Transport Planning Associates

A Planning Application by

KOMFORT SERVICES

In respect of

Dower House, High Street Harlington, LONDON BOROUGH OF HILLINGDON

Transport Statement

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Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

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Contents Page

1	Introduction	1
2	Baseline Transport Conditions	3
3	National, Regional and Local Transport Policy	21
4	Proposed Development	28
5	Development Impact	32
6	Summary and Conclusions	41

List of Tables

Table 2.1 IHT Suggested Walking Distance Thresholds
Table 2.2 Local Amenities
Table 2.3 Local Bus Routes
Table 2.4 Local Rail Services
Table 2.5 Mode Share
Table 2.6 ATC Speeds
Table 2.7 5 Day Average Traffic Flows
Table 2.8 Manual Classified Counts Results
Table 3.1 London Plan Cycle Parking Standards
Table 3.2 London Plan – Vehicle Parking Standards
Table 3.3 Hillingdon Local Plan Vehicle and Cycle Parking Standards
Table 4.1 Development Schedule
Table 5.1 TRICS Site Selection – Existing Dwelling
Table 5.2 Trip Rate – Existing Dwelling
Table 5.3 Trip Generation – Existing Dwelling
Table 5.4 Trip Generation for 18 Houses
Table 5.5 TRICS Site Selection – Proposed Flats
Table 5.6 Trip Rate for a Residential Flat
Table 5.7 Trip Generation for Three Residential Flats
Table 5.8 Total Trip Generations for Proposed Development
Table 5.9 Net Impact of Proposed Development
Table 5.10 Change in Traffic Flow

List of Figures

Figure 1.1 Site Location Plan
Figure 2.1 Existing Site Access Arrangements
Figure 2.2 Walking Catchment
Figure 2.3 Local Cycle Network
Figure 2.4 Cycling Catchment
Figure 2.5 Local Rail Network Plan
Figure 2.6 PTAL Analysis
Figure 2.7 MCC Locations
Figure 2.8 PIC Data

List of Appendices

A PTAL Report
B Traffic Survey Results

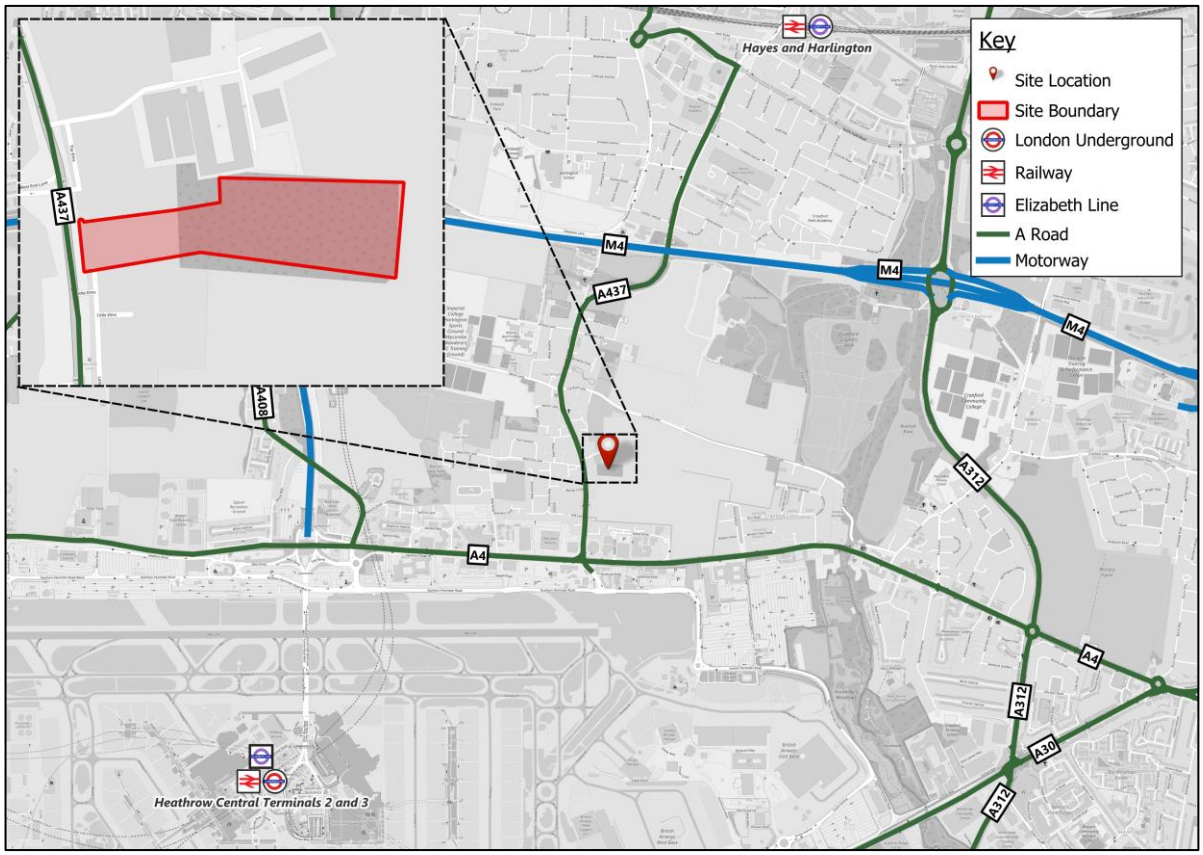
C Site Layout Plan
D Swept Path Analysis – Medium Sized Car
E Forward Visibility Splays
F Swept Path Analysis – 10.5m Refuse Vehicle
G Swept Path Analysis – 8.6m Fire Tender
H TRICS Report

1 Introduction

1.1 Transport Planning Associates (**TPA**) have been commissioned by Komfort Services to provide transport and highways advice and input in respect of a proposed residential development at Dower House, on High Street Harlington (A437) in the London Borough of Hillingdon.

1.2 Dower House is located along the eastern side of High Street Harlington (A437). Harlington is a village and parish that is situated in west London and is located approximately 1.8km north of Heathrow Airport, 11km east of Slough, and 20km east of Central London. The site location, in the context of the local highway and transport networks, is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap Contributors

1.3 The development proposals consist of the redevelopment of Dower House to provide three flats along with the construction of 18 residential dwellings on a previously unused area, located at the rear of the site. In addition, the development will provide vehicle and pedestrian access from set-back section of High Street Harlington, and associated car and cycle parking and landscaping.

Scope of Report

1.4 This Transport Statement has been prepared in support of a planning application for the redevelopment of Dower House to form three flats along with the construction of 18 residential dwellings. It considers the likely transport and highway impact of the proposed development on the local transport and highway networks.

1.5 The Transport Statement will be structured as follows:

- **Chapter 2 –** sets out the Baseline Transport Conditions around the site;
- **Chapter 3 –** sets out the National, Regional and Local Transport Policy relevant to the proposals, inclusive of the parking standards;
- **Chapter 4 –** confirms the Development Proposals and sets out the proposed access and parking arrangements;
- **Chapter 5 –** reviews the potential Development Impact of the proposed development; and,
- **Chapter 6 –** sets out the Summary and Conclusions of the report.

Report Conclusions

1.6 This Transport Statement concludes that the proposals will provide a highly sustainable residential development which will not have a detrimental impact on the local transport and highway networks. As such, there are no transport or highway reasons for the refusal of the planning application.

2 Baseline Transport Conditions

Site Location

2.1 As outlined previously, Dower House is located along the eastern side of High Street Harlington (A437). Harlington is a village and parish that is situated in west London and is located approximately 1.8km north of Heathrow Airport, 11km east of Slough, and 20km east of Central London.

2.2 The site is bound by residential properties to the north and south, woodland and vegetation to the east and High Street Harlington (A437) to the west.

Existing Site Use

2.3 The site, which has an area of approximately 6,270sqm, currently comprises Dower House, an unoccupied single residential dwelling, and a garden to the east of the house. Dower House has been unoccupied for a number of years, with hoarding erected around the perimeter.

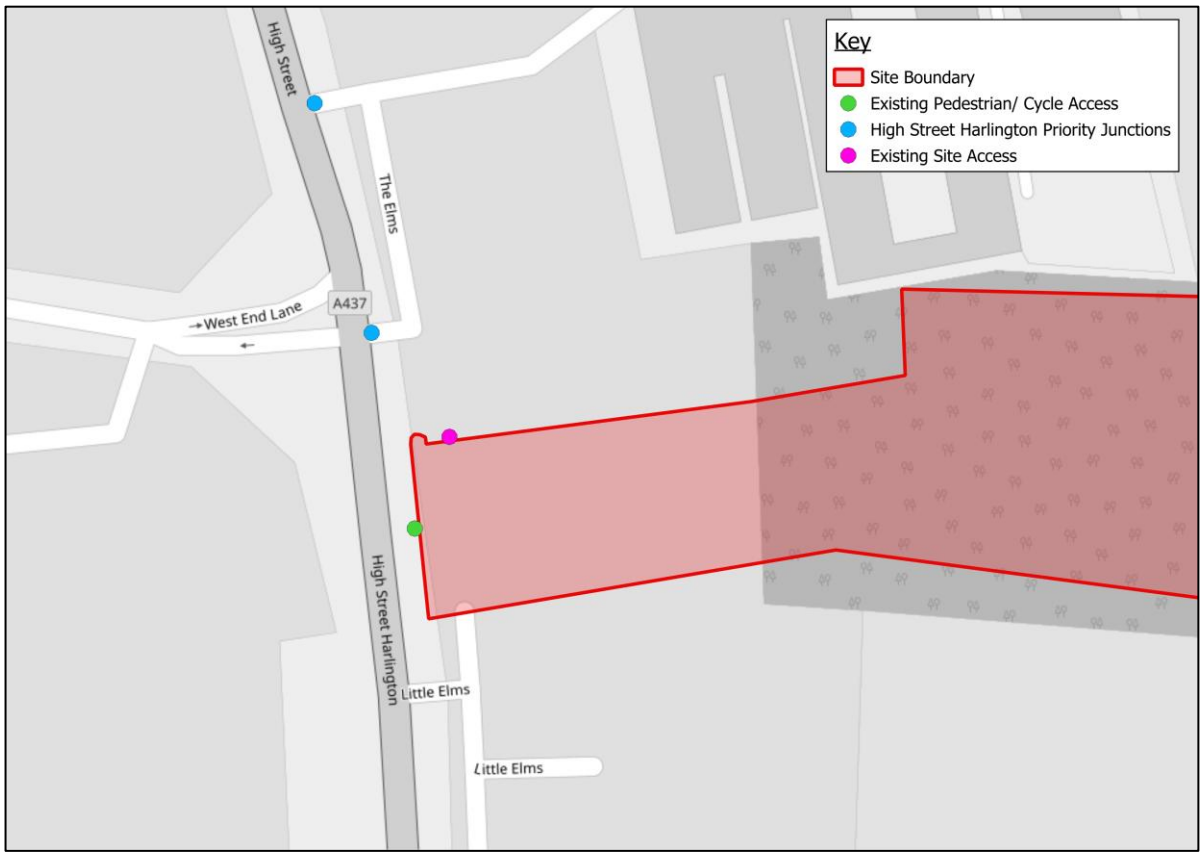
Existing Access Arrangements

2.4 Vehicle access to the site is via a vehicle crossover, from a set-beck section of High Street Harlington (A437), which is located in the northwestern corner of the site. The vehicle crossover has a width of approximately 3.9m. Access to the set-back section of High Street Harlington is possible via two priority junctions from the main carriageway along High Street Harlington (A437). The first priority junction is located directly north of the site, with the second located approximately 50m north of the site.

2.5 Pedestrian and cycle access to the site is possible either via the vehicle crossover outlined above or via the gated pedestrian access located along the western boundary of the site on High Street Harlington (A437).

2.6 The existing site access arrangements are outlined in **Figure 2.1** below.

Figure 2.1 Existing Site Access Arrangements



Source: © OpenStreetMap Contributors

Existing Pedestrian Infrastructure

2.7 There are footways located along both sides of the set-back section of High Street Harlington. The footway located on the eastern side of High Street Harlington has a width of approximately 2.25m, while the footway on the western side of High Street Harlington has a varying width of between approximately 2.5m and 4m.

2.8 The footways on High Street Harlington (A437) provide connections to the local retail facilities, bus stops, schools and a range of leisure facilities. In addition, the footways also provide a link to the wider network of pedestrian footways and routes situated in the local area.

2.9 The majority of the local junctions benefit from the provision of tactile paving and / or dropped kerbing to help facilitate movement throughout the local area. In addition, a signalised pedestrian crossing is located approximately 160m to the north of the site on High Street Harlington (A437), and benefits from dropped kerbs and tactile paving.

2.10 Street lighting is provided along High Street Harlington (A437) as well as a majority of the roads within the local area for the convenience and safety of pedestrians.

2.11 With regards to catchment, the (then) Institution of Highways & Transportation publication 'Providing for Journeys on Foot' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in **Table 2.1** below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

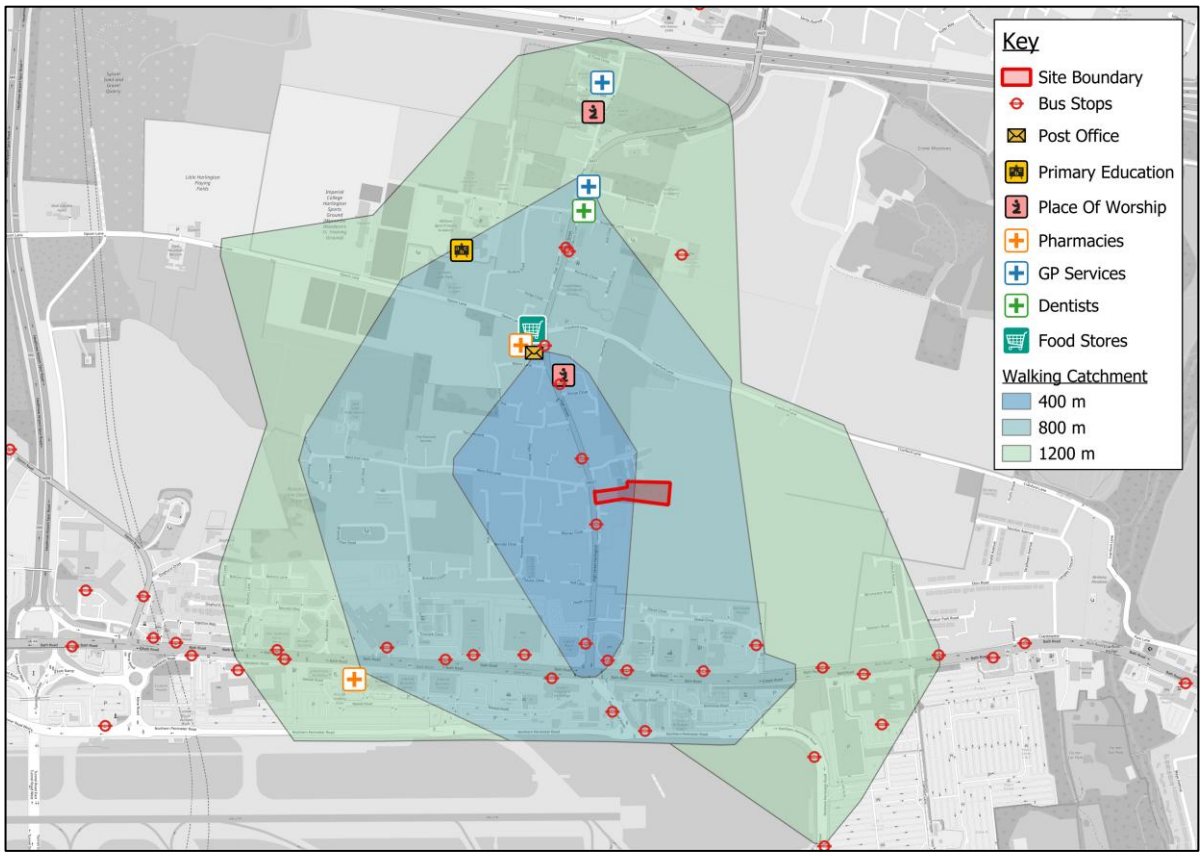
2.12 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport's (**DfT**) document 'Building Sustainable Transport into New Developments' (2008), which states:

> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"*[1]

2.13 In the context of the guidance and research summarised above, a walking catchment up to 1,200m from the centre of the site has been identified in 400m increments together with the local services and amenities as shown in **Figure 2.2**.

[1] *Planning for Walking (CIHT, 2015, para 6.4)*

Figure 2.2 Walking Catchment



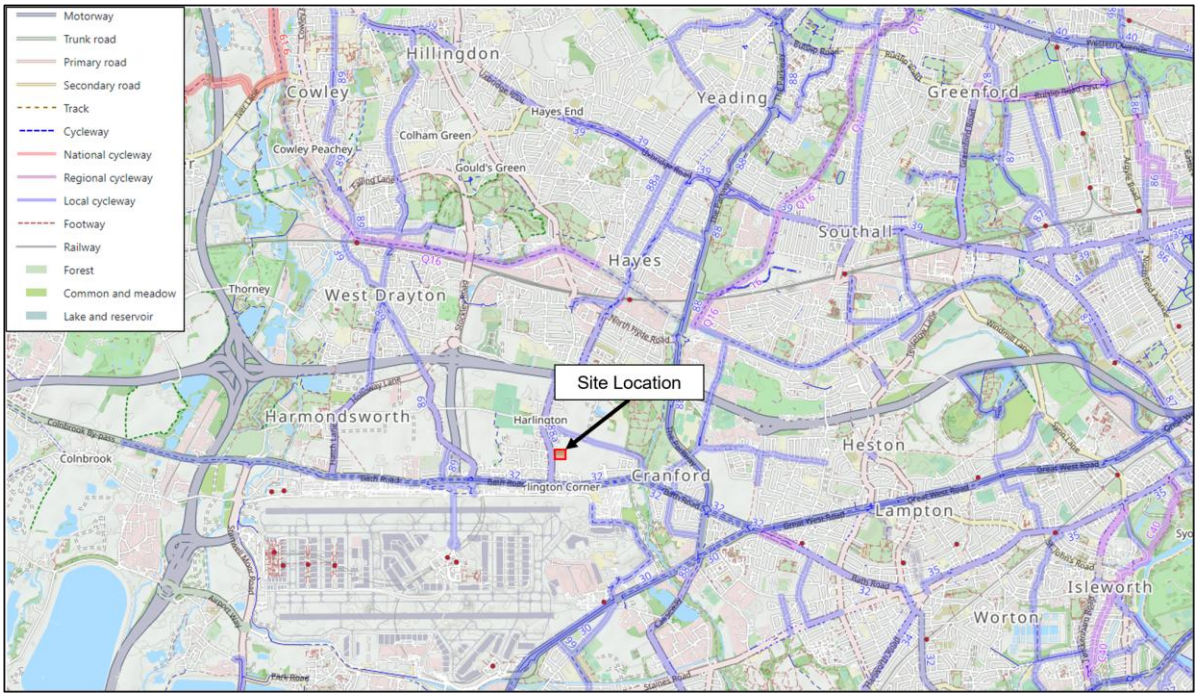
Source: © OpenStreetMap Contributors

2.14 As seen in **Figure 2.2**, there are 5 bus stops located within a 400m catchment of the site. The closest being West End Lane (Stop C) to the south and West End Lane (Stop P) to the north. Further afield the site has access to a Place of Worship, Post Office, Pharmacy, GP service, Dental Practice, Primary School, amongst local shops. A list of local amenities is highlighted later in this Chapter.

Existing Cycle Infrastructure

2.15 Cycling facilities in the surrounding areas of the site are extensive with a range of local cycle routes accessible in the local area, as illustrated in **Figure 2.3** below.

Figure 2.3 Local Cycle Network

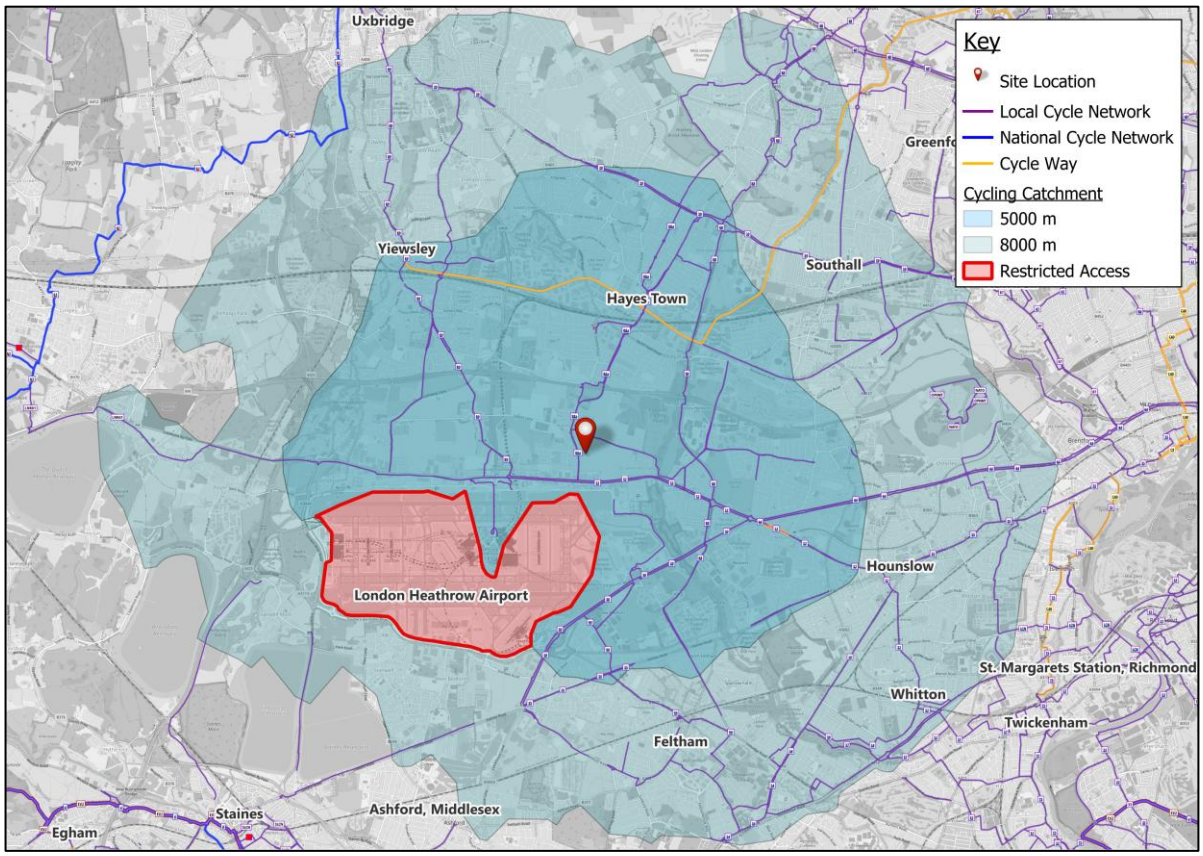


Source: © OpenStreetMap Contributors

2.16 The bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)[2]. **Figure 2.4** provides a cycle catchment that shows the areas that can be reached within a 20 and 35 minute cycle ride from the site respectively.

