	55	57.30
0915 - 0930	0	2	35	0	14	2	1	3	57	61.10
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
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>152</b>	<b>1</b>	<b>51</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>221</b>	<b>230.80</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.00</b>	<b>38.00</b>	<b>0.25</b>	<b>12.75</b>	<b>1.00</b>	<b>1.00</b>	<b>1.25</b>	<b>55.25</b>	<b>57.70</b>
<b>Session Total</b>	<b>0</b>	<b>13</b>	<b>463</b>	<b>1</b>	<b>127</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>639</b>	<b>660.50</b>
<b>Session Average</b>	<b>0.00</b>	<b>1.08</b>	<b>38.58</b>	<b>0.08</b>	<b>10.58</b>	<b>1.50</b>	<b>0.92</b>	<b>0.50</b>	<b>53.25</b>	<b>55.04</b>

**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
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>188</b>	<b>3</b>	<b>41</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>243</b>	<b>240.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.00</b>	<b>47.00</b>	<b>0.75</b>	<b>10.25</b>	<b>0.50</b>	<b>0.00</b>	<b>0.25</b>	<b>60.75</b>	<b>60.05</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>164</b>	<b>4</b>	<b>44</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>228</b>	<b>227.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.50</b>	<b>41.00</b>	<b>1.00</b>	<b>11.00</b>	<b>0.75</b>	<b>0.50</b>	<b>0.25</b>	<b>57.00</b>	<b>56.78</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>195</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>257</b>	<b>251.80</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>3.00</b>	<b>48.75</b>	<b>0.00</b>	<b>11.50</b>	<b>1.00</b>	<b>0.00</b>	<b>0.00</b>	<b>64.25</b>	<b>62.95</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>233</b>	<b>0</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>278</b>	<b>274.30</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.75</b>	<b>58.25</b>	<b>0.00</b>	<b>9.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.00</b>	<b>69.50</b>	<b>69.58</b>
<b>Session Total</b>	<b>0</b>	<b>37</b>	<b>780</b>	<b>7</b>	<b>168</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1006</b>	<b>993.40</b>
<b>Session Average</b>	<b>0.00</b>	<b>2.31</b>	<b>46.75</b>	<b>0.44</b>	<b>10.50</b>	<b>0.63</b>	<b>0.13</b>	<b>0.13</b>	<b>62.88</b>	<b>62.09</b>

**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	0	0	0	62	62.00
1145 - 1200	0	1	57	0	8	4	0	0	70	71.40
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>239</b>	<b>3</b>	<b>38</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>288</b>	<b>290.60</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.50</b>	<b>59.75</b>	<b>0.75</b>	<b>9.50</b>	<b>1.25</b>	<b>0.25</b>	<b>0.00</b>	<b>72.00</b>	<b>72.65</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>245</b>	<b>2</b>	<b>41</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>295</b>	<b>296.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>61.25</b>	<b>0.50</b>	<b>10.25</b>	<b>0.75</b>	<b>0.25</b>	<b>0.00</b>	<b>73.75</b>	<b>74.00</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>268</b>	<b>3</b>	<b>40</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>327</b>	<b>327.80</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.00</b>	<b>67.00</b>	<b>0.75</b>	<b>10.00</b>	<b>1.50</b>	<b>0.50</b>	<b>0.00</b>	<b>81.75</b>	<b>81.95</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>259</b>	<b>1</b>	<b>31</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>300</b>	<b>304.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>64.75</b>	<b>0.25</b>	<b>7.75</b>	<b>0.50</b>	<b>0.75</b>	<b>0.25</b>	<b>75.00</b>	<b>76.03</b>
<b>Session Total</b>	<b>0</b>	<b>16</b>	<b>1011</b>	<b>9</b>	<b>150</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>1210</b>	<b>1218.50</b>
<b>Session Average</b>	<b>0.00</b>	<b>1.00</b>	<b>63.19</b>	<b>0.56</b>	<b>9.38</b>	<b>1.00</b>	<b>0.44</b>	<b>0.06</b>	<b>75.63</b>	<b>76.16</b>