[2] *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

Figure 2.4 Cycling Catchment



Source: © OpenStreetMap Contributors

2.17 As demonstrated above, a large range of local cycle routes are provided in the local area offering connections to the surrounding areas including West Drayton, Heathrow Airport, Harmondsworth, Hayes, Hillingdon, Yeading, Uxbridge, Feltham and Southall, all of which are located within the acceptable cycle distance of 8km.

2.18 London Cycle Network Route (LCNR) 88a is accessible along the site frontage on High Street Harlington (A437). LCNR 88a provides a link to Edgware, Hayes, Yeading, Harrow-on-the-Hill and Belmont in the north, and to LCNR 32 in the south. LCNR 32 which routes along Bath Road, approximately 400m south of the site, provides a link to West Ewell, Cranford, Teddington and Kingston-upon-Thames in the southeast and Harmondsworth in the west.

2.19 Cycle parking is provided in Harlington and throughout the surrounding area, including on High Street Harlington, at Heathrow Airport, in Hayes town centre, at Hayes and Harlington rail station and in West Drayton.

2.20 There are also two bicycle shops, Runway Cycling and GS Cycles located within 4km of the site, should residents require bike repairs, cycle equipment or the purchase of new cycles.

Local Amenities

2.21 With regard to DfT, IHT, and Changing Journeys to work documents, it is reasonable to allow differing distances based on age, mobility issues, journey type, nature of the local facility and local topography. The distance to local facilities and services, which is measured from the centre of the site, is set out in **Table 2.2**.

Table 2.2 Local Amenities

Amenity		Distance
Transport	High Street Harlington (West End Lane) Bus Stops	100m
	Harlington Corner Bus Stops (Stops E, J, N)	450m
	Hayes & Harlington Rail Station	2.5km
	Heathrow Terminals 2 & 3 Rail Station	2.8km
Local Facilities	High Street Harlington Local Centre *(Convenience Store, takeaways, cafe, non-food retail, off-licence)*	100m
	Wheatsheaf Public House	180m
	The Pheasant Inn & Restaurant	400m
	Harlington District Centre *(Coop Store, ATM, post office, florist, hairdressers, takeaways, dry cleaners, non-food retail, off-licence)*	450m
	Airport Bowl – Bowling Alley with Bar	600m
	William Byrd Park	600m
	White Hart Public House	700m
	Imperial College Sports Ground	900m
	Runway Cycling	1.3km
	Cranford Park	1.6km
	GS Cycles	2.1km
	Cranford Local Centre *(Tesco Express Store, ATM, post office, takeaways, non-food retail, off-licence, cafe)*	2.1km
Education Facilities	William Byrd Primary Academy	750m
	Littlebrook Nursery	1.7km
	Harlington Secondary School	2km
Healthcare Facilities	Medicspot Clinic Hayes Harlington	400m
	Village Pharmacy	400m
	Glendale Medical Centre	700m

Notes: Measured from site access

2.22 As outlines in Table 2.2 there are a number of bus stops, a wide range of food and non-food retail facilities and several local services / amenities located within walking and cycling distance of the site, which residents will be able to access on a day-to-day basis.

Public Transport Services

Bus Services

2.23 The closest bus stops to the site are located on High Street Harlington (West End Lane). The northbound High Street Harlington bus stop is located approximately 100m north of the site with the southbound High Street Harlington bus stop located approximately 100m south of the site. The High Street Harlington bus stops are serviced by bus routes 90, 278, H98 and N140, which provide connections to Feltham, Ruislip, Hayes, Yeading and Heathrow Airport.

2.24 Within the acceptable walking distance for commuting trips (500m), there are a number of additional bus stops, with these located at the junction between High Street Harlington and Bath Road (Harlington Corner bus stops). The Harlington Corner bus stops are serviced by a wide range of additional bus routes including the 81, 105, 111, 222, 285, 278, 423, N555, N9, N140 and the SL9 Superloop, which provide connections to Kingston-Upon-Thames, Hounslow, Harrow, Aldwych, Brentford and Heathrow.

2.25 All of the bus stops outlined above provide shelters, seating and timetabling information, while raised kerbs are provided at both stops located on High Street Harlington. The bus routes which operate from the local bus stops are outlined in **Table 2.3**.

Table 2.3 Local Bus Routes

Route No.	Route	Daytime Service Frequency		
		Mon-Fri	Saturday	Sunday
81	Slough – Langley – Colnbrook – Longford – Harlington – Hounslow	Every 12 Minutes	Every 12 Minutes	Every 15 Minutes
90	Northolt – Wood End – Hayes – Harlington – Feltham	Every 12 Minutes	Every 12 Minutes	Every 15 Minutes
105	Greenford – Dormer's Well – Southall – Norwood – Cranford – Harlington – Heathrow	Every 12 Minutes	Every 12 Minutes	Every 12 Minutes
111	Heathrow Airport – Harlington – Cranford – Hounslow – Hampton – Kingston upon Thames	Every 8 Minutes	Every 10 Minutes	Every 10 Minutes
222	Uxbridge – Cowley – West Drayton – Harlington – Cranford – Hounslow	Every 10 Minutes	Every 10 Minutes	Every 12 Minutes
278	Heathrow Airport – Harlington – Hayes – Hillingdon – Ruislip	Every 15 Minutes	Every 15 Minutes	Every 20 Minutes
285	Heathrow – Harlington – Feltham – Hanworth – Hampton Hill – Kingston upon Thames	Every 10 Minutes	Every 12 Minutes	Every 12 Minutes
423	Hounslow – Hatton Cross – Harlington – Heathrow	Every 20 Minutes	Every 20 Minutes	Every 30 Minutes
H98	Hounslow – Cranford – Harlington – Hayes	Every 10 Minutes	Every 12 Minutes	Every 12 Minutes
SL9	Heathrow – Harlington – Hayes – Northolt Station - Harrow	Every 12 Minutes	Every 12 Minutes	Every 15 Minutes
N9	Aldwych – Knightsbridge – Hammersmith – Brentford – Hounslow – Harlington – Heathrow	Every 20 Minutes	Every 30 Minutes	Every 20 Minutes
N140	Heathrow Central – Harlington – Hayes – Yeading	Every 30 Minutes	Every 30 Minutes	Every 0 Minutes
N555	Heathrow – Harlington – Stanwell – Ashford – Sunbury – Walton on Thames – Hersham	Every 60 Minutes	Every 60 Minutes	Every 60 Minutes

Source: TfL

2.26 As highlighted in **Tables 2.3**, there are regular bus services to a wide range of destinations throughout the course of the day and overnight, which provides residents of the proposed development with sustainable transport options and thus reduces the need for residents to rely on the use of a private vehicle.

Rail Services

2.27 The closest rail station to the site is Hayes & Harlington rail station, which is located approximately 2km north of the site. Hayes & Harlington rail station is located within the acceptable cycle distance of 8km, and is accessible via bus routes 90, 278 and H98.

2.28 Hayes & Harlington rail station is located on the Elizabeth Line, with the station operated by Transport for London (TfL). Additional, but limited, services are also operated by Great Western Railway. Elizabeth Line trains from Hayes & Harlington rail station provide connections to Heathrow, Southall, Hanwell, Ealing, Acton, London Paddington, Tottenham Court Road, Canary Wharf, Woolwich and Shenfield. Meanwhile, Great Western Railway destinations include Didcot, Maidenhead and London Paddington.

2.29 A summary of the services available from Hayes & Harlington rail station is outlined in **Table 2.4**.

Table 2.4 Local Rail Services

Operator	Destination	Trains per Hour		
		Weekday	Saturday	Sunday
ELIZABETH LINE	London Liverpool Street	11	11	11
	Canary Wharf	9	9	9
	Maidenhead	4	4	4
	Abbey Wood	8	8	8
	London Paddington	11	11	11
	Heathrow	8	8	8
	Shenfield	2	2	2
	Reading	2	2	2
GWR	London Paddington	Late night and early morning services only		
	Didcot			
	Reading			
	Maidenhead			

Source: GWR and TfL

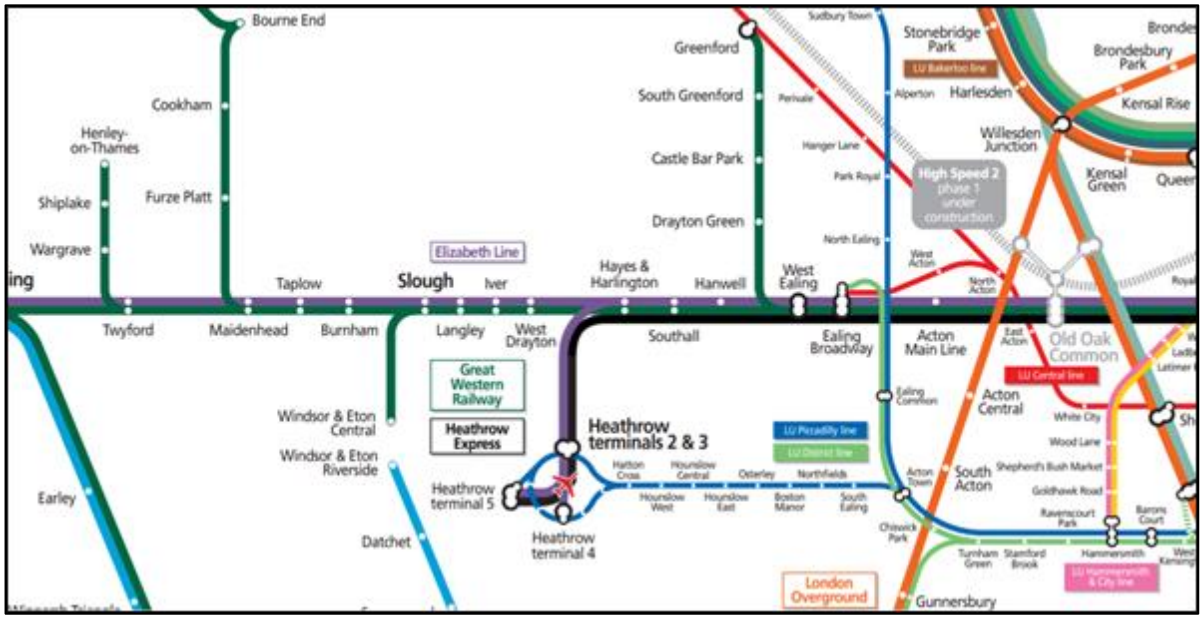
2.30 As shown in **Table 2.4** there are regular trains on the Elizabeth Line that provide reliable and quick connections to locations within London. In addition, outside of the operating hours for the Elizabeth Line, Great Western Railway offers late night (00:00-01:45) and early morning services (0245-05:15) between Paddington and Reading and / or Didcot.

2.31 Facilities at Hayes & Harlington rail station include lifts and ramps for disabled access, staff assistance, a shop, waiting rooms, oyster card validators ticket office and ticket machines. Hayes & Harlington rail station is located in Zone 5 of the London (Oyster) Fare Zone.

2.32 Heathrow Terminals 2 & 3 rail station is also located approximately 3.1km from the site and is accessible by bus routes 105, 111, 278, 285, 423and SL9. Heathrow Terminals 2 & 3 rail station is serviced by Heathrow Express services to London Paddington and Elizabeth Line services. A London Underground Station on the Piccadilly Line is also accessible at Heathrow Terminals 2 & 3.

2.33 The local rail network is outlined in **Figure 2.5**.

Figure 2.5 Local Rail Network Plan



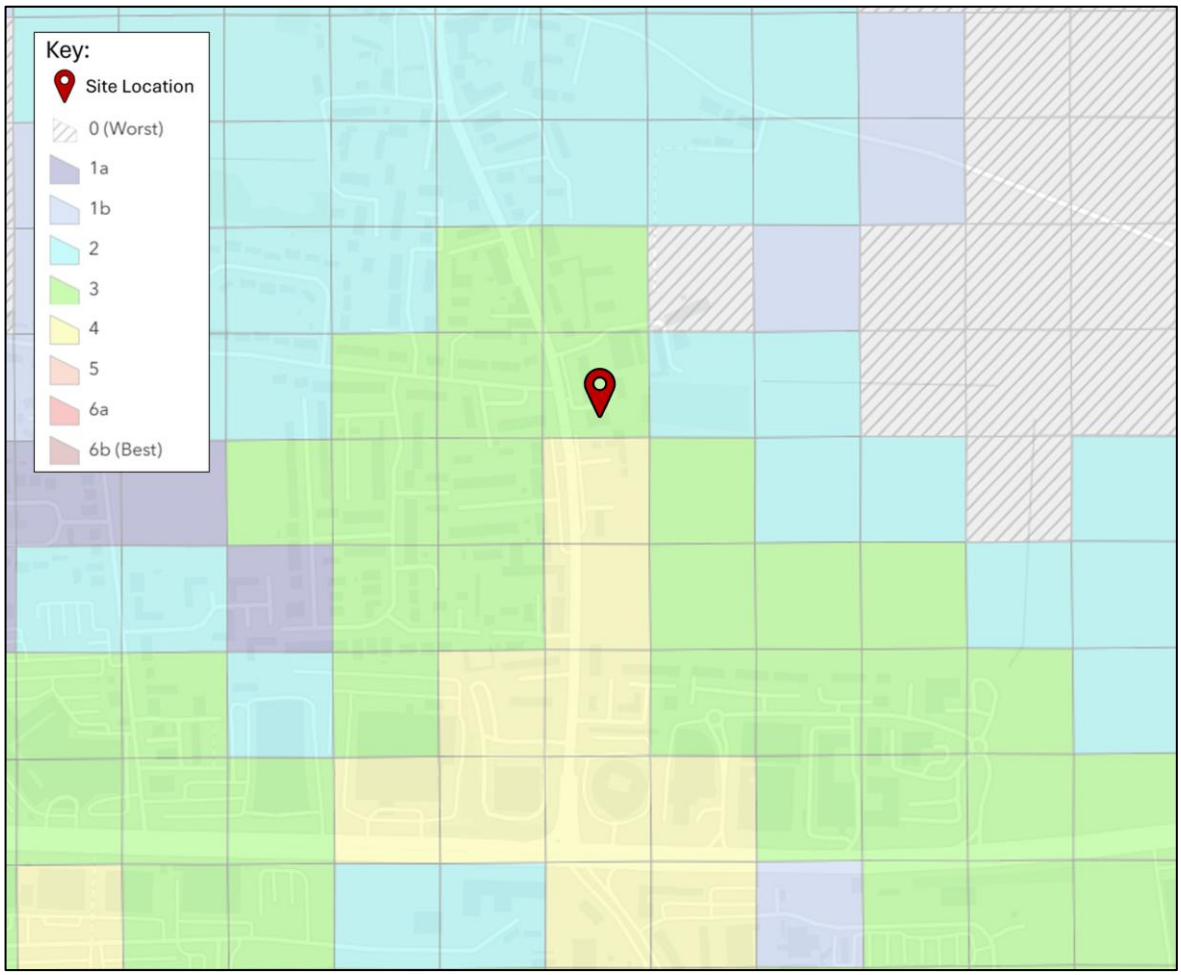
Source: National Rail

Public Transport Accessibility Level (PTAL)

2.34 The accessibility of the site can be defined by using the Public Transport Accessibility Level (PTAL) methodology which calculates an Accessibility Index to quantify how accessible a site is by public transport services. PTAL is considered to be a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access and service frequency.

2.35 A review was undertaken of TfL's WebCAT 3.0 model, as part of this exercise. The site scores a commendable Accessibility Index value between 10.01 and 15, which equates to a PTAL rating of 3, meaning there is a good range of public transport services close to the site. The model calculation is included in **Appendix A**. **Figure 2.6** displays the PTAL score of the site within the context of the surrounding area.

Figure 2.6 PTAL Analysis



Source: TfL; Based on AM Peak Monday – Friday, 2023 Forecast

Local Highway Network

2.36 The western boundary of the site fronts onto High Street Harlington (A437). High Street Harlington (A437) is a single-carriageway road travelling in a north-to-south direction between Hayes in the north and Bath Road (A4) in the south.

2.37 Along the site frontage High Street Harlington (A437) has a width of approximately 6.5m, with this width generally continuing along its length. Within the vicinity of the site, High Street Harlington (A437) is subject to a 30mph speed limit.

2.38 There is a mixture of pay and display and resident H1 permit holder parking bays restricting parking along High Street Harlington (A437). The parking restrictions are in force between 09:00-17:00 Monday to Saturday. The pay and display parking bays allow a maximum stay of two hours, with no return within one hour. At the locations where parking bays are not provided, parking is restricted through the presence of either single or double yellow lines.

2.39 High Street Harlington (A437) travels south to the A4 (Bath Road), which provides a connection to the M4 to both the east and the west, while to the north it links to Hayes, the A437 and Yeading.

2.40 The M4, which is located approximately 1km north of the site, continues east to London and west towards Swansea via various locations such as Slough, Reading, Swindon, Bristol, Newport and Cardiff.

Existing Mode Share

2.41 The modal split has been calculated using journey to work data taken from the ONS, with the mode work trips for MSOA Hillingdon 032 being used for the baseline mode share. The data set used was '*QS701EW - Method of travel to work – 2011 MSOA*'. The 2011 data has been used because the COVID-19 pandemic significantly affected usual travel behaviour in 2021, which is the most recent dataset.

2.42 Within the data, it displays those who are not in employment and those who work mainly at home. These values have been proportionately redistributed across the other modes to reflect how people will be moving to and from the development. **Table 2.5** displays the mode share.

Table 2.5 Mode Share

Method of Travel	Mode Share
Rail Services	10%
Bus	35%
Taxi	0%
Motorcycle	1%
Car or van	44%
Passenger in a car or van	3%
Bicycle	1%
On Foot	6%
Other	0%

Source: Nomis: QS701EW – Method of Travel to Work – 2011 MSOA – 032 Hillingdon

Traffic Surveys

Traffic Speeds

2.43 Automatic Traffic Counts (ATCs) were undertaken on High Street Harlington (A437) and Bath Road (A4) in March 2023 in order to identify the existing vehicle movements near the site. The traffic surveys are summarised below, with the full traffic survey results included in **Appendix B**.

2.44 With regards to vehicle speeds, the average and 85th percentile values at the traffic survey locations are shown in **Table 2.6**.

Table 2.6 ATC Speeds

Location	Direction	Average (mph)	85th Percentile (mph)	Speed Limit (mph)
High Street Harlington (A437)	NB	20	25	30
	SB	21	26	30
Bath Road (A4)	EB	30	35	40
	WB	29	34	40

*Source: PCC ATC within **Appendix B***

2.45 As indicated in **Table 2.6** the average and 85th percentile traffic speeds along High Street Harlington (A437) are below the posted 30mph speed limit, in both directions. The highest average speed observed was 21mph (southbound) while the highest 85th percentile speed was recorded as 26mph (southbound).

2.46 The vehicle speeds on Bath Road (A4) showed a similar pattern, with the highest average speed being 30mph (eastbound) and the highest 85th percentile speed being 35mph (also eastbound), both of which are under the posted 40mph speed limit in force along Bath Road (A4).

Traffic Volumes

2.47 With regards to the volume of traffic, the five-day average flows have been identified and are shown in **Table 2.7**.

Table 2.7 5 Day Average Traffic Flows

Traffic Volumes	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	NB	SB	Two-Way	NB	SB	Two-Way	NB	SB	Two-Way
High Street Harlington (A437)	321	455	776	572	365	937	6,719	6,316	13,035
	EB	WB	Two-Way	EB	WB	Two-Way	EB	WB	Two-Way
Bath Road (A4)	574	523	1,096	690	478	1,168	11,384	9,070	20,454

*Source: PCC ATC within **Appendix B***

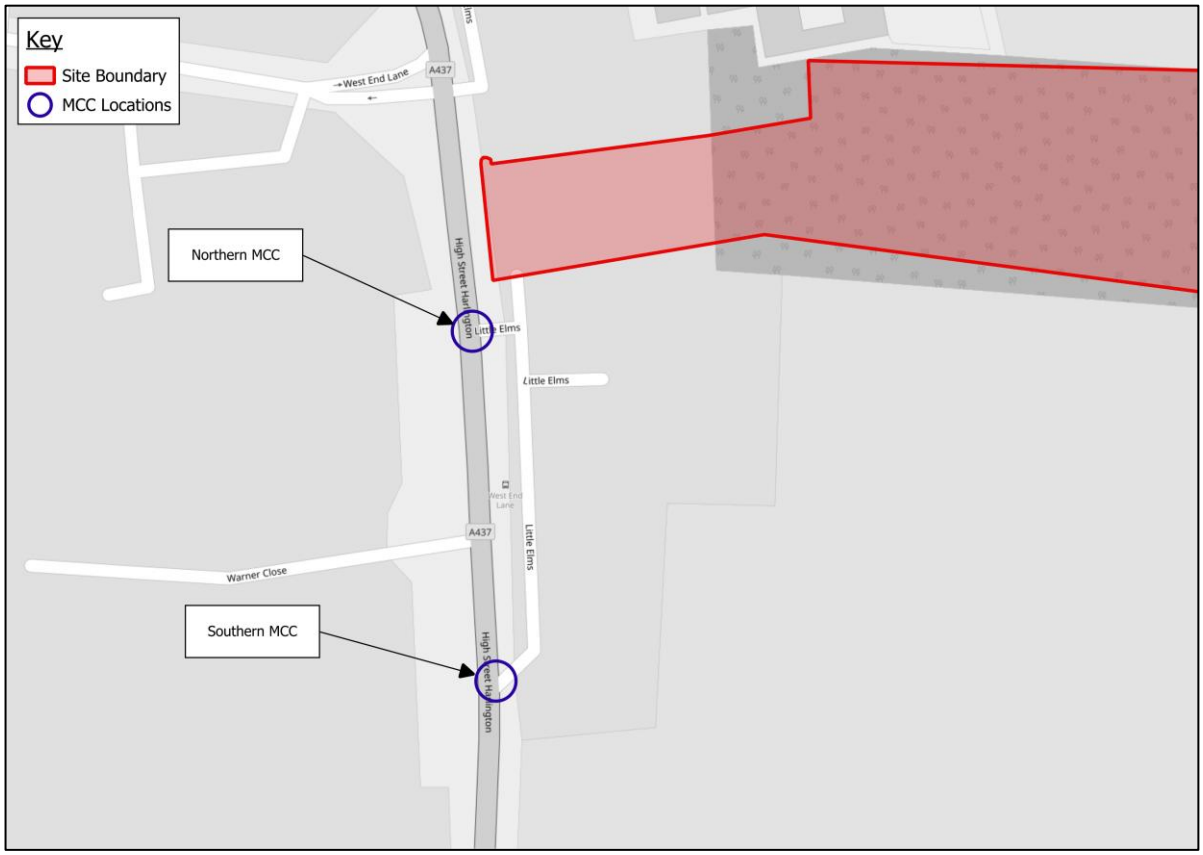
2.48 As outlined in **Table 2.7**, the existing traffic flows along High Street Harlington (A437) equate to approximately 13 to 16 vehicle movements per minute during the traditional network peak hours (08:00-09:00 and 17:00-18:00).

2.49 A review of the daily variation of traffic flows has also been undertaken. It was observed that during the AM peak hour (08:00–09:00), flows on High Street Harlington (A437) varied by a total of 81 vehicles, with observed peaks ranging between 725 and 806 vehicles. During the PM peak hour (17:00–18:00), the variation was 49 vehicles, with flows ranging between 909 and 958 vehicles.

Manual Classified Counts

2.50 Two Manual Classified Counts (MCCs) were also undertaken on Wednesday 22nd March 2023. The two MCCs were undertaken to the south of the site at the set-back priority junctions on High Street Harlington, with one located at the northern High Street Harlington (A437) junction (to the north of Little Elms), and the other located at the southern end of the set-back of High Street Harlington (A437) junction. For ease of reference, the location of the MCCs is illustrated in **Figure 2.7**.

Figure 2.7 MCC Locations



Source: © OpenStreetMap Contributors

2.51 A summary of the peak hour traffic flows recorded in the MCCs is outlined in **Table 2.1**.

Table 2.8 Manual Classified Counts Results

Junction	Time	Total Vehicle Movements	Total – Accessing / Egressing Junction
High Street Harlington (Northern Junction)	AM Peak (08:00-09:00)	787	17
	PM Peak (17:00-18:00)	944	13
High Street Harlington (Southern Junction)	AM Peak (08:00-09:00)	781	8
	PM Peak (17:00-18:00)	940	10

*Source: PCC ATC within **Appendix B***

2.52 A total of 787 vehicles used the Northern High Street Harlington junction in the AM peak hour (08:00-09:00) with 944 in the PM peak hour (17:00-18:00). This equates to an average 15 vehicle movements per minute through the junction (including through movements) in the peak hours. A total of 17 vehicles accessed / egressed the Northern High Street Harlington junction in the AM peak hour (08:00-09:00) with 13 accessing / egressing in the PM peak hour (17:00-18:00). This equates to an average of one vehicle movement every four minutes accessing / egressing the junction in the peak hours.

2.53 A total of 781 vehicles used the Southern High Street Harlington junction in the AM peak hour, with 940 in the PM peak hour. This equates to an average of 15 vehicle movements per minute through the junction (including through movements) in the peak hours. A total of 8 vehicles accessed / egressed the Southern High Street Harlington junction in the AM peak hour (08:00-09:00) with 10 accessing / egressing the in the PM peak hour (17:00-18:00). This equates to an average one vehicle movement every six to seven minutes accessing / egressing the junction.

2.54 Although the data was obtained in 2023, it is considered to remain valid, as traffic conditions along High Street Harlington (A437), including movements into and out of the set-back sections, have not materially changed. There have been no significant alterations to the surrounding highway network, nor any notable intensification of development in the vicinity of the site since the surveys were undertaken.

Personal Injury Collision Data

2.55 Personal Injury Collision (**PIC**) data is collected by the police about road traffic incidents where someone is injured. The PIC data records the location of the crash, the severity of the accident (ranked either: Slight, Serious or Fatal), the cause of the crash, the vehicles or persons involved and the conditions.

2.56 PIC data has been obtained from Crashmap for the most recent five year period inclusive (2020 – 2024) within the vicinity of the site. The PIC data from Crashmap is reproduced in **Figure 2.8**.

Figure 2.8 PIC Data

Source: CrashMap.co.uk

2.57 As displayed above, there have been a total of two recorded injury accidents within an approximately 100m distance of the site in the most recent five-year period inclusive. Of the two accidents recorded, one was classed as 'slight' and one was classed as serious in nature.

2.58 The accident of serious severity involved two vehicle occupants, with no vulnerable road users affected. Both incidents occurred in 2022, and no further accidents have been recorded in the vicinity since. As there is no cluster of Killed or Seriously Injured (KSI) collisions, the area is not considered to present an existing highway safety issue.

Summary

2.59 The site is located in a highly sustainable location, with it being within walking and cycling distance of a large range of local services and facilities. In addition, the site benefits from having access to high-frequency bus routes, and a number of rail services. The local public transport services provide access to local employment areas as well as the surrounding towns and the additional services and employment facilities they provide. Further to this, the local bus and rail services operate early in the morning, late into the evening and overnight.

3 National, Regional and Local Transport Policy

3.1 This chapter provides a policy context to the development proposals, focusing on both national, regional and local planning transport policy and guidance. The documents, which have been reviewed in relation to this planning application, include:

- The National Planning Policy Framework (December 2024);
- The London Plan (March 2021); and
- London Borough of Hillingdon Local Plan.

National Planning Policy Framework

3.2 The National Planning Policy Framework (**NPPF**), updated in December 2024 with minor amendments made in February 2025, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

> *"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."* [3]

3.4 Regarding sustainability, it states that:

> *"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."* [4]

3.5 Regarding transport assessments/statements and travel plans, it states that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport*

[3] NPPF, annex 2, p. 79
[4] NPPF, para 7

statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored." [5]

3.6 When considering development proposals, it should be ensured that:

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

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

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

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."[6]

3.7 According to the NPPF, applications for development should, inter alia:

"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.

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

[5] NPPF, para 118
[6] NPPF, para 115

[…]"[7]

3.8 Considering development proposals:

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."* [8]

3.9 The baseline review included in **Chapter 2** has concluded that the site is situated a highly suitable location. Given the type and form of development being proposed we do not consider that the proposals will result in a significant impact in vehicular movements that could be considered to be severe in all reasonable scenarios as set out in paragraph 116 of the NPPF.

The London Plan

3.10 The London Plan, which was adopted in March 2021, is the third London Plan that concerns all 32 London Boroughs and the Corporation of London. The London Plan sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority.

3.11 Within the London Plan parking standards are set based on the location of the site (either 'Inner London' or 'Outer London') and the PTAL. The site is located in the Borough of Hillingdon and as such is located within Outer London, with the site located within an area of a PTAL rating of 3.

Cycle Parking

3.12 The residential cycle parking standards are outlined within '*Table 10.2 - Minimum cycle parking standards*', of the London Plan. The minimum cycle parking standards are summarised in **Table 3.1.**

[7] NPPF, para 117
[8] NPPF, para 116

Table 3.1 London Plan Cycle Parking Standards

Use Class	Long-Stay	Short-Stay
C3-C4 Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Source: The London Plan 2021

3.13 The proposed development will provide two short-stay spaces for visitors across the site. In addition, each unit will be provided with two covered and secured long-stay spaces with these located in either the rear gardens of the dwellings or a communal cycle store.

3.14 As such, a total of 42 long-stay and two short-stay cycle parking spaces will be provided at the proposed development, which is in accordance with the requirements of the London Plan.

Vehicle Parking

3.15 Vehicle parking standards are outlined as part of '*Policy T6.1 Residential Parking*' in the London Plan, with the maximum residential vehicle parking standards are outline within '*Table 10.3 – Maximum residential parking standards*' of the London Plan. The maximum parking standards are summaries in **Table 3.2.**

Table 3.2 London Plan – Vehicle Parking Standards

Location	Number of Beds	Maximum parking provision
Outer London PTAL 2 - 3	1 - 2	Up to 0.75 spaces per dwelling
	3+	Up to 1 space per dwelling

Source: The London Plan 2021

3.16 A total of 15 car parking spaces will be provided at the site, with twelve (0.66 spaces per dwelling) allocated to the 18 houses located at the rear of the site and the three spaces serving Dower House retained. This is in accordance with the requirements of the London Plan. Nine parking spaces will be provided as parallel parking bays adjacent to the access road, designed to accommodate all users, including disabled users. These bays will also be available for visitor parking (if required).

Electric Vehicles

3.17 With regards to Electric Vehicles (EV) parking, The London Plan states:

"All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces"

3.18 All car parking spaces at the development will feature active EV charging facilities, which is in excess of those required by the London Plan.

London Borough of Hillingdon Local Plan

3.19 The '*London Borough of Hillingdon Local Plan*' (herein referred to as 'Hillingdon Local Plan') forms Hillingdon Council's future development strategy for the borough. It sets out a framework and the detailed policies used to guide planning decisions and it's the starting point for considering whether planning applications should be approved.

3.20 Parking standards for all modes are outlined in *'Local Plan Part 2 - Development Management Policies'*. Hillingdon Councils' parking standards, which are contained within Appendix C of the Hillingdon Local Plan Part 2, are summarised in **Table 3.3**.

Table 3.3 Hillingdon Local Plan Vehicle and Cycle Parking Standards

Land Use	Bedrooms	Maximum Car Parking Requirements	Maximum Cycle Parking Requirements
Flats	Studio	1 per 2 dwellings	1 per dwelling
	1 - 2	1-1.5 per dwelling	1 per dwelling
	3 +	2 per dwelling	2 per dwelling
Houses	1 - 2	2 per dwelling	1 per dwelling
	3+	2 per dwelling	2 per dwelling

Source: Hillingdon Local Plan Adopted 2020

3.21 With regards to cycle parking, it is noted that:

A. *"Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include changing and other facilities for cyclists.*

B. *As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without*

risk of damage. Further design guidance is available in Transport for London's London Cycling Design Standards."

3.22 The proposed development will provide two short-stay cycle parking spaces for visitors. In addition, each unit will be provided with two covered and secured long-stay cycle parking spaces with these located in either the rear gardens of the dwellings or in a communal bike store. This is in accordance with the requirements of the Hillingdon Local Plan.

3.23 A total of 15 on-site car parking spaces are proposed to serve the 18 new houses, and the existing three spaces will be retained for the flats, resulting in 18 spaces overall. This level of provision is consistent with the maximum standards set out in the Hillingdon Local Plan. Nine parking spaces will be provided as parallel parking bays adjacent to the access road, designed to accommodate all users, including disabled users. These bays will also be available for visitor parking (if required).

3.24 Given the highly sustainable location of the site and access to local services and public transport, the proposed provision is considered appropriate and supports a modal shift towards sustainable travel, further reinforced by the inclusion of sheltered, secure cycle parking for each dwelling

Motorcycle Parking

3.25 With regards to motorcycle, moped and scooter parking, Hillingdon's Local Plan Part 2 states:

""In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, moped and scooters) must also be provided at the rate of 5% of car parking spaces."

3.26 The proposed development will not provide any motorcycle parking spaces due to the low number of total vehicle parking spaces that are proposed and given that it is unlikely that motorcycles will be travelling to the site regularly. However, motorcycles will be able to utilise the car parking spaces on site to park, should they require access.

Electric Vehicles

3.27 With regards to EV Parking, Hillingdon's Local Plan Part 2 states:

"Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This will be reviewed in future."

3.28 All car parking spaces will be provided with active charging facilities, which is in excess of the requirements set out in the Hillingdon Local Plan.

4 Proposed Development

Development Proposals

4.1 The development proposals consist of the redevelopment of Dower House to provide three flats along with the construction of 18 residential dwellings on a previously unused area, located at the rear of the site. In addition, the development will provide vehicle and pedestrian access from High Street Harlington, car and cycle parking, landscaping, and a children's play space.

4.2 The proposed development schedule is set out in **Table 4.1**.

Table 4.1 Development Schedule

Tenure	Number of Bedrooms	Housing Type	Quantity
Private	2	Flats	3
	2	Houses	2
	3		14
	4		2

4.3 The proposed site layout is shown in Morse Webb Architects Drawing '*748_005_PL03*', which is provided, along with the accommodation schedule, in **Appendix C**.

Pedestrian and Cycle Access

4.4 The site will be accessible for pedestrians via two separate access points. The existing pedestrian access from High Street Harlington (A347), located at the front of Dower House, will be retained to provide pedestrian and cycle access to the proposed flats.

4.5 A secondary pedestrian access is proposed in the south-western corner of the site from the set-back area on High Street Harlington, providing a pedestrian footway to the dwellings located to the rear of the site. Due to the existing physical constraints and limited available width at the site frontage, the pedestrian footway will be delivered as a 1.5m-wide footway for the first 25 metres, before widening to 1.8m once the access passes the redeveloped Dower House.

4.6 Whilst a continuous 1.8m width would be preferable, this cannot be achieved at the site frontage due to the constrained boundary. However, a 1.5m footway is deemed to represent the minimum

acceptable width in line with Manual for Streets guidance where physical constraints exist. Pedestrian access will therefore be provided on the northern side of the access road.

4.7 Given the expected low volume of pedestrian movements associated with the 18 residential units, it is unlikely that opposing pedestrian flows would occur simultaneously within the short, constrained section. On this basis, and as the footway widens to 1.8m beyond the first 25 metres, the proposed arrangement is considered acceptable and compliant with Manual for Streets, whilst ensuring safe and convenient pedestrian access to the site.

4.8 As with the existing access, the new access will provide direct a connection to High Street Harlington (A437), allowing residents to access the local facilities, public transport services and the wider area.

Vehicle Access

4.9 The existing vehicle crossover, with a width of approximately 3.9m, in the northwestern corner of the site, is being retained to provide access to the car parking spaces and cycle store allocated to the proposed flats.

4.10 In addition, a new vehicle access is to be provided in the southwestern corner of the site from the set-back section of High Street Harlington. Residents will be able to utilise this access by using either of two existing priority junctions provided along the set-back of High Street Harlington. The vehicle access will be in the form of a 4.5m wide access road.

4.11 **Appendix D** shows a medium sized car accessing and egressing the proposed site access. It is noted that for two vehicles to pass at the same time, the vehicle entering the site may overhang the footway slightly. However, due to the low number of vehicle and pedestrian movements anticipated at the proposed development, the risk of conflict between two vehicles or pedestrians and vehicles using the access road is low.

4.12 **Appendix E** shows that forward visibility splays of 11m for 10mph can be achieved for the assumed on-site vehicle speeds and that forward visibility splays of 5.5m for 5mph can be achieved at the site access bend. The forward visibility requirements are in accordance with those outlined in Manual for Streets and will ensure that drivers of vehicles have time to react to oncoming vehicles. If required any vegetation that is situated within forward visibility sightlines will be maintained at a height of 0.6m or below to ensure there is no obstruction to visibility.

Parking

Cycle Parking

4.13 The proposed development will provide two short-stay spaces for visitors. In addition, each unit will be provided with two covered and secured long-stay spaces with these located in either the rear gardens of the dwellings or in a communal bike store. This is in accordance with the requirements of both the London Plan and the Hillingdon Local Plan.

Car Parking

4.14 A total of 15 car parking spaces will be provided at the site, with twelve (0.66 spaces per dwelling) allocated to the 18 houses located at the rear of the site and the three spaces serving Dower House retained. This level of provision is consistent with the maximum standards set out in the London Plan and the Hillingdon Local Plan. Nine parking spaces will be provided as parallel parking bays adjacent to the access road, designed to accommodate all users, including disabled users. These bays will also be available for visitor parking (if required).

4.15 Given the highly sustainable location of the site and access to local services and public transport, the proposed provision is considered appropriate and supports a modal shift towards sustainable travel, further reinforced by the inclusion of sheltered, secure cycle parking for each dwelling

4.16 The car parking spaces provided on-site will be available for rent for a set period (annually or monthly). The Management Company will be responsible for allocating and arranging the permits for the on-site car parking spaces. The Management Company will also ensure that no on-street parking occurs along the access road or in the parking courts.

4.17 The car parking spaces have been designed in accordance with Manual for Streets guidance, with parallel parking bays provided at a minimum of 6.0 m in length and 2.0 m in width, and perpendicular parking bays designed to no less than 2.4 m in width and 4.8 m in length.

Motorcycle Parking

4.18 The proposed development will not provide any motorcycle parking spaces due to the low number of total vehicle parking spaces that are proposed at the development and the unlikelihood that motorcycles will be travelling to the site regularly. However, motorcycles will be able to utilise any unallocated car parking spaces on site to park and / or their allocated private cycle parking.

EV Parking

4.19 All car parking spaces will be provided with active EV charging facilities, which is in accordance with the requirements of both the London Plan and Hillingdon Local Plan.

Servicing and Deliveries

4.20 Refuse collection for the flats will take place from the existing set-back section of High Street Harlington, as is currently the case for the existing residential properties in this location.

4.21 For the houses located to the rear of the site, two separate bin stores will be provided, one serving Plots 3-7 and the other serving Plots 10-16. Meanwhile, Plots 1, 8, 9, 17 and 18 will be provided with individual bins, with residents required to move these to the edge of the carriageway on collection day.

4.22 The proposed site access in the southwestern corner has been designed to accommodate vehicles up to and including a refuse collection vehicle. Swept path analysis of a refuse vehicle accessing, egressing and manoeuvring within the site is outlined within **Appendix F**. As demonstrated in the drawing, the refuse vehicle can access all bin stores and dwellings required to place bins on the edge of the carriageway within a 25m drag distance, which is in accordance with The Building Regulation's *'Drainage and Waste Disposal'* Approved Document 2010 (2015 Edition)[9] and Manual for Streets.

Emergency Access

4.23 Emergency vehicles will be able to access the site via the proposed vehicle access in the southwestern corner of the site from High Street Harlington. Swept path analysis of a Fire Tender entering and turning on the site is provided in **Appendix G**. As demonstrated in the drawing, a fire tender can get within 45m of all buildings on-site, which is in accordance with *'The Building Regulation requirement B5'* (2000)[10] and Manual for Streets.

[9] 'Solid Waste Storage'. Section H6, 'Domestic Developments'.
[10] 'Access and Facilities for the Fire Service'. Section 17, 'Vehicle Access'.

5 Development Impact

5.1 The Trip Rate Information Computer System (TRICS) database v.8.25.6 has been used to ascertain suitable trip rates from the former and proposed developments. The full TRICS reports are enclosed in **Appendix H**, for each of reference. It is noted that any arithmetic errors are due to rounding unless stated otherwise.

Existing Trip Generation

5.2 Dower House currently consists of a single residential dwelling, which will be replaced as part of the development proposals for the provision of three new flats.

5.3 To determine the likely trip generation of the existing residential dwelling, the following selection criteria were used to find similar sites within the TRICS database, which included:

- Land Use Class: 03 – Residential – Privately Owned Houses;
- Located within Greater London;
- Multimodal Surveys;
- Weekday Surveys; and
- Located within Suburban Area and Edge of Town locations;

5.4 A review of the TRICS database confirms that no multi-modal surveys are available within the '*Edge of Town*' category for '*Residential – Privately Owned Houses*' located in Greater London. The search area was therefore widened to include '*Suburban Areas*'.