**Uxbridge**  
Classified Junction Count

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

**Lat/Long**  
lat 51.552156° 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
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>141</b>	<b>1</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>181</b>	<b>183.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.00</b>	<b>35.25</b>	<b>0.25</b>	<b>7.50</b>	<b>0.25</b>	<b>0.00</b>	<b>1.00</b>	<b>45.25</b>	<b>45.78</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>232</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>268</b>	<b>271.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>58.00</b>	<b>0.00</b>	<b>6.75</b>	<b>0.50</b>	<b>0.00</b>	<b>1.00</b>	<b>67.00</b>	<b>67.80</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>103</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>129</b>	<b>137.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.00</b>	<b>25.75</b>	<b>0.00</b>	<b>3.25</b>	<b>0.00</b>	<b>1.25</b>	<b>1.00</b>	<b>32.25</b>	<b>34.28</b>
<b>Session Total</b>	<b>0</b>	<b>11</b>	<b>476</b>	<b>1</b>	<b>70</b>	<b>3</b>	<b>5</b>	<b>12</b>	<b>578</b>	<b>591.40</b>
<b>Session Average</b>	<b>0.00</b>	<b>0.92</b>	<b>39.67</b>	<b>0.08</b>	<b>5.83</b>	<b>0.25</b>	<b>0.42</b>	<b>1.00</b>	<b>48.17</b>	<b>49.28</b>

**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
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>133</b>	<b>0</b>	<b>41</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>185</b>	<b>194.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.25</b>	<b>33.25</b>	<b>0.00</b>	<b>10.25</b>	<b>0.75</b>	<b>1.00</b>	<b>0.75</b>	<b>46.25</b>	<b>48.53</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>182</b>	<b>2</b>	<b>43</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>240</b>	<b>248.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.50</b>	<b>45.50</b>	<b>0.50</b>	<b>10.75</b>	<b>1.00</b>	<b>0.25</b>	<b>1.50</b>	<b>60.00</b>	<b>62.03</b>
1700 - 1715	0	0	50	0	7	0	0	2	59	61.00
1715 - 1730	0	0	25	1	5	0	0	2	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
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>128</b>	<b>1</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>162</b>	<b>167.40</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.25</b>	<b>32.00</b>	<b>0.25</b>	<b>6.50</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>40.50</b>	<b>41.85</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>102</b>	<b>2</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>129</b>	<b>132.70</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>25.50</b>	<b>0.50</b>	<b>4.00</b>	<b>0.25</b>	<b>0.00</b>	<b>1.25</b>	<b>32.25</b>	<b>33.18</b>
<b>Session Total</b>	<b>0</b>	<b>7</b>	<b>545</b>	<b>5</b>	<b>126</b>	<b>8</b>	<b>5</b>	<b>20</b>	<b>716</b>	<b>742.30</b>
<b>Session Average</b>	<b>0.00</b>	<b>0.44</b>	<b>34.06</b>	<b>0.31</b>	<b>7.88</b>	<b>0.50</b>	<b>0.31</b>	<b>1.25</b>	<b>44.75</b>	<b>46.39</b>

**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
<b>Hourly Total</b>	<b>1</b>	<b>5</b>	<b>71</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>85.20</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>1.25</b>	<b>17.75</b>	<b>0.00</b>	<b>1.50</b>	<b>0.00</b>	<b>0.00</b>	<b>0.75</b>	<b>21.50</b>	<b>21.30</b>
1200 - 1215	0	1	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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>106</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>127</b>	<b>128.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>26.50</b>	<b>0.25</b>	<b>3.50</b>	<b>0.00</b>	<b>0.00</b>	<b>0.75</b>	<b>31.75</b>	<b>32.05</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>2</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>140</b>	<b>145.00</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>29.25</b>	<b>0.50</b>	<b>3.75</b>	<b>0.50</b>	<b>0.00</b>	<b>1.00</b>	<b>35.00</b>	<b>36.25</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>117</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>137</b>	<b>140.80</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.50</b>	<b>29.25</b>	<b>0.00</b>	<b>3.25</b>	<b>0.00</b>	<b>0.00</b>	<b>1.25</b>	<b>34.25</b>	<b>35.20</b>
<b>Session Total</b>	<b>1</b>	<b>10</b>	<b>411</b>	<b>3</b>	<b>48</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>490</b>	<b>499.20</b>
<b>Session Average</b>	<b>0.06</b>	<b>0.63</b>	<b>25.69</b>	<b>0.19</b>	<b>3.00</b>	<b>0.13</b>	<b>0.00</b>	<b>0.94</b>	<b>30.63</b>	<b>31.20</b>

**Uxbridge**  
Classified Junction Count

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

**Lat/Long**  
lat 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.6: Right from Freezeland Way to A437 Long Lane (North)								Original Data		
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	0	5	0	2	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	33.83
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)

Movement 2.6: Right from Freezeland Way to A437 Long Lane (North)								Original Data		
TIME	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	1	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)