5.5 The location of the TRICS sites found PTAL ratings of 2, 3 and 4 which correlate with the proposed development. Although the selected sites range above and below the PTAL score of the proposed development, this is still considered a robust basis for comparison. The application site benefits from accessibility to sustainable modes of transport, including the Elizabeth Line, the London Underground network, and a high frequency of bus services within walking distance.

5.6 Based on the search criteria, a total of three suitable survey sites were identified within the TRICS database. A summary of the selected sites is provided in **Table 5.1,** with the full TRICS report provided in **Appendix H**.

Table 5.1 TRICS Site Selection – Existing Dwelling

TRICS Ref.	Location
BN-03-A-01	Cockfosters
KI-03-A-01	Kingston Upon Thames
KI-03-A-02	Kingston Upon Thames

5.7 **Table 5.2** outlines the total people trip rates for the existing residential dwelling (Dower House).

Table 5.2 Trip Rate – Existing Dwelling

Mode	Time Period	Trip Rate per Dwelling		Trip Generation (1 Dwelling)	
		In	Out	In	Out
Total People	AM Peak (08:00 – 09:00)	0.405	0.714	0	1
	PM Peak (17:00 – 18:00)	0.405	0.619	0	1
	Daily (07:00 – 19:00)	5.286	6.310	5	6

Source: TRICS (v.8.25.6)

5.8 In order to determine the modal split between ways in which people are moving to and from the site. The trip rates have been split over the mode percentages outlined earlier in this report in. Based on this shows the split of modes across the AM Peak, PM Peak and the course of a typical day.

5.9 To forecast how future residents are likely to travel to and from the site, the total person trip rates derived from the TRICS assessments have been assessed against the modal share profile outlined in Table 2.5. This approach ensures that the forecast trip generation reflects local travel behaviour and is aligned with the sustainable transport characteristics of the surrounding context. These forecast movements are presented in **Table 5.3**, demonstrating how trips are expected to be distributed between walking, cycling, public transport, and private car use.

Table 5.3 Trip Generation – Existing Dwelling

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily (07:00 – 19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle (48%)	0	1	0	1	3	3
Pedestrian (6%)	0	0	0	0	0	0
Cycle (1%)	0	0	0	0	0	0
Public Transport (45%)	0	0	0	0	2	3
Total	**0**	**1**	**0**	**1**	**5**	**6**

Source: TRICS (v.8.25.11)

5.10 As shown above, the existing dwelling is expected to generate 1 trip during both the AM (08:00-09:00) and PM peak hours (17:00-18:00), it is anticipated to generate a total daily flow of 11 two-way movements. The trip generation for pedestrians, cyclists and public transport users is anticipated to account for just under half of overall movements, owing to the site's sustainable location.

Proposed Trip Generation

Houses

5.11 The trips for proposed houses have been calculated using the same trip rates used to establish the trip generation of Dower House. Based on the trip rates outlined in **Table 5.2** above, **Table 5.4** below outlines the likely trip generation of the proposed 18 houses.

Table 5.4 Trip Generation for 18 Houses

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily (07:00 – 19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle (48%)	4	6	4	5	45	54
Pedestrian (6%)	0	1	0	1	6	7
Cycle (1%)	0	0	0	0	1	1
Public Transport (45%)	3	6	3	5	43	51
Total	**7**	**13**	**7**	**11**	**95**	**113**

Source: TRICS (v.8.25.11)

5.12 As shown in **Table 5.4**, the proposed houses are anticipated to have a total trip generation of 10 two-way vehicular movements during the AM peak hour (08:00-09:00), 9 two-way vehicular movements during the PM peak hour (17:00-18:00) and a total daily flow of 99 two-way vehicle movements.

5.13 The site is expected to generate a proportion of sustainable travel movements, as outlined above. Public transport use is forecast to generate approximately 9 two-way movements during the AM peak hour and 8 two-way movements during the PM peak hour. Cycling and walking are expected to generate a single trip in both the AM and PM peak hours, with a total of approximately 15 two-way active travel movements across the full day.

5.14 The results indicate that the site is located in a sustainable location, with over half of all journeys made by active or sustainable modes of travel.

Flats

5.15 To determine the likely trip generation of the proposed residential flats, the following selection criteria were used to find comparable sites within the TRICS database:

- Land Use Class: 03 – Residential – Flats Privately Owned;
- Located within Greater London;
- Multimodal Surveys;
- Weekday Surveys; and
- Located within Suburban Area and Edge of Town locations;

5.16 A review of the TRICS database confirms that no multi-modal surveys are available within the '*Edge of Town*' category for '*Residential – Flats Privately Owned*' located in Greater London. The search area was therefore widened to include '*Suburban Areas*'.

5.17 Of the identified sites on TRICS, their PTAL scores range between 1B to 2 again providing a robust assessment for comparison with the proposed development being in a higher PTAL area.

5.18 The TRICS database yielded a total of 6 sites, the selections are summarised in **Table 5.5**.

Table 5.5 TRICS Site Selection – Proposed Flats

TRICS Ref.	Location
BM-03-C-02	Bromley
BM-03-C-03	Bromley
HV-03-C-02	Romford
RD-03-C-01	Kew
RD-03-C-02	Barnes
TH-03-C-02	Bethnal Green

5.19 **Table 5.6** below outlines the trip rates for the proposed residential flats. As outlined previously the full TRICS reports can be found **Appendix H**.

Table 5.6 Trip Rate for a Residential Flat

Mode	Time Period	Trip Rate per Dwelling		Trip Generation (3 Dwellings)	
		In	Out	In	Out
Total People	AM Peak (08:00 – 09:00)	0.069	0.348	0	1
	PM Peak (17:00 – 18:00)	0.252	0.105	1	0
	Daily (07:00 – 19:00)	2.388	2.224	7	7

Source: TRICS (v.8.25.11)

5.20 Based on **Table 5.6**, **Table 5.7** below outlines the likely trip generation of the proposed flats.

Table 5.7 Trip Generation for Three Residential Flats

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily (07:00 – 19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle (48%)	0	1	1	0	4	4
Pedestrian (6%)	0	0	0	0	0	0
Cycle (1%)	0	0	0	0	0	0
Public Transport (45%)	0	0	0	0	3	3
Total	**0**	**1**	**1**	**0**	**7**	**7**

Source: TRICS (v.8.25.11)

5.21 As shown in **Table 5.7**, the proposed flats are anticipated to generate a single vehicular movement both in the AM and PM peak hours. Over the course of a day the flats are anticipated to generate 8 two-way vehicular movements.

5.22 As outlined above, the proposed development is expected to generate public transport trips. The three proposed flats are anticipated to result in a total daily flow of approximately six public transport users, with no daily trips expected to be generated by cyclists or pedestrians.

Combined Development Trips

5.23 The combined development is proposed to have 21 dwellings into total, **Table 5.8** shows the multimodal trip generation for the proposed development.

Table 5.8 Total Trip Generations for Proposed Development

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily (07:00 – 19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle (48%)	4	7	4	5	49	57
Pedestrian (6%)	0	1	0	1	6	7
Cycle (1%)	0	0	0	0	1	1
Public Transport (45%)	3	6	4	5	46	54
Total	**7**	**14**	**8**	**11**	**102**	**120**

Source: TRICS (v.8.25.11)

The proposed development is anticipated to have a total trip generation of 11 two-way vehicular movements during the AM peak hour (08:00-09:00), 9 two-way vehicular movements during the PM peak hour (17:00-18:00) and a total daily flow of 106 two-way vehicle movements.

5.24 A total of 11 vehicle movements in the AM Peak hour equates to one vehicle trip every 5 minutes and 30 seconds, which is considered to be negligible and is unlikely to have a significant impact on the local highway network, the PM peak hour will be even less than this.

5.25 **Table 5.8** also outlines the anticipated trip generation for pedestrians, cyclists and public transport users. As demonstrated above the proposed development is anticipated to attract a total daily two-way flow of 2 cyclists, 13 pedestrians and 100 public transport users.

Development Impact

5.26 The trip generation for the former development (**Table 5.3)**, has been compared against the likely trip generation for the proposed development (**Table 5.8**). The anticipated increase in trips is summarised in **Table 5.9.**

Table 5.9 Net Impact of Proposed Development

	AM (08:00 - 09:00)		PM (17:00 - 18:00)		Daily (07:00 – 19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Vehicle (48%)	+4	+7	+4	+5	+46	+54
Pedestrian (6%)	0	+1	0	+1	+6	+7
Cycle (1%)	0	0	0	0	+1	+1
Public Transport (45%)	+3	+6	+4	+5	+44	+51
Total	**+7**	**+13**	**+8**	**+10**	**+97**	**+114**

5.27 As highlighted in **Table 5.9** above, the proposed development is projected to generate approximately 20 additional two-way trips during the AM peak and 18 during the PM peak, equating to around 211 additional two-way trips across a typical working day. Of these, approximately 53% (111 additional two-way trips) are expected to be made by active or sustainable travel modes, demonstrating the high level of accessibility in the area. Consequently, the proposals are not anticipated to result in any material impact on the local highway or transport networks, given the available footway widths, the presence of formal pedestrian crossings, the provision of local cycle routes, and the regularity of local bus services.

Link Impact

5.28 Based on the net trip generation set out in **Table 5.9**, **Table 5.10** sets out the change in traffic flows on High Street Harlington from the proposals.

Table 5.10 Change in Traffic Flow

Route	Time	Observed Flow	Additional Trips	Flow Change
High Street Harlington	AM Peak	776	11	1.42%
	PM Peak	937	9	0.96%

5.29 As **Table 5.10** demonstrates, the proposed development is anticipated to result in a 1.42% increase in traffic flows on High Street Harlington (A437) in the AM peak hour and a 0.96% increase in traffic flows on High Street Harlington (A437) in the PM peak hour. This is considered to be negligible and as such, it is not considered necessary to undertake any operational capacity assessment of the local junctions.

5.30 Furthermore, as mentioned previously, during the AM peak hour (08:00-09:00) the daily variation in traffic flows on High Street Harlington (A437) is 81 vehicles, while in the PM peak hour (17:00-18:00) the daily variation in traffic flows is 49 vehicles. The additional trips generated by the proposed development (11 trips in the AM peak hour and 9 in the PM peak hour) are well within the observed daily variation. As such, the proposed development is not anticipated to have any material impact on the local highway network.

Summary

5.31 The proposed development is expected to generate approximately 21 two-way trips during the AM peak hour and 19 two-way trips during the PM peak hour, resulting in a total daily flow of around 211 two-way movements.

5.32 Of these, vehicular trips account for 11 two-way car movements during the AM peak and 9 during the PM peak. In total, approximately 106 of the 211 daily two-way movements are anticipated to be made by car.

5.33 Given number of additional trips associated with the proposed development is considered to be negligible, it is not anticipated to have a detrimental impact on the operation of the local highway network or at the local road junctions.

6 Summary and Conclusions

Summary

6.1 Transport Planning Associates have been commissioned by Komfort Services to provide transport and highway consultancy services in relation to the proposed development at Dower House, High Street Harlington, London Borough of Hillingdon.

6.2 Dower House is located along the eastern side of High Street Harlington (A437). Harlington is a village and parish that is situated in west London and is located approximately 1.8km north of Heathrow Airport, 11km east of Slough, and 20km east of Central London.

6.3 The site is located in a moderately sustainable location, with it being within walking and cycling distance of a large range of local services and facilities. In addition, the site benefits from having access to high-frequency bus routes, a range of additional bus routes and a number of rail services. The local public transport services provide access to local employment areas as well as the surrounding towns and the additional services and employment facilities they provide. Further to this, the local bus and rail services operate early in the morning, late into the evening and overnight, providing travel options at unsociable hours.

6.4 The development proposals consist of the redevelopment of Dower House to provide 3 flats along with the construction of 18 residential dwellings on a previously unused area, located at the rear of the site. In addition, the development will provide vehicle and pedestrian access from High Street Harlington, car and cycle parking, landscaping and a children's play park.

6.5 There will be 12 vehicle parking spaces and 44 cycle parking spaces provided within the development. Of these spaces, 42 will consist of long stay, secured and sheltered parking, while the remaining 2 spaces will provided in the form of Sheffield stands.

6.6 The proposed development is expected to generate approximately 21 two-way trips during the AM peak hour and 19 two-way trips during the PM peak hour, resulting in a total daily flow of around 211 two-way movements.

6.7 Of these, vehicular trips account for 11 two-way movements during the AM peak and 9 during the PM peak. In total, approximately 106 of the 211 daily two-way movements are anticipated to be made by car.

6.8 The additional trips generated by the proposed development (20 in the AM peak hour and 18 in the PM peak hour) are well within the observed daily variation. As such it is concluded that the proposed development is not anticipated to have any material impact on the local highway network.

Conclusion

6.9 This Transport Statement concludes that the proposals will provide a sustainable residential development and will not have a detrimental impact on the local transport and highway networks. As such, there are no transport or highway reasons for the refusal of the planning application.

APPENDIX A

PTAL 2023 Score

3

Grid ID: 64886

Coordinates: 508845,177352 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

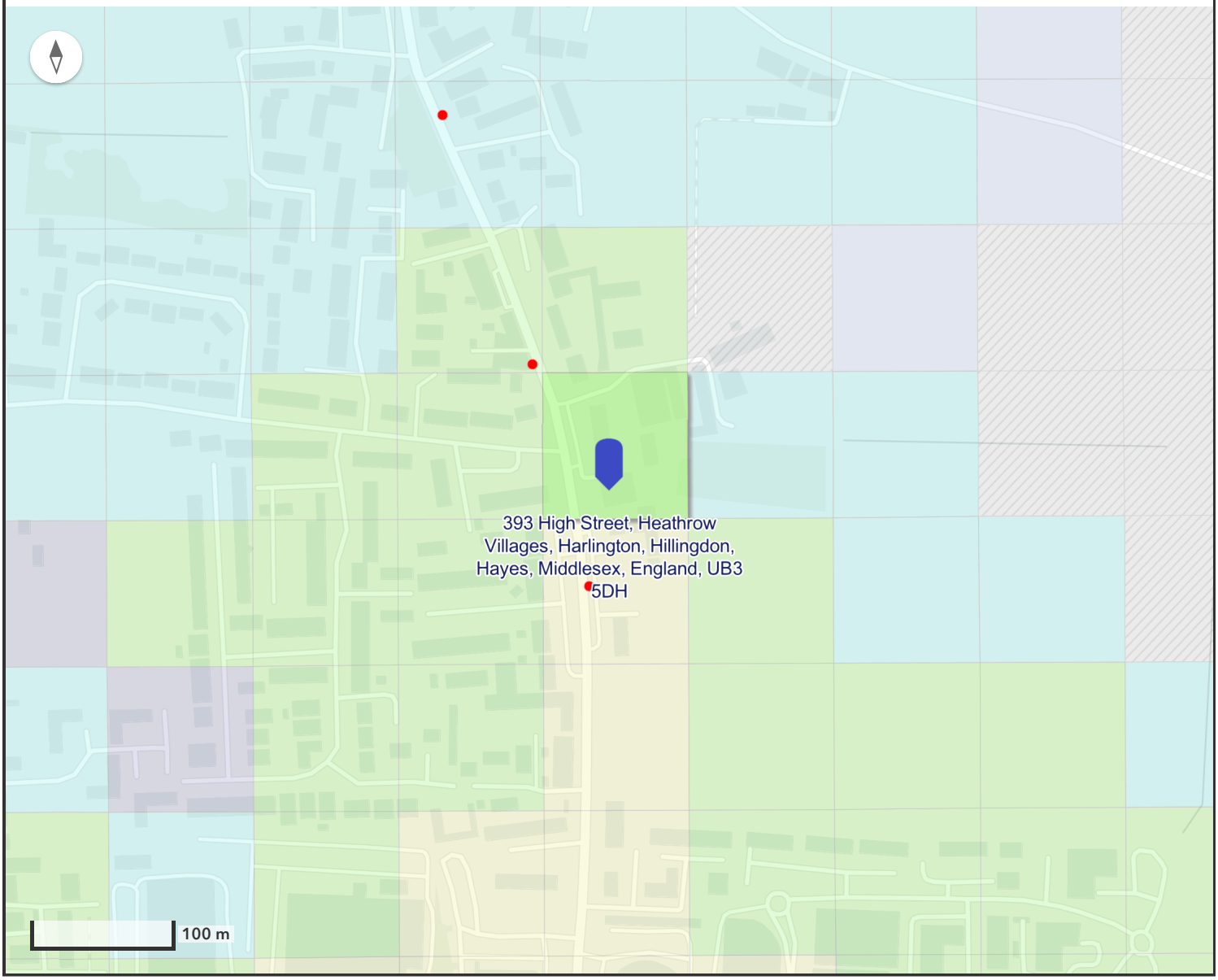
Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	West End Lane	H98	6.00	70.58
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	West End Lane	90	5.33	70.58
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	West End Lane	278	4.00	70.58
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Manor Lane	SL9	5.00	360.87
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	111	6.67	489.52
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	222	6.00	489.52
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Harlington Corner	81	5.00	489.52

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	105	4.67	489.52

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	285	4.67	489.52

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Harlington Corner	423	3.00	489.52

TfL Stations

Underground Stations

National Rail Stations

Bus Stops

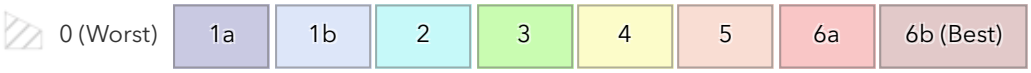
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



APPENDIX B

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Vehicle Count Report **Week Begin: 17 March 2023** **Channel:** Southbound

	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	Thu Mar 23	5-Day Ave.	7-Day Ave.
00:00	58	83	96	44	38	45	54	48	60
01:00	38	56	40	33	38	40	27	35	39
02:00	27	37	39	25	24	26	29	26	30
03:00	135	121	126	99	96	99	128	111	115
04:00	206	214	176	207	217	203	204	207	204
05:00	307	248	238	292	284	291	306	296	281
06:00	346	239	192	345	387	376	414	374	328
07:00	503	215	168	456	486	472	466	477	395
08:00	448	196	159	432	472	467	455	455	376
09:00	268	249	207	307	317	453	341	337	306
10:00	265	269	243	260	234	278	261	260	259
11:00	321	325	303	288	320	308	292	306	308
12:00	365	419	358	321	323	352	344	341	355
13:00	387	358	366	318	337	336	338	343	349
14:00	337	323	308	295	334	354	304	325	322
15:00	357	318	279	348	320	339	346	342	330
16:00	349	325	296	379	334	344	329	347	337
17:00	372	339	279	350	387	348	368	365	349
18:00	343	328	265	316	348	348	354	342	329
19:00	336	296	300	282	320	267	281	297	297
20:00	235	218	214	223	250	233	241	236	231
21:00	257	214	178	182	170	225	200	207	204
22:00	146	168	106	154	140	165	151	151	147
23:00	119	121	90	61	83	107	68	88	93
Total									
12H(7-19)	4315	3664	3231	4070	4212	4399	4198	4239	4013
16H(6-22)	5489	4631	4115	5102	5339	5500	5334	5353	5073
18H(6-24)	5754	4920	4311	5317	5562	5772	5553	5592	5313
24H(0-24)	6525	5679	5026	6017	6259	6476	6301	6316	6040
AM Peak	07:00	11:00	11:00	07:00	07:00	07:00	07:00	07:00	07:00
	503	325	303	456	486	472	466	477	395
PM Peak	13:00	12:00	13:00	16:00	17:00	14:00	17:00	17:00	12:00
	387	419	366	379	387	354	368	365	355

Site No. 6156 **Site Ref.** 615601

Vehicle Count Report **Week Begin: 17 March 2023** **Channel:** Northbound

	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	Thu Mar 23	5-Day Ave.	7-Day Ave.
00:00	120	132	119	87	85	117	96	101	108
01:00	53	67	82	44	44	35	49	45	53
02:00	32	37	46	18	15	24	30	24	29
03:00	41	42	39	16	23	20	21	24	29
04:00	52	59	33	57	52	58	47	53	51
05:00	137	112	100	125	132	130	156	136	127
06:00	201	149	133	210	231	202	221	213	192
07:00	261	158	145	286	338	286	307	296	254
08:00	277	152	145	335	334	315	343	321	272
09:00	254	227	197	298	274	303	313	288	267
10:00	233	263	238	268	228	286	285	260	257
11:00	305	298	317	269	307	308	283	294	298
12:00	362	347	340	325	297	342	323	330	334
13:00	497	414	423	415	387	405	392	419	419
14:00	516	533	451	463	471	514	471	487	488
15:00	488	441	372	438	455	471	453	461	445
16:00	482	363	331	491	526	523	543	513	466
17:00	586	423	410	559	551	589	575	572	528
18:00	490	461	363	500	550	502	519	512	484
19:00	388	359	317	366	398	380	347	376	365
20:00	310	287	284	236	302	236	262	269	274
21:00	330	301	256	206	243	257	251	257	263
22:00	292	285	233	273	274	283	282	281	275
23:00	206	201	168	182	179	199	166	186	186
Total									
12H(7-19)	4751	4080	3732	4647	4718	4844	4807	4753	4511
16H(6-22)	5980	5176	4722	5665	5892	5919	5888	5869	5606
18H(6-24)	6478	5662	5123	6120	6345	6401	6336	6336	6066
24H(0-24)	6913	6111	5542	6467	6696	6785	6735	6719	6464
AM Peak	11:00	11:00	11:00	08:00	07:00	08:00	08:00	08:00	11:00
	305	298	317	335	338	315	343	321	298
PM Peak	17:00	14:00	14:00	17:00	17:00	17:00	17:00	17:00	17:00
	586	533	451	559	551	589	575	572	528

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Vehicle Count Report **Week Begin: 17 March 2023** **Channel:** Total Flow

	Fri Mar 17	Sat Mar 18	Sun Mar 19	Mon Mar 20	Tue Mar 21	Wed Mar 22	Thu Mar 23	5-Day Ave.	7-Day Ave.
00:00	178	215	215	131	123	162	150	149	168
01:00	91	123	122	77	82	75	76	80	92
02:00	59	74	85	43	39	50	59	50	58
03:00	176	163	165	115	119	119	149	136	144
04:00	258	273	209	264	269	261	251	261	255
05:00	444	360	338	417	416	421	462	432	408
06:00	547	388	325	555	618	578	635	587	521
07:00	764	373	313	742	824	758	773	772	650
08:00	725	348	304	767	806	782	798	776	647
09:00	522	476	404	605	591	756	654	626	573
10:00	498	532	481	528	462	564	546	520	516
11:00	626	623	620	557	627	616	575	600	606
12:00	727	766	698	646	620	694	667	671	688
13:00	884	772	789	733	724	741	730	762	768
14:00	853	856	759	758	805	868	775	812	811
15:00	845	759	651	786	775	810	799	803	775
16:00	831	688	627	870	860	867	872	860	802
17:00	958	762	689	909	938	937	943	937	877
18:00	833	789	628	816	898	850	873	854	812
19:00	724	655	617	648	718	647	628	673	662
20:00	545	505	498	459	552	469	503	506	504
21:00	587	515	434	388	413	482	451	464	467
22:00	438	453	339	427	414	448	433	432	422
23:00	325	322	258	243	262	306	234	274	279
Total									
12H(7-19)	9066	7744	6963	8717	8930	9243	9005	8992	8524
16H(6-22)	11469	9807	8837	10767	11231	11419	11222	11222	10679
18H(6-24)	12232	10582	9434	11437	11907	12173	11889	11928	11379
24H(0-24)	13438	11790	10568	12484	12955	13261	13036	13035	12505
AM Peak	07:00	11:00	11:00	08:00	07:00	08:00	08:00	08:00	07:00
	764	623	620	767	824	782	798	776	650
PM Peak	17:00	14:00	13:00	17:00	17:00	17:00	17:00	17:00	17:00
	958	856	789	909	938	937	943	937	877

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **Week Begin: 17 March 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Fri 17 Mar	6525	39	5982	117	55	332
Sat 18 Mar	5679	29	5239	69	50	292
Sun 19 Mar	5026	23	4689	48	44	222
Mon 20 Mar	6017	25	5473	131	47	341
Tue 21 Mar	6259	29	5731	107	70	322
Wed 22 Mar	6476	45	5927	110	63	331
Thu 23 Mar	6301	33	5756	117	64	331
5 Day Ave.	6316	34	5774	116	60	331
7 Day Ave.	6040	32	5542	100	56	310

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **Week Begin: 17 March 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Fri 17 Mar	6913	38	6307	134	85	349
Sat 18 Mar	6111	27	5625	96	76	287
Sun 19 Mar	5542	24	5159	78	41	240
Mon 20 Mar	6467	29	5916	109	84	329
Tue 21 Mar	6696	40	6117	120	78	341
Wed 22 Mar	6785	36	6214	122	65	348
Thu 23 Mar	6735	24	6140	140	88	343
5 Day Ave.	6719	33	6139	125	80	342
7 Day Ave.	6464	31	5925	114	74	320

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification | **Site No.** **Week Begin: 17 March 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
Fri 17 Mar	13438	77	12289	251	140	681
Sat 18 Mar	11790	56	10864	165	126	579
Sun 19 Mar	10568	47	9848	126	85	462
Mon 20 Mar	12484	54	11389	240	131	670
Tue 21 Mar	12955	69	11848	227	148	663
Wed 22 Mar	13261	81	12141	232	128	679
Thu 23 Mar	13036	57	11896	257	152	674
5 Day Ave.	13035	68	11913	241	140	673
7 Day Ave.	12505	63	11468	214	130	630

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **Week Begin: 17 March 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 17 Mar	6525	26	21	5	73	492	2044	2811	927	151	21	3	2	1	0	0	0
Sat 18 Mar	5679	26	21	5	57	407	1616	2496	924	136	31	7	5	0	0	0	0
Sun 19 Mar	5026	27	22	5	49	304	1377	2179	905	171	27	11	3	0	0	0	0
Mon 20 Mar	6017	26	21	5	165	395	1902	2530	880	110	28	3	4	0	0	0	0
Tue 21 Mar	6259	26	21	5	86	411	1922	2714	954	147	17	5	2	1	0	0	0
Wed 22 Mar	6476	26	21	5	78	450	1994	2882	902	147	17	5	1	0	0	0	0
Thu 23 Mar	6301	26	21	5	98	427	1980	2676	949	137	29	3	2	0	0	0	0
5 Day Ave.	6316	26	21	5	100	435	1968	2723	922	138	22	4	2	0	0	0	0
7 Day Ave.	6040	26	21	5	87	412	1834	2613	920	143	24	5	3	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **Week Begin: 17 March 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 17 Mar	6913	24	19	5	162	986	2547	2566	570	65	14	3	0	0	0	0	0
Sat 18 Mar	6111	25	20	5	102	781	2167	2396	559	90	11	3	2	0	0	0	0
Sun 19 Mar	5542	25	20	4	62	548	1938	2279	620	74	13	3	4	1	0	0	0
Mon 20 Mar	6467	25	20	5	143	710	2368	2558	599	66	17	3	0	3	0	0	0
Tue 21 Mar	6696	25	20	5	107	722	2414	2702	657	74	14	3	2	1	0	0	0
Wed 22 Mar	6785	25	20	5	113	795	2418	2724	642	76	10	6	0	1	0	0	0
Thu 23 Mar	6735	24	20	5	203	886	2374	2570	601	82	13	4	2	0	0	0	0
5 Day Ave.	6719	25	20	5	146	820	2424	2624	614	73	14	4	1	1	0	0	0
7 Day Ave.	6464	25	20	5	127	775	2318	2542	607	75	13	4	1	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **Week Begin: 17 March 2023** **Channel:** Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
Fri 17 Mar	13438	25	20	5	235	1478	4591	5377	1497	216	35	6	2	1	0	0	0
Sat 18 Mar	11790	25	21	4	159	1188	3783	4892	1483	226	42	10	7	0	0	0	0
Sun 19 Mar	10568	26	21	5	111	852	3315	4458	1525	245	40	14	7	1	0	0	0
Mon 20 Mar	12484	25	20	5	308	1105	4270	5088	1479	176	45	6	4	3	0	0	0
Tue 21 Mar	12955	25	21	4	193	1133	4336	5416	1611	221	31	8	4	2	0	0	0
Wed 22 Mar	13261	25	20	4	191	1245	4412	5606	1544	223	27	11	1	1	0	0	0
Thu 23 Mar	13036	25	20	5	301	1313	4354	5246	1550	219	42	7	4	0	0	0	0
5 Day Ave.	13035	25	20	5	246	1255	4393	5347	1536	211	36	8	3	1	0	0	0
7 Day Ave.	12505	25	21	5	214	1188	4152	5155	1527	218	37	9	4	1	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **17 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	58	0	48	0	1	9
01:00	38	1	35	0	0	2
02:00	27	1	24	0	0	2
03:00	135	0	132	0	1	2
04:00	206	2	198	1	0	5
05:00	307	4	287	4	0	12
06:00	346	2	322	5	3	14
07:00	503	1	468	10	3	21
08:00	448	4	414	9	5	16
09:00	268	2	234	7	2	23
10:00	265	1	232	7	2	23
11:00	321	1	292	4	2	22
12:00	365	3	327	12	4	19
13:00	387	0	356	8	3	20
14:00	337	0	308	9	2	18
15:00	357	2	329	8	3	15
16:00	349	1	322	6	2	18
17:00	372	6	338	11	3	14
18:00	343	2	323	3	2	13
19:00	336	3	305	4	3	21
20:00	235	1	217	4	3	10
21:00	257	1	238	2	8	8
22:00	146	0	130	2	2	12
23:00	119	1	103	1	1	13
Total						
12H(7-19)	4315	23	3943	94	33	222
16H(6-22)	5489	30	5025	109	50	275
18H(6-24)	5754	31	5258	112	53	300
24H(0-24)	6525	39	5982	117	55	332
AM Peak	07:00	08:00	07:00	07:00	08:00	10:00
	503	4	468	10	5	23
PM Peak	13:00	17:00	13:00	12:00	21:00	19:00
	387	6	356	12	8	21

Site No. 6156 **Site Ref.** 615601

Classification Report **17 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	178	2	154	2	3	17
01:00	91	1	83	1	0	6
02:00	59	1	54	1	0	3
03:00	176	0	171	0	1	4
04:00	258	2	246	1	2	7
05:00	444	6	412	4	2	20
06:00	547	3	501	7	6	30
07:00	764	3	697	17	8	39
08:00	725	5	660	15	11	34
09:00	522	5	453	14	4	46
10:00	498	2	433	12	3	48
11:00	626	3	566	11	5	41
12:00	727	3	655	21	9	39
13:00	884	2	819	19	10	34
14:00	853	2	782	20	10	39
15:00	845	3	782	19	9	32
16:00	831	3	763	21	5	39
17:00	958	9	878	23	9	39
18:00	833	6	781	9	6	31
19:00	724	6	664	8	7	39
20:00	545	4	498	11	8	24
21:00	587	5	542	7	14	19
22:00	438	0	405	3	7	23
23:00	325	1	290	5	1	28
Total						
12H(7-19)	9066	46	8269	201	89	461
16H(6-22)	11469	64	10474	234	124	573
18H(6-24)	12232	65	11169	242	132	624
24H(0-24)	13438	77	12289	251	140	681
AM Peak	07:00	05:00	07:00	07:00	08:00	10:00
	764	6	697	17	11	48
PM Peak	17:00	17:00	17:00	17:00	21:00	19:00
	958	9	878	23	14	39

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **17 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	120	2	106	2	2	8
01:00	53	0	48	1	0	4
02:00	32	0	30	1	0	1
03:00	41	0	39	0	0	2
04:00	52	0	48	0	2	2
05:00	137	2	125	0	2	8
06:00	201	1	179	2	3	16
07:00	261	2	229	7	5	18
08:00	277	1	246	6	6	18
09:00	254	3	219	7	2	23
10:00	233	1	201	5	1	25
11:00	305	2	274	7	3	19
12:00	362	0	328	9	5	20
13:00	497	2	463	11	7	14
14:00	516	2	474	11	8	21
15:00	488	1	453	11	6	17
16:00	482	2	441	15	3	21
17:00	586	3	540	12	6	25
18:00	490	4	458	6	4	18
19:00	388	3	359	4	4	18
20:00	310	3	281	7	5	14
21:00	330	4	304	5	6	11
22:00	292	0	275	1	5	11
23:00	206	0	187	4	0	15
Total						
12H(7-19)	4751	23	4326	107	56	239
16H(6-22)	5980	34	5449	125	74	298
18H(6-24)	6478	34	5911	130	79	324
24H(0-24)	6913	38	6307	134	85	349
AM Peak	11:00	09:00	11:00	11:00	08:00	10:00
	305	3	274	7	6	25
PM Peak	17:00	21:00	17:00	16:00	14:00	17:00
	586	4	540	15	8	25

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **18 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	83	0	73	0	0	10
01:00	56	0	53	1	0	2
02:00	37	0	35	0	0	2
03:00	121	1	118	0	0	2
04:00	214	1	210	0	0	3
05:00	248	1	237	0	1	9
06:00	239	1	223	4	3	8
07:00	215	2	190	6	5	12
08:00	196	1	177	2	3	13
09:00	249	0	224	5	6	14
10:00	269	1	245	4	1	18
11:00	325	0	300	3	3	19
12:00	419	2	394	7	3	13
13:00	358	3	330	5	4	16
14:00	323	2	295	7	2	17
15:00	318	2	291	2	4	19
16:00	325	0	307	3	0	15
17:00	339	1	314	5	2	17
18:00	328	2	299	4	2	21
19:00	296	2	275	3	2	14
20:00	218	2	197	4	4	11
21:00	214	3	195	1	3	12
22:00	168	2	151	3	1	11
23:00	121	0	106	0	1	14
Total						
12H(7-19)	3664	16	3366	53	35	194
16H(6-22)	4631	24	4256	65	47	239
18H(6-24)	4920	26	4513	68	49	264
24H(0-24)	5679	29	5239	69	50	292
AM Peak	11:00	07:00	11:00	07:00	09:00	11:00
	325	2	300	6	6	19
PM Peak	12:00	21:00	12:00	14:00	20:00	18:00
	419	3	394	7	4	21

Site No. 6156 **Site Ref.** 615601

Classification Report **18 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	132	3	120	1	2	6
01:00	67	2	60	0	1	4
02:00	37	0	35	0	0	2
03:00	42	1	38	1	0	2
04:00	59	0	55	2	1	1
05:00	112	0	102	0	1	9
06:00	149	0	136	2	2	9
07:00	158	0	143	1	2	12
08:00	152	1	135	0	3	13
09:00	227	0	204	5	5	13
10:00	263	0	238	4	5	16
11:00	298	0	270	7	3	18
12:00	347	0	317	4	6	20
13:00	414	2	386	8	1	17
14:00	533	5	499	5	5	19
15:00	441	1	403	11	6	20
16:00	363	3	339	5	6	10
17:00	423	2	397	8	2	14
18:00	461	1	424	13	4	19
19:00	359	1	329	10	6	13
20:00	287	1	262	5	7	12
21:00	301	2	282	0	3	14
22:00	285	0	270	1	2	12
23:00	201	2	181	3	3	12
Total						
12H(7-19)	4080	15	3755	71	48	191
16H(6-22)	5176	19	4764	88	66	239
18H(6-24)	5662	21	5215	92	71	263
24H(0-24)	6111	27	5625	96	76	287
AM Peak	11:00	00:00	11:00	11:00	10:00	11:00
	298	3	270	7	5	18
PM Peak	14:00	14:00	14:00	18:00	20:00	15:00
	533	5	499	13	7	20

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **18 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	215	3	193	1	2	16
01:00	123	2	113	1	1	6
02:00	74	0	70	0	0	4
03:00	163	2	156	1	0	4
04:00	273	1	265	2	1	4
05:00	360	1	339	0	2	18
06:00	388	1	359	6	5	17
07:00	373	2	333	7	7	24
08:00	348	2	312	2	6	26
09:00	476	0	428	10	11	27
10:00	532	1	483	8	6	34
11:00	623	0	570	10	6	37
12:00	766	2	711	11	9	33
13:00	772	5	716	13	5	33
14:00	856	7	794	12	7	36
15:00	759	3	694	13	10	39
16:00	688	3	646	8	6	25
17:00	762	3	711	13	4	31
18:00	789	3	723	17	6	40
19:00	655	3	604	13	8	27
20:00	505	3	459	9	11	23
21:00	515	5	477	1	6	26
22:00	453	2	421	4	3	23
23:00	322	2	287	3	4	26
Total						
12H(7-19)	7744	31	7121	124	83	385
16H(6-22)	9807	43	9020	153	113	478
18H(6-24)	10582	47	9728	160	120	527
24H(0-24)	11790	56	10864	165	126	579
AM Peak	11:00	00:00	11:00	11:00	09:00	11:00
	623	3	570	10	11	37
PM Peak	14:00	14:00	14:00	18:00	20:00	18:00
	856	7	794	17	11	40

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **19 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	96	0	84	0	0	12
01:00	40	0	37	1	0	2
02:00	39	0	37	0	0	2
03:00	126	1	123	0	0	2
04:00	176	0	173	0	0	3
05:00	238	0	229	0	0	9
06:00	192	3	177	3	1	8
07:00	168	1	155	1	3	8
08:00	159	2	142	4	3	8
09:00	207	4	187	3	1	12
10:00	243	0	228	3	0	12
11:00	303	1	286	2	4	10
12:00	358	3	339	4	2	10
13:00	366	0	348	4	3	11
14:00	308	1	290	3	5	9
15:00	279	2	261	4	0	12
16:00	296	0	278	3	3	12
17:00	279	3	261	3	2	10
18:00	265	1	247	3	4	10
19:00	300	0	282	3	3	12
20:00	214	0	199	0	3	12
21:00	178	0	161	1	3	13
22:00	106	0	91	2	2	11
23:00	90	1	74	1	2	12
Total						
12H(7-19)	3231	18	3022	37	30	124
16H(6-22)	4115	21	3841	44	40	169
18H(6-24)	4311	22	4006	47	44	192
24H(0-24)	5026	23	4689	48	44	222
AM Peak	11:00	09:00	11:00	08:00	11:00	10:00
	303	4	286	4	4	12
PM Peak	13:00	17:00	13:00	15:00	14:00	21:00
	366	3	348	4	5	13

Site No. 6156 **Site Ref.** 615601

Classification Report **19 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	119	2	108	0	1	8
01:00	82	0	78	0	1	3
02:00	46	0	44	0	1	1
03:00	39	0	37	0	0	2
04:00	33	1	29	0	0	3
05:00	100	1	93	2	1	3
06:00	133	0	120	1	1	11
07:00	145	0	130	2	1	12
08:00	145	0	132	4	0	9
09:00	197	1	177	4	3	12
10:00	238	1	220	2	2	13
11:00	317	1	294	7	3	12
12:00	340	1	318	7	2	12
13:00	423	2	401	5	3	12
14:00	451	3	432	3	4	9
15:00	372	4	348	5	0	15
16:00	331	2	311	1	5	12
17:00	410	0	389	5	4	12
18:00	363	3	337	7	1	15
19:00	317	1	293	7	4	12
20:00	284	0	261	7	1	15
21:00	256	1	236	4	1	14
22:00	233	0	217	4	0	12
23:00	168	0	154	1	2	11
Total						
12H(7-19)	3732	18	3489	52	28	145
16H(6-22)	4722	20	4399	71	35	197
18H(6-24)	5123	20	4770	76	37	220
24H(0-24)	5542	24	5159	78	41	240
AM Peak	11:00	00:00	11:00	11:00	11:00	10:00
	317	2	294	7	3	13
PM Peak	14:00	15:00	14:00	20:00	16:00	20:00
	451	4	432	7	5	15

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **19 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	215	2	192	0	1	20
01:00	122	0	115	1	1	5
02:00	85	0	81	0	1	3
03:00	165	1	160	0	0	4
04:00	209	1	202	0	0	6
05:00	338	1	322	2	1	12
06:00	325	3	297	4	2	19
07:00	313	1	285	3	4	20
08:00	304	2	274	8	3	17
09:00	404	5	364	7	4	24
10:00	481	1	448	5	2	25
11:00	620	2	580	9	7	22
12:00	698	4	657	11	4	22
13:00	789	2	749	9	6	23
14:00	759	4	722	6	9	18
15:00	651	6	609	9	0	27
16:00	627	2	589	4	8	24
17:00	689	3	650	8	6	22
18:00	628	4	584	10	5	25
19:00	617	1	575	10	7	24
20:00	498	0	460	7	4	27
21:00	434	1	397	5	4	27
22:00	339	0	308	6	2	23
23:00	258	1	228	2	4	23
Total						
12H(7-19)	6963	36	6511	89	58	269
16H(6-22)	8837	41	8240	115	75	366
18H(6-24)	9434	42	8776	123	81	412
24H(0-24)	10568	47	9848	126	85	462
AM Peak	11:00	09:00	11:00	11:00	11:00	10:00
	620	5	580	9	7	25
PM Peak	13:00	15:00	13:00	12:00	14:00	21:00
	789	6	749	11	9	27

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **20 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/lVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	44	0	34	0	1	9
01:00	33	0	31	0	0	2
02:00	25	0	23	0	0	2
03:00	99	1	95	0	0	3
04:00	207	1	200	2	0	4
05:00	292	2	278	1	0	11
06:00	345	4	318	8	2	13
07:00	456	1	395	26	6	28
08:00	432	1	400	8	1	22
09:00	307	1	276	7	2	21
10:00	260	0	229	8	3	20
11:00	288	1	259	9	1	18
12:00	321	2	292	3	3	21
13:00	318	1	285	8	3	21
14:00	295	0	263	11	3	18
15:00	348	0	325	4	3	16
16:00	379	2	349	10	2	16
17:00	350	3	322	6	4	15
18:00	316	1	291	5	0	19
19:00	282	2	253	7	4	16
20:00	223	1	205	3	1	13
21:00	182	1	165	2	3	11
22:00	154	0	139	2	3	10
23:00	61	0	46	1	2	12
Total						
12H(7-19)	4070	13	3686	105	31	235
16H(6-22)	5102	21	4627	125	41	288
18H(6-24)	5317	21	4812	128	46	310
24H(0-24)	6017	25	5473	131	47	341
AM Peak	07:00	06:00	08:00	07:00	07:00	07:00
	456	4	400	26	6	28
PM Peak	16:00	17:00	16:00	14:00	19:00	13:00
	379	3	349	11	4	21