Movement 2.6: Right from Freezeland Way to A437 Long Lane (North)								Original Data		
TIME	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	28.56	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 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.7: Left from A437 Long Lane (South) to Local Road								Original Data		
TIME	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)

Movement 2.7: Left from A437 Long Lane (South) to Local Road								Original Data		
TIME	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	0	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	51.30
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	44.58	45.03

**Date**  
Saturday 11 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

Movement 2.7: Left from A437 Long Lane (South) to Local Road								Original Data		
TIME	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	0.25	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 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.8: Northbound from A437 Long Lane (South) to A437 Long Lane (North)								Original Data		
TIME	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	166.40
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
<b>Hourly Total</b>	<b>1</b>	<b>14</b>	<b>601</b>	<b>2</b>	<b>118</b>	<b>12</b>	<b>7</b>	<b>12</b>	<b>767</b>	<b>784.90</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>3.50</b>	<b>150.25</b>	<b>0.50</b>	<b>29.50</b>	<b>3.00</b>	<b>1.75</b>	<b>3.00</b>	<b>191.75</b>	<b>196.23</b>
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
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>582</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>701</b>	<b>724.80</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>2.25</b>	<b>145.50</b>	<b>0.00</b>	<b>19.50</b>	<b>1.25</b>	<b>1.25</b>	<b>5.25</b>	<b>175.25</b>	<b>181.20</b>
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
<b>Hourly Total</b>	<b>1</b>	<b>8</b>	<b>453</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>10</b>	<b>570</b>	<b>586.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.00</b>	<b>113.25</b>	<b>0.50</b>	<b>20.75</b>	<b>2.25</b>	<b>1.25</b>	<b>2.50</b>	<b>142.50</b>	<b>146.55</b>
<b>Session Total</b>	<b>2</b>	<b>31</b>	<b>1636</b>	<b>4</b>	<b>279</b>	<b>26</b>	<b>17</b>	<b>43</b>	<b>2038</b>	<b>2095.90</b>
<b>Session Average</b>	<b>0.17</b>	<b>2.58</b>	<b>136.33</b>	<b>0.33</b>	<b>23.25</b>	<b>2.17</b>	<b>1.42</b>	<b>3.58</b>	<b>169.83</b>	<b>174.66</b>

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1500 - 1900 (Friday PM Peak)

Movement 2.8: Northbound from A437 Long Lane (South) to A437 Long Lane (North)								Original Data		
TIME	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
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>603</b>	<b>1</b>	<b>81</b>	<b>6</b>	<b>1</b>	<b>14</b>	<b>722</b>	<b>730.70</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>4.00</b>	<b>150.75</b>	<b>0.25</b>	<b>20.25</b>	<b>1.50</b>	<b>0.25</b>	<b>3.50</b>	<b>180.50</b>	<b>182.68</b>
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	213.00
<b>Hourly Total</b>	<b>5</b>	<b>15</b>	<b>652</b>	<b>1</b>	<b>84</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>787</b>	<b>792.30</b>
<b>Hourly Average</b>	<b>1.25</b>	<b>3.75</b>	<b>165.50</b>	<b>0.25</b>	<b>21.00</b>	<b>1.00</b>	<b>0.25</b>	<b>3.75</b>	<b>196.75</b>	<b>196.68</b>
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
<b>Hourly Total</b>	<b>2</b>	<b>19</b>	<b>704</b>	<b>1</b>	<b>59</b>	<b>5</b>	<b>3</b>	<b>13</b>	<b>806</b>	<b>812.40</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>4.75</b>	<b>176.00</b>	<b>0.25</b>	<b>14.75</b>	<b>1.25</b>	<b>0.75</b>	<b>3.25</b>	<b>201.50</b>	<b>203.10</b>
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
<b>Hourly Total</b>	<b>2</b>	<b>21</b>	<b>620</b>	<b>1</b>	<b>46</b>	<b>5</b>	<b>1</b>	<b>12</b>	<b>708</b>	<b>709.60</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>5.25</b>	<b>155.00</b>	<b>0.25</b>	<b>11.50</b>	<b>1.25</b>	<b>0.25</b>	<b>3.00</b>	<b>177.00</b>	<b>177.40</b>
<b>Session Total</b>	<b>9</b>	<b>71</b>	<b>2589</b>	<b>4</b>	<b>270</b>	<b>20</b>	<b>6</b>	<b>54</b>	<b>3023</b>	<b>3045.00</b>
<b>Session Average</b>	<b>0.56</b>	<b>4.44</b>	<b>161.81</b>	<b>0.25</b>	<b>16.88</b>	<b>1.25</b>	<b>0.38</b>	<b>3.38</b>	<b>188.94</b>	<b>190.31</b>