Site No. 6156 **Site Ref.** 615601

Classification Report **20 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	87	1	77	0	1	8
01:00	44	0	40	0	0	4
02:00	18	1	15	1	0	1
03:00	16	0	14	0	0	2
04:00	57	0	54	0	2	1
05:00	125	0	117	1	2	5
06:00	210	1	187	4	5	13
07:00	286	2	261	4	3	16
08:00	335	1	306	6	3	19
09:00	298	3	266	3	2	24
10:00	268	3	237	4	4	20
11:00	269	3	238	6	0	22
12:00	325	1	293	3	3	25
13:00	415	0	377	10	2	26
14:00	463	3	429	13	4	14
15:00	438	2	400	10	6	20
16:00	491	2	454	9	4	22
17:00	559	0	528	8	6	17
18:00	500	1	460	13	9	17
19:00	366	0	343	4	8	11
20:00	236	2	215	2	5	12
21:00	206	1	191	0	4	10
22:00	273	1	251	5	7	9
23:00	182	1	163	3	4	11
Total						
12H(7-19)	4647	21	4249	89	46	242
16H(6-22)	5665	25	5185	99	68	288
18H(6-24)	6120	27	5599	107	79	308
24H(0-24)	6467	29	5916	109	84	329
AM Peak	08:00	11:00	08:00	11:00	06:00	09:00
	335	3	306	6	5	24
PM Peak	17:00	14:00	17:00	18:00	18:00	13:00
	559	3	528	13	9	26

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **20 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	131	1	111	0	2	17
01:00	77	0	71	0	0	6
02:00	43	1	38	1	0	3
03:00	115	1	109	0	0	5
04:00	264	1	254	2	2	5
05:00	417	2	395	2	2	16
06:00	555	5	505	12	7	26
07:00	742	3	656	30	9	44
08:00	767	2	706	14	4	41
09:00	605	4	542	10	4	45
10:00	528	3	466	12	7	40
11:00	557	4	497	15	1	40
12:00	646	3	585	6	6	46
13:00	733	1	662	18	5	47
14:00	758	3	692	24	7	32
15:00	786	2	725	14	9	36
16:00	870	4	803	19	6	38
17:00	909	3	850	14	10	32
18:00	816	2	751	18	9	36
19:00	648	2	596	11	12	27
20:00	459	3	420	5	6	25
21:00	388	2	356	2	7	21
22:00	427	1	390	7	10	19
23:00	243	1	209	4	6	23
Total						
12H(7-19)	8717	34	7935	194	77	477
16H(6-22)	10767	46	9812	224	109	576
18H(6-24)	11437	48	10411	235	125	618
24H(0-24)	12484	54	11389	240	131	670
AM Peak	08:00	06:00	08:00	07:00	07:00	09:00
	767	5	706	30	9	45
PM Peak	17:00	16:00	17:00	14:00	19:00	13:00
	909	4	850	24	12	47

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **21 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/lVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	38	0	28	0	1	9
01:00	38	0	35	0	0	3
02:00	24	0	22	0	0	2
03:00	96	2	90	1	1	2
04:00	217	1	209	1	1	5
05:00	284	0	274	1	0	9
06:00	387	3	361	4	7	12
07:00	486	3	451	10	2	20
08:00	472	0	444	9	4	15
09:00	317	0	285	10	3	19
10:00	234	1	204	6	4	19
11:00	320	2	287	5	3	23
12:00	323	3	294	2	6	18
13:00	337	0	306	9	4	18
14:00	334	1	300	12	2	19
15:00	320	1	294	7	1	17
16:00	334	2	304	7	5	16
17:00	387	5	361	3	3	15
18:00	348	2	324	4	2	16
19:00	320	3	286	7	6	18
20:00	250	0	229	3	7	11
21:00	170	0	153	1	4	12
22:00	140	0	124	3	3	10
23:00	83	0	66	2	1	14
Total						
12H(7-19)	4212	20	3854	84	39	215
16H(6-22)	5339	26	4883	99	63	268
18H(6-24)	5562	26	5073	104	67	292
24H(0-24)	6259	29	5731	107	70	322
AM Peak	07:00	07:00	07:00	09:00	06:00	11:00
	486	3	451	10	7	23
PM Peak	17:00	17:00	17:00	14:00	20:00	14:00
	387	5	361	12	7	19

Site No. 6156 **Site Ref.** 615601

Classification Report **21 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	85	2	73	0	2	8
01:00	44	0	40	1	1	2
02:00	15	0	13	0	0	2
03:00	23	1	18	2	0	2
04:00	52	0	46	2	1	3
05:00	132	0	120	1	4	7
06:00	231	1	208	4	2	16
07:00	338	1	305	9	3	20
08:00	334	1	297	9	5	22
09:00	274	2	239	11	2	20
10:00	228	0	205	3	3	17
11:00	307	2	272	5	4	24
12:00	297	3	264	4	5	21
13:00	387	2	356	11	3	15
14:00	471	3	437	5	4	22
15:00	455	4	420	8	8	15
16:00	526	2	491	11	5	17
17:00	551	3	520	5	3	20
18:00	550	2	516	11	7	14
19:00	398	3	364	7	7	17
20:00	302	0	279	5	3	15
21:00	243	4	221	2	5	11
22:00	274	2	255	2	1	14
23:00	179	2	158	2	0	17
Total						
12H(7-19)	4718	25	4322	92	52	227
16H(6-22)	5892	33	5394	110	69	286
18H(6-24)	6345	37	5807	114	70	317
24H(0-24)	6696	40	6117	120	78	341
AM Peak	07:00	11:00	07:00	09:00	08:00	11:00
	338	2	305	11	5	24
PM Peak	17:00	21:00	17:00	18:00	15:00	14:00
	551	4	520	11	8	22

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **21 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	123	2	101	0	3	17
01:00	82	0	75	1	1	5
02:00	39	0	35	0	0	4
03:00	119	3	108	3	1	4
04:00	269	1	255	3	2	8
05:00	416	0	394	2	4	16
06:00	618	4	569	8	9	28
07:00	824	4	756	19	5	40
08:00	806	1	741	18	9	37
09:00	591	2	524	21	5	39
10:00	462	1	409	9	7	36
11:00	627	4	559	10	7	47
12:00	620	6	558	6	11	39
13:00	724	2	662	20	7	33
14:00	805	4	737	17	6	41
15:00	775	5	714	15	9	32
16:00	860	4	795	18	10	33
17:00	938	8	881	8	6	35
18:00	898	4	840	15	9	30
19:00	718	6	650	14	13	35
20:00	552	0	508	8	10	26
21:00	413	4	374	3	9	23
22:00	414	2	379	5	4	24
23:00	262	2	224	4	1	31
Total						
12H(7-19)	8930	45	8176	176	91	442
16H(6-22)	11231	59	10277	209	132	554
18H(6-24)	11907	63	10880	218	137	609
24H(0-24)	12955	69	11848	227	148	663
AM Peak	07:00	11:00	07:00	09:00	08:00	11:00
	824	4	756	21	9	47
PM Peak	17:00	17:00	17:00	13:00	19:00	14:00
	938	8	881	20	13	41

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **22 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	45	1	35	0	0	9
01:00	40	0	37	1	0	2
02:00	26	0	24	0	0	2
03:00	99	2	95	0	1	1
04:00	203	1	196	1	0	5
05:00	291	1	280	1	3	6
06:00	376	1	349	9	3	14
07:00	472	0	430	24	2	16
08:00	467	3	436	8	5	15
09:00	453	7	411	11	3	21
10:00	278	0	245	6	3	24
11:00	308	1	279	7	4	17
12:00	352	2	321	6	2	21
13:00	336	1	307	3	5	20
14:00	354	0	328	5	3	18
15:00	339	5	305	5	6	18
16:00	344	1	316	5	2	20
17:00	348	7	314	7	2	18
18:00	348	8	317	4	5	14
19:00	267	3	243	2	3	16
20:00	233	0	214	2	3	14
21:00	225	0	207	0	3	15
22:00	165	0	148	1	5	11
23:00	107	1	90	2	0	14
Total						
12H(7-19)	4399	35	4009	91	42	222
16H(6-22)	5500	39	5022	104	54	281
18H(6-24)	5772	40	5260	107	59	306
24H(0-24)	6476	45	5927	110	63	331
AM Peak	07:00	09:00	08:00	07:00	08:00	10:00
	472	7	436	24	5	24
PM Peak	14:00	18:00	14:00	17:00	15:00	12:00
	354	8	328	7	6	21

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **22 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	117	1	107	0	2	7
01:00	35	1	30	1	0	3
02:00	24	0	22	0	0	2
03:00	20	0	19	0	1	0
04:00	58	0	54	0	0	4
05:00	130	1	121	1	3	4
06:00	202	0	184	3	3	12
07:00	286	1	255	6	2	22
08:00	315	1	293	4	4	13
09:00	303	2	269	10	4	18
10:00	286	0	253	6	4	23
11:00	308	3	272	6	2	25
12:00	342	1	311	7	5	18
13:00	405	0	374	8	1	22
14:00	514	0	478	9	8	19
15:00	471	2	434	14	1	20
16:00	523	0	487	15	2	19
17:00	589	7	549	9	5	19
18:00	502	8	460	7	5	22
19:00	380	5	343	10	3	19
20:00	236	2	215	4	1	14
21:00	257	1	240	0	3	13
22:00	283	0	264	1	3	15
23:00	199	0	180	1	3	15
Total						
12H(7-19)	4844	25	4435	101	43	240
16H(6-22)	5919	33	5417	118	53	298
18H(6-24)	6401	33	5861	120	59	328
24H(0-24)	6785	36	6214	122	65	348
AM Peak	08:00	11:00	08:00	09:00	10:00	11:00
	315	3	293	10	4	25
PM Peak	17:00	18:00	17:00	16:00	14:00	18:00
	589	8	549	15	8	22

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **22 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	162	2	142	0	2	16
01:00	75	1	67	2	0	5
02:00	50	0	46	0	0	4
03:00	119	2	114	0	2	1
04:00	261	1	250	1	0	9
05:00	421	2	401	2	6	10
06:00	578	1	533	12	6	26
07:00	758	1	685	30	4	38
08:00	782	4	729	12	9	28
09:00	756	9	680	21	7	39
10:00	564	0	498	12	7	47
11:00	616	4	551	13	6	42
12:00	694	3	632	13	7	39
13:00	741	1	681	11	6	42
14:00	868	0	806	14	11	37
15:00	810	7	739	19	7	38
16:00	867	1	803	20	4	39
17:00	937	14	863	16	7	37
18:00	850	16	777	11	10	36
19:00	647	8	586	12	6	35
20:00	469	2	429	6	4	28
21:00	482	1	447	0	6	28
22:00	448	0	412	2	8	26
23:00	306	1	270	3	3	29
Total						
12H(7-19)	9243	60	8444	192	85	462
16H(6-22)	11419	72	10439	222	107	579
18H(6-24)	12173	73	11121	227	118	634
24H(0-24)	13261	81	12141	232	128	679
AM Peak	08:00	09:00	08:00	07:00	08:00	10:00
	782	9	729	30	9	47
PM Peak	17:00	18:00	17:00	16:00	14:00	13:00
	937	16	863	20	11	42

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site No. 6156 **Site Ref.** 615601

Classification Report **23 Mar 2023** **Channel:** Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	54	0	45	0	1	8
01:00	27	0	25	0	0	2
02:00	29	0	27	0	0	2
03:00	128	1	125	0	0	2
04:00	204	1	197	1	0	5
05:00	306	2	292	2	0	10
06:00	414	3	384	8	4	15
07:00	466	4	434	9	2	17
08:00	455	1	420	10	2	22
09:00	341	2	307	7	2	23
10:00	261	2	219	12	6	22
11:00	292	2	265	5	3	17
12:00	344	3	316	6	3	16
13:00	338	1	306	4	2	25
14:00	304	0	273	5	6	20
15:00	346	1	318	7	8	12
16:00	329	0	293	9	5	22
17:00	368	3	335	11	2	17
18:00	354	2	331	4	2	15
19:00	281	1	253	7	4	16
20:00	241	1	222	3	4	11
21:00	200	2	184	1	4	9
22:00	151	1	133	4	2	11
23:00	68	0	52	2	2	12
Total						
12H(7-19)	4198	21	3817	89	43	228
16H(6-22)	5334	28	4860	108	59	279
18H(6-24)	5553	29	5045	114	63	302
24H(0-24)	6301	33	5756	117	64	331
AM Peak	07:00	07:00	07:00	10:00	10:00	09:00
	466	4	434	12	6	23
PM Peak	17:00	17:00	17:00	17:00	15:00	13:00
	368	3	335	11	8	25

Site No. 6156 **Site Ref.** 615601

Classification Report **23 Mar 2023** **Channel:** Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	96	1	86	1	0	8
01:00	49	0	45	0	1	3
02:00	30	0	27	2	0	1
03:00	21	0	19	0	0	2
04:00	47	0	44	0	0	3
05:00	156	2	144	2	3	5
06:00	221	0	199	3	6	13
07:00	307	2	275	6	4	20
08:00	343	0	309	6	6	22
09:00	313	1	283	8	3	18
10:00	285	0	252	5	6	22
11:00	283	1	254	6	6	16
12:00	323	2	290	5	7	19
13:00	392	1	361	4	5	21
14:00	471	3	431	16	5	16
15:00	453	1	416	12	7	17
16:00	543	0	505	14	8	16
17:00	575	4	522	16	6	27
18:00	519	2	479	15	2	21
19:00	347	1	315	7	5	19
20:00	262	1	243	4	1	13
21:00	251	0	232	1	2	16
22:00	282	1	260	5	3	13
23:00	166	1	149	2	2	12
Total						
12H(7-19)	4807	17	4377	113	65	235
16H(6-22)	5888	19	5366	128	79	296
18H(6-24)	6336	21	5775	135	84	321
24H(0-24)	6735	24	6140	140	88	343
AM Peak	08:00	07:00	08:00	09:00	11:00	10:00
	343	2	309	8	6	22
PM Peak	17:00	17:00	17:00	17:00	16:00	17:00
	575	4	522	16	8	27

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Classification Report **23 Mar 2023** **Channel:** Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	150	1	131	1	1	16
01:00	76	0	70	0	1	5
02:00	59	0	54	2	0	3
03:00	149	1	144	0	0	4
04:00	251	1	241	1	0	8
05:00	462	4	436	4	3	15
06:00	635	3	583	11	10	28
07:00	773	6	709	15	6	37
08:00	798	1	729	16	8	44
09:00	654	3	590	15	5	41
10:00	546	2	471	17	12	44
11:00	575	3	519	11	9	33
12:00	667	5	606	11	10	35
13:00	730	2	667	8	7	46
14:00	775	3	704	21	11	36
15:00	799	2	734	19	15	29
16:00	872	0	798	23	13	38
17:00	943	7	857	27	8	44
18:00	873	4	810	19	4	36
19:00	628	2	568	14	9	35
20:00	503	2	465	7	5	24
21:00	451	2	416	2	6	25
22:00	433	2	393	9	5	24
23:00	234	1	201	4	4	24
Total						
12H(7-19)	9005	38	8194	202	108	463
16H(6-22)	11222	47	10226	236	138	575
18H(6-24)	11889	50	10820	249	147	623
24H(0-24)	13036	57	11896	257	152	674
AM Peak	08:00	07:00	08:00	10:00	10:00	10:00
	798	6	729	17	12	44
PM Peak	17:00	17:00	17:00	17:00	15:00	13:00
	943	7	857	27	15	46