**Date**  
Saturday 11 May 2024

**Weather**  
Cloudy  
Temp: 22°C

1100 - 1500 (Saturday 4H Session)

Movement 2.8: Northbound from A437 Long Lane (South) to A437 Long Lane (North)								Original Data		
TIME	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
<b>Hourly Total</b>	<b>7</b>	<b>7</b>	<b>545</b>	<b>3</b>	<b>48</b>	<b>5</b>	<b>1</b>	<b>11</b>	<b>627</b>	<b>632.00</b>
<b>Hourly Average</b>	<b>1.75</b>	<b>1.75</b>	<b>136.25</b>	<b>0.75</b>	<b>12.00</b>	<b>1.25</b>	<b>0.25</b>	<b>2.75</b>	<b>156.75</b>	<b>158.00</b>
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
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>537</b>	<b>1</b>	<b>48</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>614</b>	<b>618.20</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>3.25</b>	<b>134.25</b>	<b>0.25</b>	<b>12.00</b>	<b>0.75</b>	<b>0.25</b>	<b>2.50</b>	<b>153.50</b>	<b>154.55</b>
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
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>580</b>	<b>2</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>648</b>	<b>651.90</b>
<b>Hourly Average</b>	<b>0.25</b>	<b>3.25</b>	<b>145.00</b>	<b>0.50</b>	<b>9.50</b>	<b>0.75</b>	<b>0.00</b>	<b>2.75</b>	<b>162.00</b>	<b>162.98</b>
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
<b>Hourly Total</b>	<b>2</b>	<b>20</b>	<b>554</b>	<b>2</b>	<b>38</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>629</b>	<b>628.50</b>
<b>Hourly Average</b>	<b>0.50</b>	<b>5.00</b>	<b>138.50</b>	<b>0.50</b>	<b>9.50</b>	<b>0.25</b>	<b>0.50</b>	<b>2.50</b>	<b>157.25</b>	<b>157.13</b>
<b>Session Total</b>	<b>11</b>	<b>53</b>	<b>2216</b>	<b>8</b>	<b>172</b>	<b>12</b>	<b>4</b>	<b>42</b>	<b>2518</b>	<b>2530.60</b>
<b>Session Average</b>	<b>0.69</b>	<b>3.31</b>	<b>138.50</b>	<b>0.50</b>	<b>10.75</b>	<b>0.75</b>	<b>0.25</b>	<b>2.63</b>	<b>157.38</b>	<b>158.16</b>

**Uxbridge**  
Classified Junction Count

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

**Lat/Long**  
lat 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.9: Left from Local Road to A437 Long Lane (North)								Original Data		
TIME	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	237.90
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)

Movement 2.9: Left from Local Road to A437 Long Lane (North)								Original Data		
TIME	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	0	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	0	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)

Movement 2.9: Left from Local Road to A437 Long Lane (North)								Original Data		
TIME	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	0	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 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.10: Eastbound from Local Road 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	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)

Movement 2.10: Eastbound from Local Road to Freezeland Way								Original Data		
TIME	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	4.49
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	1	1	0	0	0	0	0	2	1.40
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	0.9	1.00	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)

Movement 2.10: Eastbound from Local Road to Freezeland Way								Original Data		
TIME	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	5	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	1	0	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	1	0	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 51.552156° lon -0.448784°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 2.11: Right from Local Road to A437 Long Lane (South)								Original Data		
TIME	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)

Movement 2.11: Right from Local Road to A437 Long Lane (South)								Original Data		
TIME	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	1	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)

Movement 2.11: Right from Local Road to A437 Long Lane (South)								Original Data		
TIME	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	93.80
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 51.552334° 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 Hercules 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	262	265.50
<b>Hourly Average</b>	<b>0.50</b>	<b>1.25</b>	<b>56.00</b>	<b>0.00</b>	<b>10.25</b>	<b>0.25</b>	<b>0.00</b>	<b>2.25</b>	<b>70.50</b>	<b>71.73</b>
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
<b>Hourly Average</b>	<b>0.00</b>	<b>0.50</b>	<b>87.50</b>	<b>0.25</b>	<b>10.00</b>	<b>0.50</b>	<b>0.00</b>	<b>2.25</b>	<b>101.00</b>	<b>103.20</b>
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
<b>Hourly Average</b>	<b>0.00</b>	<b>2.25</b>	<b>44.75</b>	<b>0.50</b>	<b>6.00</b>	<b>0.50</b>	<b>0.75</b>	<b>1.75</b>	<b>56.50</b>	<b>58.13</b>
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 Hercules 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
<b>Hourly Average</b>	<b>0.00</b>	<b>1.50</b>	<b>54.25</b>	<b>0.50</b>	<b>12.75</b>	<b>0.75</b>	<b>0.25</b>	<b>2.00</b>	<b>72.00</b>	<b>73.80</b>
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
<b>Hourly Average</b>	<b>0.00</b>	<b>2.00</b>	<b>55.75</b>	<b>0.00</b>	<b>11.75</b>	<b>1.00</b>	<b>0.25</b>	<b>2.25</b>	<b>73.00</b>	<b>74.88</b>
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
<b>Hourly Average</b>	<b>1.00</b>	<b>1.50</b>	<b>45.50</b>	<b>0.25</b>	<b>7.25</b>	<b>0.00</b>	<b>0.00</b>	<b>2.00</b>	<b>57.50</b>	<b>57.80</b>
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
<b>Hourly Average</b>	<b>0.25</b>	<b>1.75</b>	<b>38.75</b>	<b>0.25</b>	<b>4.50</b>	<b>0.25</b>	<b>0.00</b>	<b>1.75</b>	<b>47.50</b>	<b>48.13</b>
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 Hercules 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
<b>Hourly Average</b>	<b>0.25</b>	<b>1.50</b>	<b>30.25</b>	<b>0.00</b>	<b>3.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>36.50</b>	<b>36.90</b>
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
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>30.25</b>	<b>0.00</b>	<b>4.50</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>37.00</b>	<b>38.05</b>
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
<b>Hourly Average</b>	<b>0.00</b>	<b>0.25</b>	<b>38.75</b>	<b>0.50</b>	<b>4.50</b>	<b>0.50</b>	<b>0.00</b>	<b>1.50</b>	<b>46.00</b>	<b>47.60</b>
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	0	31	0	2	0	0	2	35	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
<b>Hourly Average</b>	<b>0.00</b>	<b>1.50</b>	<b>39.00</b>	<b>0.00</b>	<b>3.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>45.00</b>	<b>45.60</b>
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 51.552334° lon -0.449623°

**Date**  
Friday 10 May 2024

**Weather**  
Cloudy  
Temp: 10°C

0700 - 1000 (Friday AM Peak)

Movement 3.2: Westbound from Local Road (East) to Local Road (West)								Original Data		
TIME	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	78.80
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	0.75	1.25	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)

Movement 3.2: Westbound from Local Road (East) to Local Road (West)								Original Data		
TIME	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	89.08
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	69.90
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)

Movement 3.2: Westbound from Local Road (East) to Local Road (West)								Original Data		
TIME	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	75.80
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 51.552334° 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
<b>Hourly Total</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>55</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>300</b>	<b>312.50</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.00</b>	<b>57.25</b>	<b>0.00</b>	<b>13.75</b>	<b>1.75</b>	<b>0.00</b>	<b>2.25</b>	<b>75.00</b>	<b>78.13</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>1</b>	<b>311</b>	<b>1</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>359</b>	<b>370.40</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.25</b>	<b>77.75</b>	<b>0.25</b>	<b>8.25</b>	<b>0.50</b>	<b>0.00</b>	<b>2.75</b>	<b>89.75</b>	<b>92.60</b>
0900 - 0915	0	1	55	1	4	0	0	2	63	64.40
0915 - 0930	0	0	40	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
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>164</b>	<b>2</b>	<b>37</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>213</b>	<b>219.60</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.50</b>	<b>41.00</b>	<b>0.50</b>	<b>9.25</b>	<b>0.25</b>	<b>0.25</b>	<b>1.50</b>	<b>53.25</b>	<b>54.90</b>
<b>Session Total</b>	<b>0</b>	<b>3</b>	<b>704</b>	<b>3</b>	<b>125</b>	<b>10</b>	<b>1</b>	<b>26</b>	<b>872</b>	<b>902.50</b>
<b>Session Average</b>	<b>0.00</b>	<b>0.25</b>	<b>56.67</b>	<b>0.25</b>	<b>10.42</b>	<b>0.83</b>	<b>0.08</b>	<b>2.17</b>	<b>72.67</b>	<b>75.21</b>