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **17 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	58	25	22	3	0	1	13	34	7	3	0	0	0	0	0	0	0
01:00	38	25	21	4	1	3	11	16	5	1	1	0	0	0	0	0	0
02:00	27	31	24	7	0	2	5	11	3	5	1	0	0	0	0	0	0
03:00	135	30	25	5	0	5	9	50	51	16	3	0	1	0	0	0	0
04:00	206	30	26	4	1	3	9	79	92	19	1	1	0	1	0	0	0
05:00	307	29	24	5	3	18	34	123	107	18	2	1	1	0	0	0	0
06:00	346	28	23	5	1	10	59	180	77	16	3	0	0	0	0	0	0
07:00	503	25	22	4	5	27	118	274	64	14	1	0	0	0	0	0	0
08:00	448	25	21	4	6	30	149	207	46	10	0	0	0	0	0	0	0
09:00	268	25	21	4	1	22	88	123	28	5	1	0	0	0	0	0	0
10:00	265	25	21	4	2	17	78	128	37	2	1	0	0	0	0	0	0
11:00	321	26	21	5	3	21	96	142	45	12	2	0	0	0	0	0	0
12:00	365	25	21	4	5	34	104	171	45	6	0	0	0	0	0	0	0
13:00	387	25	20	5	5	44	130	153	49	5	1	0	0	0	0	0	0
14:00	337	25	20	5	1	28	132	129	45	2	0	0	0	0	0	0	0
15:00	357	24	20	4	6	25	148	143	31	2	2	0	0	0	0	0	0
16:00	349	25	21	4	1	29	117	160	40	2	0	0	0	0	0	0	0
17:00	372	24	20	4	7	31	156	149	26	3	0	0	0	0	0	0	0
18:00	343	24	19	5	7	41	145	120	27	2	0	1	0	0	0	0	0
19:00	336	24	19	5	10	34	163	110	18	1	0	0	0	0	0	0	0
20:00	235	25	20	4	2	10	116	79	25	2	1	0	0	0	0	0	0
21:00	257	24	19	5	5	42	88	101	18	3	0	0	0	0	0	0	0
22:00	146	26	21	4	1	10	40	70	23	1	1	0	0	0	0	0	0
23:00	119	25	21	4	0	5	36	59	18	1	0	0	0	0	0	0	0
Total																	
12H(7-19)	4315	25	21	4	49	349	1461	1899	483	65	8	1	0	0	0	0	0
16H(6-22)	5489	25	21	4	67	445	1887	2369	621	87	12	1	0	0	0	0	0
18H(6-24)	5754	25	21	4	68	460	1963	2498	662	89	13	1	0	0	0	0	0
24H(0-24)	6525	26	21	5	73	492	2044	2811	927	151	21	3	2	1	0	0	0
AM Peak	07:00	02:00	04:00	02:00	08:00	08:00	08:00	07:00	05:00	04:00	06:00	05:00	05:00	04:00	-	-	-
	503	31	26	7	6	30	149	274	107	19	3	1	1	1	0	0	0
PM Peak	13:00	22:00	23:00	21:00	19:00	13:00	19:00	12:00	13:00	12:00	15:00	18:00	-	-	-	-	-
	387	26	21	5	10	44	163	171	49	6	2	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **17 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	120	26	21	5	0	14	32	52	20	0	2	0	0	0	0	0	0
01:00	53	26	21	6	1	12	9	21	4	4	2	0	0	0	0	0	0
02:00	32	25	20	5	3	5	5	14	5	0	0	0	0	0	0	0	0
03:00	41	28	23	5	0	2	8	17	13	1	0	0	0	0	0	0	0
04:00	52	25	21	4	0	3	16	25	6	2	0	0	0	0	0	0	0
05:00	137	27	22	5	1	11	28	65	27	4	1	0	0	0	0	0	0
06:00	201	25	21	4	0	15	69	87	28	2	0	0	0	0	0	0	0
07:00	261	26	20	5	7	34	80	94	38	6	1	1	0	0	0	0	0
08:00	277	25	20	5	4	38	92	106	34	2	0	1	0	0	0	0	0
09:00	254	24	19	5	5	45	89	96	18	0	1	0	0	0	0	0	0
10:00	233	24	20	4	1	24	92	96	18	2	0	0	0	0	0	0	0
11:00	305	24	20	5	5	36	108	125	29	2	0	0	0	0	0	0	0
12:00	362	24	20	5	5	50	114	160	30	3	0	0	0	0	0	0	0
13:00	497	24	20	5	11	62	187	187	41	5	4	0	0	0	0	0	0
14:00	516	24	20	5	11	69	176	216	38	4	1	1	0	0	0	0	0
15:00	488	24	19	5	37	74	132	206	34	5	0	0	0	0	0	0	0
16:00	482	24	19	5	9	48	204	189	30	2	0	0	0	0	0	0	0
17:00	586	24	19	5	24	94	237	188	37	5	1	0	0	0	0	0	0
18:00	490	23	18	5	12	92	253	115	15	3	0	0	0	0	0	0	0
19:00	388	22	17	5	14	94	178	93	7	2	0	0	0	0	0	0	0
20:00	310	23	19	5	7	51	146	87	15	4	0	0	0	0	0	0	0
21:00	330	24	19	5	2	49	141	116	20	2	0	0	0	0	0	0	0
22:00	292	25	20	4	2	37	92	125	32	3	1	0	0	0	0	0	0
23:00	206	25	21	5	1	27	59	86	31	2	0	0	0	0	0	0	0
Total																	
12H(7-19)	4751	24	19	5	131	666	1764	1778	362	39	8	3	0	0	0	0	0
16H(6-22)	5980	24	19	5	154	875	2298	2161	432	49	8	3	0	0	0	0	0
18H(6-24)	6478	24	19	5	157	939	2449	2372	495	54	9	3	0	0	0	0	0
24H(0-24)	6913	24	19	5	162	986	2547	2566	570	65	14	3	0	0	0	0	0
AM Peak	11:00	03:00	03:00	01:00	07:00	09:00	11:00	11:00	07:00	07:00	01:00	08:00	-	-	-	-	-
	305	28	23	6	7	45	108	125	38	6	2	1	0	0	0	0	0
PM Peak	17:00	23:00	23:00	15:00	15:00	19:00	18:00	14:00	13:00	17:00	13:00	14:00	-	-	-	-	-
	586	25	21	5	37	94	253	216	41	5	4	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **17 Mar 2023** **Channel:** Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 60<65	Bin 13 =>65
00:00	178	26	21	4	0	15	45	86	27	3	2	0	0	0	0	0	0
01:00	91	26	21	5	2	15	20	37	9	5	3	0	0	0	0	0	0
02:00	59	28	21	6	3	7	10	25	8	5	1	0	0	0	0	0	0
03:00	176	30	25	5	0	7	17	67	64	17	3	0	1	0	0	0	0
04:00	258	29	25	5	1	6	25	104	98	21	1	1	0	1	0	0	0
05:00	444	29	23	5	4	29	62	188	134	22	3	1	1	0	0	0	0
06:00	547	27	22	5	1	25	128	267	105	18	3	0	0	0	0	0	0
07:00	764	26	21	4	12	61	198	368	102	20	2	1	0	0	0	0	0
08:00	725	25	20	4	10	68	241	313	80	12	0	1	0	0	0	0	0
09:00	522	24	20	4	6	67	177	219	46	5	2	0	0	0	0	0	0
10:00	498	25	21	4	3	41	170	224	55	4	1	0	0	0	0	0	0
11:00	626	25	21	4	8	57	204	267	74	14	2	0	0	0	0	0	0
12:00	727	25	20	4	10	84	218	331	75	9	0	0	0	0	0	0	0
13:00	884	25	20	5	16	106	317	340	90	10	5	0	0	0	0	0	0
14:00	853	25	20	5	12	97	308	345	83	6	1	1	0	0	0	0	0
15:00	845	24	19	5	43	99	280	349	65	7	2	0	0	0	0	0	0
16:00	831	24	20	4	10	77	321	349	70	4	0	0	0	0	0	0	0
17:00	958	24	19	5	31	125	393	337	63	8	1	0	0	0	0	0	0
18:00	833	23	19	5	19	133	398	235	42	5	0	1	0	0	0	0	0
19:00	724	23	18	5	24	128	341	203	25	3	0	0	0	0	0	0	0
20:00	545	24	19	5	9	61	262	166	40	6	1	0	0	0	0	0	0
21:00	587	24	19	5	7	91	229	217	38	5	0	0	0	0	0	0	0
22:00	438	25	21	4	3	47	132	195	55	4	2	0	0	0	0	0	0
23:00	325	25	21	4	1	32	95	145	49	3	0	0	0	0	0	0	0
Total																	
12H(7-19)	9066	25	20	5	180	1015	3225	3677	845	104	16	4	0	0	0	0	0
16H(6-22)	11469	25	20	5	221	1320	4185	4530	1053	136	20	4	0	0	0	0	0
18H(6-24)	12232	25	20	5	225	1399	4412	4870	1157	143	22	4	0	0	0	0	0
24H(0-24)	13438	25	20	5	235	1478	4591	5377	1497	216	35	6	2	1	0	0	0
AM Peak	07:00	03:00	03:00	02:00	07:00	08:00	08:00	07:00	05:00	05:00	06:00	08:00	05:00	04:00	-	-	-
	764	30	25	6	12	68	241	368	134	22	3	1	1	1	0	0	0
PM Peak	17:00	23:00	23:00	17:00	15:00	18:00	18:00	16:00	13:00	13:00	13:00	18:00	-	-	-	-	-
	958	25	21	5	43	133	398	349	90	10	5	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **18 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	83	27	22	5	0	14	11	37	18	1	2	0	0	0	0	0	0
01:00	56	29	23	6	0	4	13	16	20	3	0	0	0	0	0	0	0
02:00	37	29	24	5	0	2	10	12	8	3	1	0	1	0	0	0	0
03:00	121	30	26	4	0	4	5	39	59	9	5	0	0	0	0	0	0
04:00	214	30	25	5	1	6	17	84	76	25	3	0	2	0	0	0	0
05:00	248	29	25	5	1	11	16	105	93	18	2	2	0	0	0	0	0
06:00	239	28	23	5	1	11	33	116	68	5	4	0	1	0	0	0	0
07:00	215	29	24	5	3	9	28	99	58	12	5	1	0	0	0	0	0
08:00	196	27	23	4	1	6	31	111	38	9	0	0	0	0	0	0	0
09:00	249	25	21	4	4	14	70	121	34	5	1	0	0	0	0	0	0
10:00	269	25	21	4	3	16	102	108	36	4	0	0	0	0	0	0	0
11:00	325	25	21	4	1	19	84	171	43	5	2	0	0	0	0	0	0
12:00	419	25	21	4	8	23	136	200	49	3	0	0	0	0	0	0	0
13:00	358	25	21	4	8	38	89	167	49	6	1	0	0	0	0	0	0
14:00	323	25	20	4	2	24	142	119	33	2	1	0	0	0	0	0	0
15:00	318	25	20	4	3	33	113	131	31	5	1	0	1	0	0	0	0
16:00	325	25	20	4	3	24	130	128	39	1	0	0	0	0	0	0	0
17:00	339	24	20	5	8	32	137	130	31	1	0	0	0	0	0	0	0
18:00	328	24	20	4	2	28	138	137	18	3	0	2	0	0	0	0	0
19:00	296	24	20	4	6	26	113	133	16	2	0	0	0	0	0	0	0
20:00	218	25	21	4	0	21	70	96	26	4	1	0	0	0	0	0	0
21:00	214	26	22	4	1	12	56	109	31	5	0	0	0	0	0	0	0
22:00	168	25	21	4	1	16	44	83	21	1	1	1	0	0	0	0	0
23:00	121	28	22	6	0	14	28	44	29	4	1	1	0	0	0	0	0
Total																	
12H(7-19)	3664	25	21	4	46	266	1200	1622	459	56	11	3	1	0	0	0	0
16H(6-22)	4631	25	21	4	54	336	1472	2076	600	72	16	3	2	0	0	0	0
18H(6-24)	4920	25	21	4	55	366	1544	2203	650	77	18	5	2	0	0	0	0
24H(0-24)	5679	26	21	5	57	407	1616	2496	924	136	31	7	5	0	0	0	0
AM Peak	11:00	04:00	03:00	01:00	09:00	11:00	10:00	11:00	05:00	04:00	07:00	05:00	04:00	-	-	-	-
	325	30	26	6	4	19	102	171	93	25	5	2	2	0	0	0	0
PM Peak	12:00	23:00	23:00	23:00	17:00	13:00	14:00	12:00	13:00	13:00	23:00	18:00	15:00	-	-	-	-
	419	28	22	6	8	38	142	200	49	6	1	2	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **18 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	132	25	21	4	0	19	32	63	15	3	0	0	0	0	0	0	0
01:00	67	27	21	6	1	11	18	21	11	4	1	0	0	0	0	0	0
02:00	37	27	23	4	0	3	9	17	4	2	1	0	1	0	0	0	0
03:00	42	26	21	5	1	6	13	14	5	2	0	1	0	0	0	0	0
04:00	59	29	22	7	1	9	11	18	12	7	1	0	0	0	0	0	0
05:00	112	25	21	5	0	7	44	42	17	2	0	0	0	0	0	0	0
06:00	149	28	22	6	5	13	32	62	28	6	2	1	0	0	0	0	0
07:00	158	27	21	5	2	22	34	68	25	7	0	0	0	0	0	0	0
08:00	152	27	21	5	2	12	43	63	26	6	0	0	0	0	0	0	0
09:00	227	25	21	4	2	15	72	101	34	3	0	0	0	0	0	0	0
10:00	263	25	20	4	3	34	81	117	28	0	0	0	0	0	0	0	0
11:00	298	25	20	4	3	36	99	128	29	2	1	0	0	0	0	0	0
12:00	347	24	20	5	9	35	139	136	24	4	0	0	0	0	0	0	0
13:00	414	25	20	5	1	60	136	173	40	3	1	0	0	0	0	0	0
14:00	533	24	20	4	8	50	198	240	34	3	0	0	0	0	0	0	0
15:00	441	24	19	5	11	57	172	164	28	7	1	1	0	0	0	0	0
16:00	363	25	20	4	3	29	134	150	43	4	0	0	0	0	0	0	0
17:00	423	24	19	5	8	64	160	169	20	2	0	0	0	0	0	0	0
18:00	461	22	17	4	19	96	244	95	7	0	0	0	0	0	0	0	0
19:00	359	24	19	5	12	73	132	118	20	3	0	0	1	0	0	0	0
20:00	287	24	20	5	3	37	114	107	22	3	1	0	0	0	0	0	0
21:00	301	25	20	5	6	41	105	116	24	8	1	0	0	0	0	0	0
22:00	285	26	21	5	1	28	90	117	44	4	1	0	0	0	0	0	0
23:00	201	25	21	4	1	24	55	97	19	5	0	0	0	0	0	0	0
Total																	
12H(7-19)	4080	24	20	5	71	510	1512	1604	338	41	3	1	0	0	0	0	0
16H(6-22)	5176	24	20	5	97	674	1895	2007	432	61	7	2	1	0	0	0	0
18H(6-24)	5662	24	20	5	99	726	2040	2221	495	70	8	2	1	0	0	0	0
24H(0-24)	6111	25	20	5	102	781	2167	2396	559	90	11	3	2	0	0	0	0
AM Peak	11:00	04:00	02:00	04:00	06:00	11:00	11:00	11:00	09:00	07:00	06:00	06:00	02:00	-	-	-	-
	298	29	23	7	5	36	99	128	34	7	2	1	1	0	0	0	0
PM Peak	14:00	22:00	22:00	19:00	18:00	18:00	18:00	14:00	22:00	21:00	22:00	15:00	19:00	-	-	-	-
	533	26	21	5	19	96	244	240	44	8	1	1	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref. 615601**

Speed Report (Speed Limit 30 Mph) **18 Mar 2023** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	215	26	21	5	0	33	43	100	33	4	2	0	0	0	0	0	0
01:00	123	28	22	6	1	15	31	37	31	7	1	0	0	0	0	0	0
02:00	74	29	23	6	0	5	19	29	12	5	2	0	2	0	0	0	0
03:00	163	29	24	5	1	10	18	53	64	11	5	1	0	0	0	0	0
04:00	273	30	25	5	2	15	28	102	88	32	4	0	2	0	0	0	0
05:00	360	29	23	5	1	18	60	147	110	20	2	2	0	0	0	0	0
06:00	388	28	23	5	6	24	65	178	96	11	6	1	1	0	0	0	0
07:00	373	28	23	6	5	31	62	167	83	19	5	1	0	0	0	0	0
08:00	348	27	22	5	3	18	74	174	64	15	0	0	0	0	0	0	0
09:00	476	25	21	4	6	29	142	222	68	8	1	0	0	0	0	0	0
10:00	532	25	20	4	6	50	183	225	64	4	0	0	0	0	0	0	0
11:00	623	25	21	4	4	55	183	299	72	7	3	0	0	0	0	0	0
12:00	766	25	20	4	17	58	275	336	73	7	0	0	0	0	0	0	0
13:00	772	25	20	4	9	98	225	340	89	9	2	0	0	0	0	0	0
14:00	856	24	20	4	10	74	340	359	67	5	1	0	0	0	0	0	0
15:00	759	24	20	5	14	90	285	295	59	12	2	1	1	0	0	0	0
16:00	688	25	20	4	6	53	264	278	82	5	0	0	0	0	0	0	0
17:00	762	24	19	5	16	96	297	299	51	3	0	0	0	0	0	0	0
18:00	789	23	18	5	21	124	382	232	25	3	0	2	0	0	0	0	0
19:00	655	24	19	5	18	99	245	251	36	5	0	0	1	0	0	0	0
20:00	505	25	20	4	3	58	184	203	48	7	2	0	0	0	0	0	0
21:00	515	25	21	4	7	53	161	225	55	13	1	0	0	0	0	0	0
22:00	453	25	21	4	2	44	134	200	65	5	2	1	0	0	0	0	0
23:00	322	26	21	5	1	38	83	141	48	9	1	1	0	0	0	0	0
Total																	
12H(7-19)	7744	25	20	5	117	776	2712	3226	797	97	14	4	1	0	0	0	0
16H(6-22)	9807	25	20	4	151	1010	3367	4083	1032	133	23	5	3	0	0	0	0
18H(6-24)	10582	25	20	5	154	1092	3584	4424	1145	147	26	7	3	0	0	0	0
24H(0-24)	11790	25	21	4	159	1188	3783	4892	1483	226	42	10	7	0	0	0	0
AM Peak	11:00	04:00	04:00	01:00	10:00	11:00	11:00	11:00	05:00	04:00	06:00	05:00	04:00	-	-	-	-
	623	30	25	6	6	55	183	299	110	32	6	2	2	0	0	0	0
PM Peak	14:00	23:00	23:00	23:00	18:00	18:00	18:00	14:00	13:00	21:00	22:00	18:00	19:00	-	-	-	-
	856	26	21	5	21	124	382	359	89	13	2	2	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **19 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	96	27	22	5	1	5	23	45	17	4	0	1	0	0	0	0	0
01:00	40	28	22	6	1	5	8	15	8	2	1	0	0	0	0	0	0
02:00	39	27	22	5	0	4	7	16	11	1	0	0	0	0	0	0	0
03:00	126	31	26	5	0	5	2	42	53	17	6	1	0	0	0	0	0
04:00	176	30	25	4	1	5	14	57	74	19	4	2	0	0	0	0	0
05:00	238	30	25	5	0	9	18	92	85	31	1	1	1	0	0	0	0
06:00	192	30	24	5	7	10	11	82	59	16	5	2	0	0	0	0	0
07:00	168	29	24	5	0	5	25	64	57	17	0	0	0	0	0	0	0
08:00	159	29	23	6	1	8	39	58	38	15	0	0	0	0	0	0	0
09:00	207	27	21	5	1	20	56	86	37	5	1	1	0	0	0	0	0
10:00	243	25	20	4	6	17	85	106	24	4	1	0	0	0	0	0	0
11:00	303	25	21	4	1	10	109	137	39	7	0	0	0	0	0	0	0
12:00	358	26	21	5	5	25	83	180	57	6	1	1	0	0	0	0	0
13:00	366	25	21	4	7	15	124	162	56	2	0	0	0	0	0	0	0
14:00	308	25	21	4	3	21	99	139	39	6	1	0	0	0	0	0	0
15:00	279	26	22	4	1	16	72	139	42	5	3	0	1	0	0	0	0
16:00	296	25	21	4	1	23	70	157	41	3	1	0	0	0	0	0	0
17:00	279	25	20	4	1	23	112	106	34	3	0	0	0	0	0	0	0
18:00	265	24	20	4	2	18	118	107	19	0	1	0	0	0	0	0	0
19:00	300	24	20	5	6	32	118	118	26	0	0	0	0	0	0	0	0
20:00	214	25	21	4	2	14	79	86	29	3	1	0	0	0	0	0	0
21:00	178	25	21	4	1	5	64	81	26	1	0	0	0	0	0	0	0
22:00	106	25	22	4	1	7	22	58	17	1	0	0	0	0	0	0	0
23:00	90	28	23	4	0	2	19	46	17	3	0	2	1	0	0	0	0
Total																	
12H(7-19)	3231	26	21	5	29	201	992	1441	483	73	9	2	1	0	0	0	0
16H(6-22)	4115	26	21	5	45	262	1264	1808	623	93	15	4	1	0	0	0	0
18H(6-24)	4311	26	21	5	46	271	1305	1912	657	97	15	6	2	0	0	0	0
24H(0-24)	5026	27	22	5	49	304	1377	2179	905	171	27	11	3	0	0	0	0
AM Peak	11:00	03:00	03:00	08:00	06:00	09:00	11:00	11:00	05:00	05:00	03:00	06:00	05:00	-	-	-	-
	303	31	26	6	7	20	109	137	85	31	6	2	1	0	0	0	0
PM Peak	13:00	23:00	23:00	19:00	13:00	19:00	13:00	12:00	12:00	14:00	15:00	23:00	23:00	-	-	-	-
	366	28	23	5	7	32	124	180	57	6	3	2	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 64.98716 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **19 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	119	26	21	5	0	11	36	49	19	2	0	2	0	0	0	0	0
01:00	82	28	23	5	0	2	14	41	21	4	0	0	0	0	0	0	0
02:00	46	27	22	6	1	5	9	17	13	0	1	0	0	0	0	0	0
03:00	39	26	21	5	2	3	9	16	9	0	0	0	0	0	0	0	0
04:00	33	27	22	5	0	4	7	12	9	1	0	0	0	0	0	0	0
05:00	100	28	22	6	2	6	23	40	26	2	1	0	0	0	0	0	0
06:00	133	27	23	5	1	6	23	69	29	4	1	0	0	0	0	0	0
07:00	145	25	21	4	2	11	34	74	20	4	0	0	0	0	0	0	0
08:00	145	27	22	5	0	8	30	74	28	4	1	0	0	0	0	0	0
09:00	197	25	21	4	1	17	61	95	21	2	0	0	0	0	0	0	0
10:00	238	24	20	5	4	28	90	92	19	4	1	0	0	0	0	0	0
11:00	317	25	20	4	6	27	119	129	31	4	1	0	0	0	0	0	0
12:00	340	25	20	5	5	32	131	125	42	5	0	0	0	0	0	0	0
13:00	423	25	21	4	5	31	142	194	44	7	0	0	0	0	0	0	0
14:00	451	25	20	4	1	39	180	178	49	1	3	0	0	0	0	0	0
15:00	372	25	21	4	0	24	99	198	45	6	0	0	0	0	0	0	0
16:00	331	25	20	4	2	34	122	136	31	4	2	0	0	0	0	0	0
17:00	410	24	20	5	4	49	165	152	36	4	0	0	0	0	0	0	0
18:00	363	24	19	5	6	42	154	146	14	1	0	0	0	0	0	0	0
19:00	317	23	18	5	8	55	159	78	15	1	0	0	1	0	0	0	0
20:00	284	24	19	5	5	38	134	82	22	3	0	0	0	0	0	0	0
21:00	256	24	20	5	5	32	90	107	19	3	0	0	0	0	0	0	0
22:00	233	26	21	5	1	23	61	103	35	6	2	0	2	0	0	0	0
23:00	168	25	21	4	1	21	46	72	23	2	0	1	1	1	0	0	0
Total																	
12H(7-19)	3732	25	20	4	36	342	1327	1593	380	46	8	0	0	0	0	0	0
16H(6-22)	4722	25	20	4	55	473	1733	1929	465	57	9	0	1	0	0	0	0
18H(6-24)	5123	25	20	4	57	517	1840	2104	523	65	11	1	4	1	0	0	0
24H(0-24)	5542	25	20	4	62	548	1938	2279	620	74	13	3	4	1	0	0	0
AM Peak	11:00	01:00	01:00	02:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	00:00	-	-	-	-	-
	317	28	23	6	6	28	119	129	31	4	1	2	0	0	0	0	0
PM Peak	14:00	22:00	22:00	20:00	19:00	19:00	14:00	15:00	14:00	13:00	14:00	23:00	22:00	23:00	-	-	-
	451	26	21	5	8	55	180	198	49	7	3	1	2	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref. 615601**