**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
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>399</b>	<b>7</b>	<b>74</b>	<b>1</b>	<b>2</b>	<b>10</b>	<b>502</b>	<b>509.70</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.25</b>	<b>99.75</b>	<b>1.75</b>	<b>18.50</b>	<b>0.25</b>	<b>0.50</b>	<b>2.50</b>	<b>125.50</b>	<b>127.43</b>
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	0	1	159	158.80
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>511</b>	<b>3</b>	<b>62</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>592</b>	<b>601.40</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.00</b>	<b>127.75</b>	<b>0.75</b>	<b>15.50</b>	<b>0.25</b>	<b>0.25</b>	<b>2.50</b>	<b>148.00</b>	<b>150.35</b>
1700 - 1715	0	1	136	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
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>457</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>511</b>	<b>515.50</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.25</b>	<b>114.25</b>	<b>0.00</b>	<b>10.25</b>	<b>0.25</b>	<b>0.00</b>	<b>1.75</b>	<b>127.75</b>	<b>128.88</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>196</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>236</b>	<b>237.40</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>2.75</b>	<b>49.00</b>	<b>0.00</b>	<b>5.25</b>	<b>0.00</b>	<b>0.00</b>	<b>2.00</b>	<b>59.00</b>	<b>59.35</b>
<b>Session Total</b>	<b>0</b>	<b>29</b>	<b>1563</b>	<b>10</b>	<b>198</b>	<b>3</b>	<b>3</b>	<b>35</b>	<b>1841</b>	<b>1864.00</b>
<b>Session Average</b>	<b>0.00</b>	<b>1.81</b>	<b>97.69</b>	<b>0.63</b>	<b>12.38</b>	<b>0.19</b>	<b>0.19</b>	<b>2.19</b>	<b>115.06</b>	<b>116.50</b>

**Date**  
Saturday 11 May 2024

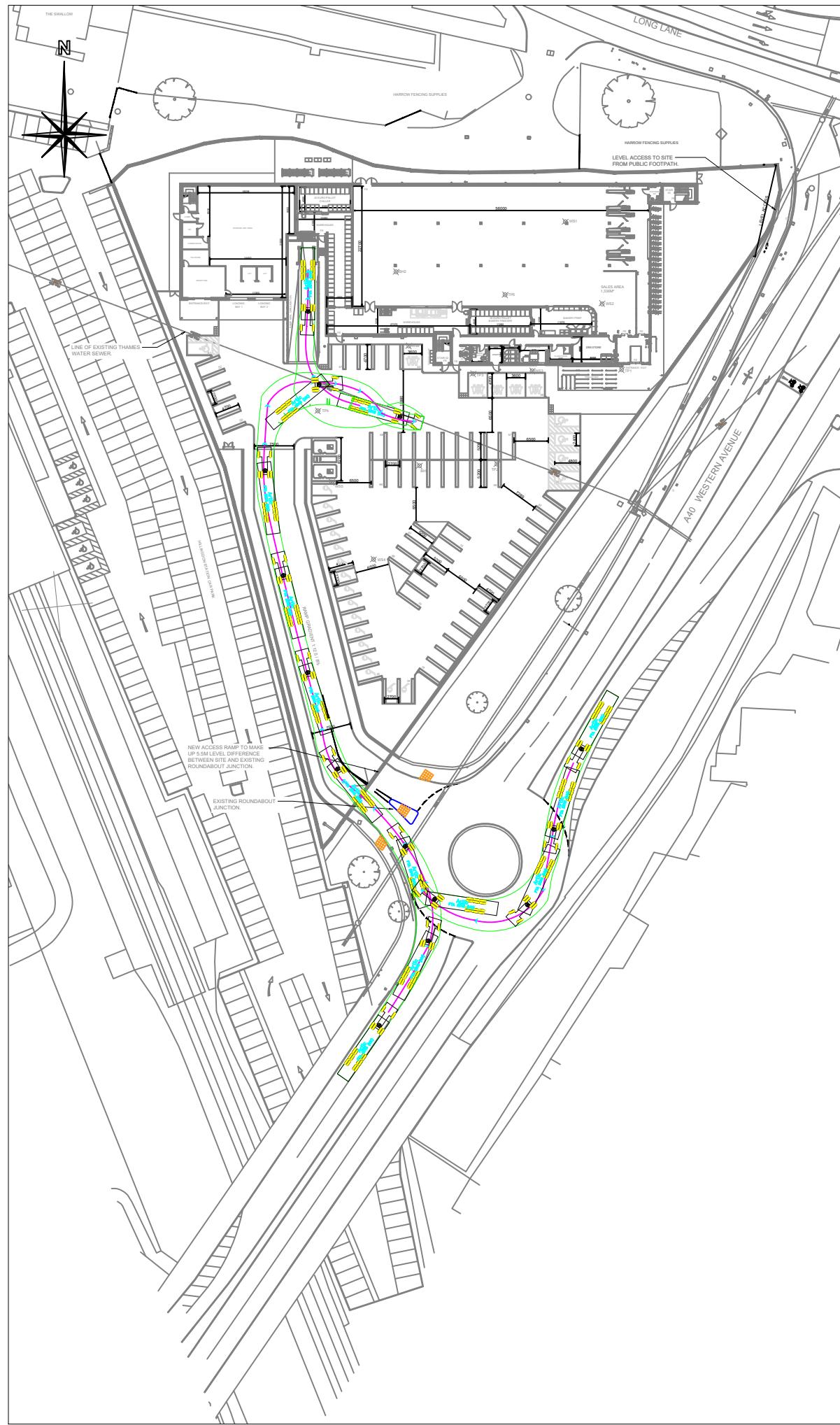
**Weather**  
Cloudy  
Temp: 22°C

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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>191</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>218</b>	<b>223.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>47.75</b>	<b>0.25</b>	<b>3.75</b>	<b>0.50</b>	<b>0.00</b>	<b>1.50</b>	<b>54.50</b>	<b>55.80</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>188</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>214</b>	<b>218.20</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>0.75</b>	<b>47.00</b>	<b>0.75</b>	<b>3.50</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>53.50</b>	<b>54.55</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>192</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>219</b>	<b>223.10</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.00</b>	<b>48.00</b>	<b>0.25</b>	<b>3.75</b>	<b>0.25</b>	<b>0.00</b>	<b>1.50</b>	<b>54.75</b>	<b>55.78</b>
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
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>180</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>204</b>	<b>206.40</b>
<b>Hourly Average</b>	<b>0.00</b>	<b>1.50</b>	<b>45.00</b>	<b>0.25</b>	<b>2.75</b>	<b>0.00</b>	<b>0.00</b>	<b>1.50</b>	<b>51.00</b>	<b>51.60</b>
<b>Session Total</b>	<b>0</b>	<b>16</b>	<b>751</b>	<b>6</b>	<b>55</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>855</b>	<b>870.90</b>
<b>Session Average</b>	<b>0.00</b>	<b>1.00</b>	<b>46.94</b>	<b>0.38</b>	<b>3.44</b>	<b>0.19</b>	<b>0.00</b>	<b>1.50</b>	<b>53.44</b>	<b>54.43</b>

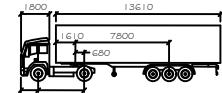
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## APPENDIX B – PROPOSED SITE ACCESS & TRACKING



### 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  
mm : 2550 Lock to Lock: 6.0  
Tractor Width : 2550 Steer Angle: 42.7  
Tractor Track : 2550 Articulating Angle: 70.0  
Trailer Track : 2550

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

**Cora**  
**iHt**

Adamson House, Towers Business Park  
Wilmslow Road  
Manchester  
M20 2YY  
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 -
-------------	---------------	-----------------------	------------------	-----------------

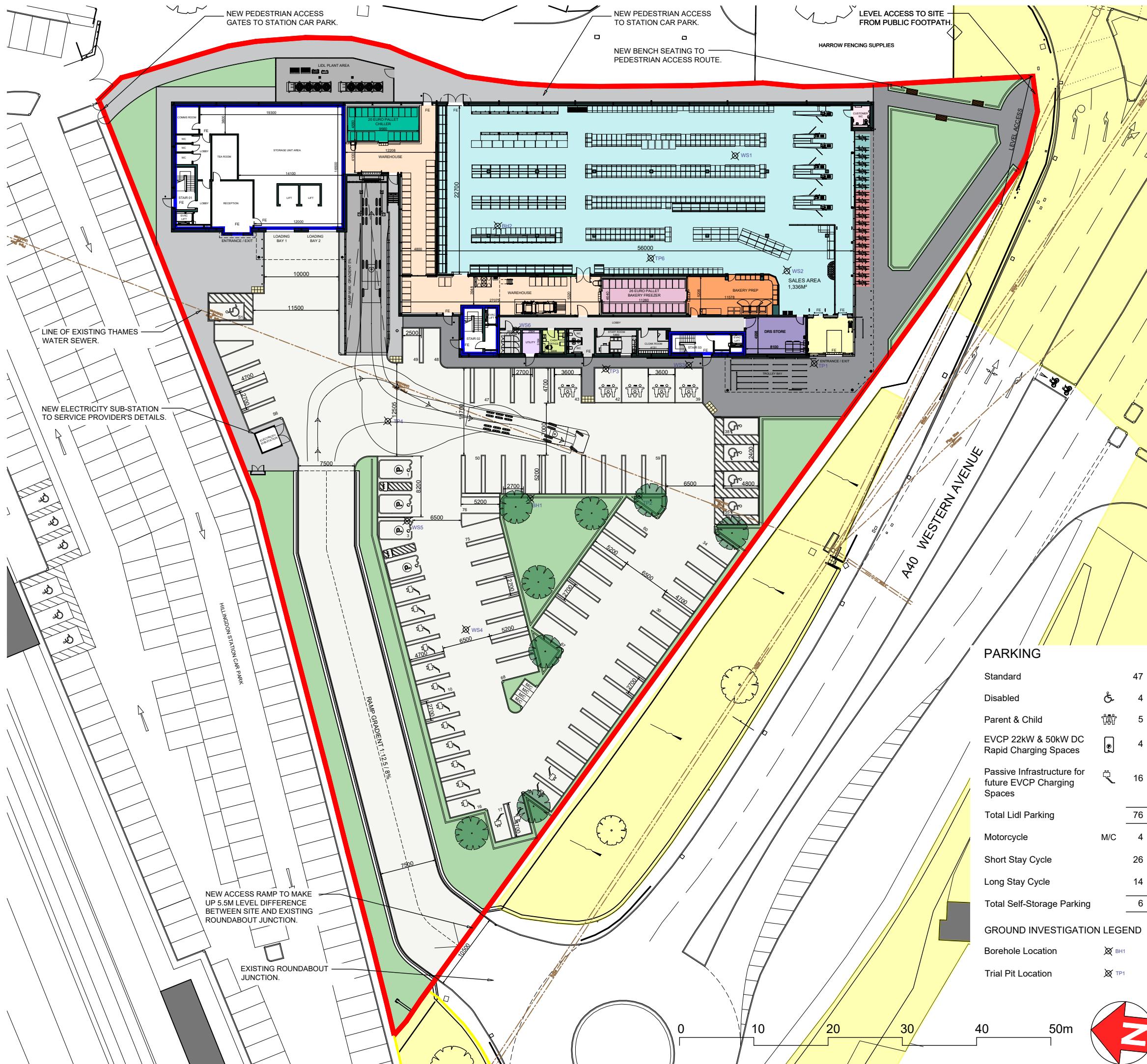
Drawing No.

**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

Revision

P03

Scale - unless otherwise stated  
1:500 @ A3 Status  
S0 Issued For  
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 undertaking 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	LIDL	BEXLEY
	CLYDESDALE WAY		
	BELVEDERE		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1650 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>06/11/19</i>	<i>Survey Type: MANUAL</i>
2	BM-01-C-01	ALDI	BROMLEY
	CROYDON ROAD		
	PENGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Retail floor area:	850 sqm	
	<i>Survey date: MONDAY</i>	<i>24/05/21</i>	<i>Survey Type: MANUAL</i>
3	LW-01-C-01	ALDI	LEWISHAM
	RUSHEY GREEN		
	CATFORD		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	1350 sqm	
	<i>Survey date: MONDAY</i>	<i>16/11/15</i>	<i>Survey Type: MANUAL</i>
4	MR-01-C-01	LIDL	MERTON
	STREATHAM ROAD		
	MITCHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Retail floor area:	1476 sqm	
	<i>Survey date: WEDNESDAY</i>	<i>06/11/19</i>	<i>Survey Type: MANUAL</i>

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

*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 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 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	WARRICKSHIRE	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*

## 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 undertaking 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

LIST OF SITES relevant to selection parameters

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

LIST OF SITES relevant to selection parameters (Cont.)

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 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.

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

<b>Junctions 10</b>														
<b>ARCADY 10 - Roundabout Module</b>														
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														
<b>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</b>														

**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
<b>2024 Base + Development</b>															
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
<b>2034 Base + Development</b>															
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-DTQ9HGBB\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)

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	718
	3 - A40 Western Avenue Eastbound Off-Slip (West)	16	658	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	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)

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	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	904	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

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