Speed Report (Speed Limit 30 Mph) **19 Mar 2023** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 60<65	Bin 13 =>65
00:00	215	27	22	5	1	16	59	94	36	6	0	3	0	0	0	0	0
01:00	122	28	23	5	1	7	22	56	29	6	1	0	0	0	0	0	0
02:00	85	28	22	6	1	9	16	33	24	1	1	0	0	0	0	0	0
03:00	165	30	25	5	2	8	11	58	62	17	6	1	0	0	0	0	0
04:00	209	30	25	5	1	9	21	69	83	20	4	2	0	0	0	0	0
05:00	338	29	24	5	2	15	41	132	111	33	2	1	1	0	0	0	0
06:00	325	29	23	5	8	16	34	151	88	20	6	2	0	0	0	0	0
07:00	313	28	23	5	2	16	59	138	77	21	0	0	0	0	0	0	0
08:00	304	28	23	5	1	16	69	132	66	19	1	0	0	0	0	0	0
09:00	404	26	21	4	2	37	117	181	58	7	1	1	0	0	0	0	0
10:00	481	25	20	4	10	45	175	198	43	8	2	0	0	0	0	0	0
11:00	620	25	21	4	7	37	228	266	70	11	1	0	0	0	0	0	0
12:00	698	25	21	5	10	57	214	305	99	11	1	1	0	0	0	0	0
13:00	789	25	21	4	12	46	266	356	100	9	0	0	0	0	0	0	0
14:00	759	25	21	4	4	60	279	317	88	7	4	0	0	0	0	0	0
15:00	651	25	21	4	1	40	171	337	87	11	3	0	1	0	0	0	0
16:00	627	25	21	4	3	57	192	293	72	7	3	0	0	0	0	0	0
17:00	689	25	20	5	5	72	277	258	70	7	0	0	0	0	0	0	0
18:00	628	24	19	4	8	60	272	253	33	1	1	0	0	0	0	0	0
19:00	617	24	19	5	14	87	277	196	41	1	0	0	1	0	0	0	0
20:00	498	25	20	5	7	52	213	168	51	6	1	0	0	0	0	0	0
21:00	434	25	20	4	6	37	154	188	45	4	0	0	0	0	0	0	0
22:00	339	26	22	5	2	30	83	161	52	7	2	0	2	0	0	0	0
23:00	258	27	22	5	1	23	65	118	40	5	0	3	2	1	0	0	0
Total																	
12H(7-19)	6963	25	21	4	65	543	2319	3034	863	119	17	2	1	0	0	0	0
16H(6-22)	8837	25	21	4	100	735	2997	3737	1088	150	24	4	2	0	0	0	0
18H(6-24)	9434	25	21	4	103	788	3145	4016	1180	162	26	7	6	1	0	0	0
24H(0-24)	10568	26	21	5	111	852	3315	4458	1525	245	40	14	7	1	0	0	0
AM Peak	11:00	03:00	03:00	02:00	10:00	10:00	11:00	11:00	05:00	05:00	06:00	00:00	05:00	-	-	-	-
	620	30	25	6	10	45	228	266	111	33	6	3	1	0	0	0	0
PM Peak	13:00	23:00	23:00	19:00	19:00	19:00	14:00	13:00	13:00	15:00	14:00	23:00	23:00	23:00	-	-	-
	789	27	22	5	14	87	279	356	100	11	4	3	2	1	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **20 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	44	27	23	4	0	2	7	24	9	0	2	0	0	0	0	0	0
01:00	33	30	24	6	0	3	6	9	9	4	2	0	0	0	0	0	0
02:00	25	29	25	4	0	0	4	8	11	2	0	0	0	0	0	0	0
03:00	99	32	27	5	0	3	0	30	45	16	4	1	0	0	0	0	0
04:00	207	30	25	5	2	9	18	71	82	19	5	1	0	0	0	0	0
05:00	292	29	24	4	0	10	23	137	103	12	4	0	3	0	0	0	0
06:00	345	28	23	5	3	13	71	149	95	13	1	0	0	0	0	0	0
07:00	456	24	17	7	112	48	109	144	40	2	1	0	0	0	0	0	0
08:00	432	25	21	4	1	21	136	220	49	4	1	0	0	0	0	0	0
09:00	307	25	21	4	2	23	92	146	41	3	0	0	0	0	0	0	0
10:00	260	26	21	4	3	12	84	117	39	5	0	0	0	0	0	0	0
11:00	288	25	20	4	8	17	104	124	32	2	1	0	0	0	0	0	0
12:00	321	25	21	4	1	26	118	134	35	3	3	1	0	0	0	0	0
13:00	318	25	21	4	3	18	102	154	38	3	0	0	0	0	0	0	0
14:00	295	25	21	4	7	12	117	118	35	6	0	0	0	0	0	0	0
15:00	348	24	20	4	5	25	130	162	24	1	1	0	0	0	0	0	0
16:00	379	24	19	5	5	46	164	131	32	0	1	0	0	0	0	0	0
17:00	350	25	20	4	1	23	148	139	35	4	0	0	0	0	0	0	0
18:00	316	24	19	4	6	24	150	114	20	2	0	0	0	0	0	0	0
19:00	282	24	20	4	1	22	127	112	19	1	0	0	0	0	0	0	0
20:00	223	25	21	4	0	14	72	108	26	2	1	0	0	0	0	0	0
21:00	182	26	21	5	1	12	61	75	29	4	0	0	0	0	0	0	0
22:00	154	25	20	4	4	11	46	76	17	0	0	0	0	0	0	0	0
23:00	61	28	23	5	0	1	13	28	15	2	1	0	1	0	0	0	0
Total																	
12H(7-19)	4070	25	20	5	154	295	1454	1703	420	35	8	1	0	0	0	0	0
16H(6-22)	5102	25	20	5	159	356	1785	2147	589	55	10	1	0	0	0	0	0
18H(6-24)	5317	25	20	4	163	368	1844	2251	621	57	11	1	1	0	0	0	0
24H(0-24)	6017	26	21	5	165	395	1902	2530	880	110	28	3	4	0	0	0	0
AM Peak	07:00	03:00	03:00	07:00	07:00	07:00	08:00	08:00	05:00	04:00	04:00	04:00	05:00	-	-	-	-
	456	32	27	7	112	48	136	220	103	19	5	1	3	0	0	0	0
PM Peak	16:00	23:00	23:00	21:00	14:00	16:00	16:00	15:00	13:00	14:00	12:00	12:00	23:00	-	-	-	-
	379	28	23	5	7	46	164	162	38	6	3	1	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **20 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	87	28	21	6	1	10	26	26	20	4	0	0	0	0	0	0	0
01:00	44	28	22	6	0	6	12	13	9	4	0	0	0	0	0	0	0
02:00	18	29	24	6	0	3	4	4	4	2	0	0	0	1	0	0	0
03:00	16	26	22	5	0	3	3	6	3	0	1	0	0	0	0	0	0
04:00	57	26	21	5	0	5	18	22	10	1	1	0	0	0	0	0	0
05:00	125	26	22	5	0	9	33	59	20	4	0	0	0	0	0	0	0
06:00	210	25	22	3	0	15	54	109	26	3	2	0	0	1	0	0	0
07:00	286	25	20	5	5	30	111	109	25	3	3	0	0	0	0	0	0
08:00	335	26	21	5	2	26	107	140	56	4	0	0	0	0	0	0	0
09:00	298	24	20	4	1	24	122	124	25	2	0	0	0	0	0	0	0
10:00	268	24	20	4	1	12	116	114	21	3	1	0	0	0	0	0	0
11:00	269	24	19	5	20	34	90	97	23	3	1	1	0	0	0	0	0
12:00	325	24	20	4	7	29	119	142	27	1	0	0	0	0	0	0	0
13:00	415	24	19	5	13	48	161	155	33	3	2	0	0	0	0	0	0
14:00	463	24	20	4	0	45	173	199	45	1	0	0	0	0	0	0	0
15:00	438	24	20	5	12	48	169	173	32	3	0	1	0	0	0	0	0
16:00	491	24	19	5	28	66	179	174	40	2	1	0	0	1	0	0	0
17:00	559	24	19	4	11	59	231	230	26	2	0	0	0	0	0	0	0
18:00	500	23	18	5	29	94	227	132	16	2	0	0	0	0	0	0	0
19:00	366	24	19	5	4	59	155	129	19	0	0	0	0	0	0	0	0
20:00	236	24	20	4	2	29	75	108	17	5	0	0	0	0	0	0	0
21:00	206	26	21	5	3	22	59	85	31	3	3	0	0	0	0	0	0
22:00	273	25	21	4	2	22	83	127	33	3	2	1	0	0	0	0	0
23:00	182	27	22	5	2	12	41	81	38	8	0	0	0	0	0	0	0
Total																	
12H(7-19)	4647	24	20	5	129	515	1805	1789	369	29	8	2	0	1	0	0	0
16H(6-22)	5665	24	20	5	138	640	2148	2220	462	40	13	2	0	2	0	0	0
18H(6-24)	6120	24	20	5	142	674	2272	2428	533	51	15	3	0	2	0	0	0
24H(0-24)	6467	25	20	5	143	710	2368	2558	599	66	17	3	0	3	0	0	0
AM Peak	08:00	02:00	02:00	01:00	11:00	11:00	09:00	08:00	08:00	08:00	07:00	11:00	-	06:00	-	-	-
	335	29	24	6	20	34	122	140	56	4	3	1	0	1	0	0	0
PM Peak	17:00	23:00	23:00	23:00	18:00	18:00	17:00	17:00	14:00	23:00	21:00	22:00	-	16:00	-	-	-
	559	27	22	5	29	94	231	230	45	8	3	1	0	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref. 615601**

Speed Report (Speed Limit 30 Mph) **20 Mar 2023** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 60<65	Bin 13 =>65
00:00	131	28	22	6	1	12	33	50	29	4	2	0	0	0	0	0	0
01:00	77	29	23	7	0	9	18	22	18	8	2	0	0	0	0	0	0
02:00	43	29	24	5	0	3	8	12	15	4	0	0	0	1	0	0	0
03:00	115	31	26	5	0	6	3	36	48	16	5	1	0	0	0	0	0
04:00	264	29	24	5	2	14	36	93	92	20	6	1	0	0	0	0	0
05:00	417	28	24	5	0	19	56	196	123	16	4	0	3	0	0	0	0
06:00	555	27	22	5	3	28	125	258	121	16	3	0	0	1	0	0	0
07:00	742	24	18	6	117	78	220	253	65	5	4	0	0	0	0	0	0
08:00	767	25	21	4	3	47	243	360	105	8	1	0	0	0	0	0	0
09:00	605	25	21	4	3	47	214	270	66	5	0	0	0	0	0	0	0
10:00	528	25	21	4	4	24	200	231	60	8	1	0	0	0	0	0	0
11:00	557	25	20	5	28	51	194	221	55	5	2	1	0	0	0	0	0
12:00	646	25	20	4	8	55	237	276	62	4	3	1	0	0	0	0	0
13:00	733	25	20	4	16	66	263	309	71	6	2	0	0	0	0	0	0
14:00	758	25	20	4	7	57	290	317	80	7	0	0	0	0	0	0	0
15:00	786	24	20	4	17	73	299	335	56	4	1	1	0	0	0	0	0
16:00	870	24	19	5	33	112	343	305	72	2	2	0	0	1	0	0	0
17:00	909	24	20	4	12	82	379	369	61	6	0	0	0	0	0	0	0
18:00	816	23	18	5	35	118	377	246	36	4	0	0	0	0	0	0	0
19:00	648	24	19	5	5	81	282	241	38	1	0	0	0	0	0	0	0
20:00	459	25	21	4	2	43	147	216	43	7	1	0	0	0	0	0	0
21:00	388	26	21	5	4	34	120	160	60	7	3	0	0	0	0	0	0
22:00	427	25	21	4	6	33	129	203	50	3	2	1	0	0	0	0	0
23:00	243	28	22	5	2	13	54	109	53	10	1	0	1	0	0	0	0
Total																	
12H(7-19)	8717	24	20	5	283	810	3259	3492	789	64	16	3	0	1	0	0	0
16H(6-22)	10767	25	20	5	297	996	3933	4367	1051	95	23	3	0	2	0	0	0
18H(6-24)	11437	25	20	5	305	1042	4116	4679	1154	108	26	4	1	2	0	0	0
24H(0-24)	12484	25	20	5	308	1105	4270	5088	1479	176	45	6	4	3	0	0	0
AM Peak	08:00	03:00	03:00	01:00	07:00	07:00	08:00	08:00	05:00	04:00	04:00	11:00	05:00	06:00	-	-	-
	767	31	26	7	117	78	243	360	123	20	6	1	3	1	0	0	0
PM Peak	17:00	23:00	23:00	23:00	18:00	18:00	17:00	17:00	14:00	23:00	21:00	22:00	23:00	16:00	-	-	-
	909	28	22	5	35	118	379	369	80	10	3	1	1	1	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **21 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	38	29	24	5	0	3	1	19	11	4	0	0	0	0	0	0	0
01:00	38	28	23	5	1	2	8	12	13	2	0	0	0	0	0	0	0
02:00	24	30	26	4	0	1	1	11	7	2	1	1	0	0	0	0	0
03:00	96	32	27	5	1	3	3	29	39	16	3	0	1	1	0	0	0
04:00	217	30	25	4	1	6	14	87	84	20	3	2	0	0	0	0	0
05:00	284	29	24	5	1	11	19	125	101	26	1	0	0	0	0	0	0
06:00	387	27	22	5	4	19	61	209	86	6	2	0	0	0	0	0	0
07:00	486	24	19	5	24	48	186	178	46	4	0	0	0	0	0	0	0
08:00	472	25	21	4	8	27	144	216	69	6	1	0	1	0	0	0	0
09:00	317	27	21	5	5	16	91	139	62	4	0	0	0	0	0	0	0
10:00	234	26	22	5	4	11	52	119	45	3	0	0	0	0	0	0	0
11:00	320	25	21	4	4	11	106	156	37	3	1	2	0	0	0	0	0
12:00	323	25	21	4	2	15	115	146	41	4	0	0	0	0	0	0	0
13:00	337	26	21	5	2	38	101	137	52	7	0	0	0	0	0	0	0
14:00	334	25	21	4	4	18	84	177	44	7	0	0	0	0	0	0	0
15:00	320	25	20	4	2	29	125	130	31	3	0	0	0	0	0	0	0
16:00	334	25	21	4	1	32	113	148	32	7	1	0	0	0	0	0	0
17:00	387	25	20	4	8	30	127	173	46	2	1	0	0	0	0	0	0
18:00	348	24	20	4	5	22	174	120	24	3	0	0	0	0	0	0	0
19:00	320	24	19	4	2	32	163	98	21	4	0	0	0	0	0	0	0
20:00	250	24	20	4	2	12	104	113	15	2	2	0	0	0	0	0	0
21:00	170	24	20	4	2	14	72	64	16	2	0	0	0	0	0	0	0
22:00	140	25	21	4	3	8	39	68	17	4	1	0	0	0	0	0	0
23:00	83	28	23	5	0	3	19	40	15	6	0	0	0	0	0	0	0
Total																	
12H(7-19)	4212	25	21	4	69	297	1418	1839	529	53	4	2	1	0	0	0	0
16H(6-22)	5339	25	21	4	79	374	1818	2323	667	67	8	2	1	0	0	0	0
18H(6-24)	5562	25	21	4	82	385	1876	2431	699	77	9	2	1	0	0	0	0
24H(0-24)	6259	26	21	5	86	411	1922	2714	954	147	17	5	2	1	0	0	0
AM Peak	07:00	03:00	03:00	01:00	07:00	07:00	07:00	08:00	05:00	05:00	04:00	11:00	08:00	03:00	-	-	-
	486	32	27	5	24	48	186	216	101	26	3	2	1	1	0	0	0
PM Peak	17:00	23:00	23:00	13:00	17:00	13:00	18:00	14:00	13:00	16:00	20:00	-	-	-	-	-	-
	387	28	23	5	8	38	174	177	52	7	2	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **21 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	85	28	23	5	0	5	12	39	23	6	0	0	0	0	0	0	0
01:00	44	29	23	6	0	3	10	15	10	5	1	0	0	0	0	0	0
02:00	15	29	24	6	0	2	2	6	2	2	1	0	0	0	0	0	0
03:00	23	26	19	7	3	7	1	7	4	1	0	0	0	0	0	0	0
04:00	52	27	21	5	1	6	14	19	10	1	0	1	0	0	0	0	0
05:00	132	27	22	5	1	8	32	63	24	4	0	0	0	0	0	0	0
06:00	231	26	21	5	2	17	66	101	38	6	1	0	0	0	0	0	0
07:00	338	24	20	4	3	28	127	147	30	3	0	0	0	0	0	0	0
08:00	334	25	20	5	5	38	110	141	34	6	0	0	0	0	0	0	0
09:00	274	25	20	4	3	25	95	117	31	2	0	0	0	1	0	0	0
10:00	228	25	21	4	1	11	79	103	33	0	1	0	0	0	0	0	0
11:00	307	25	20	5	13	29	99	135	29	1	0	0	1	0	0	0	0
12:00	297	25	20	5	2	32	109	113	36	5	0	0	0	0	0	0	0
13:00	387	25	21	4	4	29	120	176	48	6	4	0	0	0	0	0	0
14:00	471	25	21	4	7	45	144	213	56	4	1	0	1	0	0	0	0
15:00	455	24	20	5	4	55	179	179	35	2	0	1	0	0	0	0	0
16:00	526	24	19	5	25	68	192	200	37	3	1	0	0	0	0	0	0
17:00	551	24	20	4	4	51	230	243	20	3	0	0	0	0	0	0	0
18:00	550	23	18	5	12	101	271	149	15	2	0	0	0	0	0	0	0
19:00	398	23	18	5	9	64	208	100	16	1	0	0	0	0	0	0	0
20:00	302	25	20	4	4	24	113	129	26	4	1	1	0	0	0	0	0
21:00	243	25	21	4	3	22	75	108	33	1	1	0	0	0	0	0	0
22:00	274	25	20	4	1	32	90	122	27	2	0	0	0	0	0	0	0
23:00	179	27	22	5	0	20	36	77	40	4	2	0	0	0	0	0	0
Total																	
12H(7-19)	4718	24	20	5	83	512	1755	1916	404	37	7	1	2	1	0	0	0
16H(6-22)	5892	24	20	5	101	639	2217	2354	517	49	10	2	2	1	0	0	0
18H(6-24)	6345	25	20	5	102	691	2343	2553	584	55	12	2	2	1	0	0	0
24H(0-24)	6696	25	20	5	107	722	2414	2702	657	74	14	3	2	1	0	0	0
AM Peak	07:00	02:00	02:00	03:00	11:00	08:00	07:00	07:00	06:00	08:00	10:00	04:00	11:00	09:00	-	-	-
	338	29	24	7	13	38	127	147	38	6	1	1	1	1	0	0	0
PM Peak	17:00	23:00	23:00	23:00	16:00	18:00	18:00	17:00	14:00	13:00	13:00	20:00	14:00	-	-	-	-
	551	27	22	5	25	101	271	243	56	6	4	1	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref. 615601**

Speed Report (Speed Limit 30 Mph) **21 Mar 2023** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 60<65	Bin 13 =>65
00:00	123	29	24	5	0	8	13	58	34	10	0	0	0	0	0	0	0
01:00	82	29	23	6	1	5	18	27	23	7	1	0	0	0	0	0	0
02:00	39	30	25	5	0	3	3	17	9	4	2	1	0	0	0	0	0
03:00	119	31	25	6	4	10	4	36	43	17	3	0	1	1	0	0	0
04:00	269	29	24	5	2	12	28	106	94	21	3	3	0	0	0	0	0
05:00	416	29	24	5	2	19	51	188	125	30	1	0	0	0	0	0	0
06:00	618	27	22	5	6	36	127	310	124	12	3	0	0	0	0	0	0
07:00	824	24	20	5	27	76	313	325	76	7	0	0	0	0	0	0	0
08:00	806	25	21	4	13	65	254	357	103	12	1	0	1	0	0	0	0
09:00	591	26	21	5	8	41	186	256	93	6	0	0	0	1	0	0	0
10:00	462	26	21	4	5	22	131	222	78	3	1	0	0	0	0	0	0
11:00	627	25	21	4	17	40	205	291	66	4	1	2	1	0	0	0	0
12:00	620	25	21	4	4	47	224	259	77	9	0	0	0	0	0	0	0
13:00	724	25	21	5	6	67	221	313	100	13	4	0	0	0	0	0	0
14:00	805	25	21	4	11	63	228	390	100	11	1	0	1	0	0	0	0
15:00	775	24	20	4	6	84	304	309	66	5	0	1	0	0	0	0	0
16:00	860	24	20	5	26	100	305	348	69	10	2	0	0	0	0	0	0
17:00	938	24	20	4	12	81	357	416	66	5	1	0	0	0	0	0	0
18:00	898	23	19	5	17	123	445	269	39	5	0	0	0	0	0	0	0
19:00	718	23	19	5	11	96	371	198	37	5	0	0	0	0	0	0	0
20:00	552	24	20	4	6	36	217	242	41	6	3	1	0	0	0	0	0
21:00	413	25	20	4	5	36	147	172	49	3	1	0	0	0	0	0	0
22:00	414	25	21	4	4	40	129	190	44	6	1	0	0	0	0	0	0
23:00	262	28	22	5	0	23	55	117	55	10	2	0	0	0	0	0	0
Total																	
12H(7-19)	8930	25	20	4	152	809	3173	3755	933	90	11	3	3	1	0	0	0
16H(6-22)	11231	25	20	4	180	1013	4035	4677	1184	116	18	4	3	1	0	0	0
18H(6-24)	11907	25	20	4	184	1076	4219	4984	1283	132	21	4	3	1	0	0	0
24H(0-24)	12955	25	21	4	193	1133	4336	5416	1611	221	31	8	4	2	0	0	0
AM Peak	07:00	03:00	03:00	03:00	07:00	07:00	07:00	08:00	05:00	05:00	06:00	04:00	11:00	09:00	-	-	-
	824	31	25	6	27	76	313	357	125	30	3	3	1	1	0	0	0
PM Peak	17:00	23:00	23:00	23:00	16:00	18:00	18:00	17:00	14:00	13:00	13:00	20:00	14:00	-	-	-	-
	938	28	22	5	26	123	445	416	100	13	4	1	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **22 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	45	28	23	5	0	2	11	19	10	2	1	0	0	0	0	0	0
01:00	40	29	24	5	1	4	3	13	14	4	1	0	0	0	0	0	0
02:00	26	29	24	5	0	2	2	10	9	3	0	0	0	0	0	0	0
03:00	99	33	27	6	1	4	3	25	38	25	1	2	0	0	0	0	0
04:00	203	30	25	4	1	6	13	75	86	16	5	0	1	0	0	0	0
05:00	291	28	23	5	2	14	46	125	89	12	2	1	0	0	0	0	0
06:00	376	28	23	5	3	21	52	202	84	12	2	0	0	0	0	0	0
07:00	472	25	20	5	20	56	125	212	55	4	0	0	0	0	0	0	0
08:00	467	25	21	4	3	26	129	250	54	5	0	0	0	0	0	0	0
09:00	453	25	21	4	5	21	133	234	54	4	0	2	0	0	0	0	0
10:00	278	25	21	4	1	8	109	120	34	5	1	0	0	0	0	0	0
11:00	308	25	21	4	5	18	101	148	28	7	1	0	0	0	0	0	0
12:00	352	26	21	5	2	20	108	151	63	7	1	0	0	0	0	0	0
13:00	336	25	21	4	1	23	106	158	44	3	1	0	0	0	0	0	0
14:00	354	24	20	4	6	30	123	164	28	3	0	0	0	0	0	0	0
15:00	339	24	20	4	4	41	114	147	28	4	1	0	0	0	0	0	0
16:00	344	25	20	4	6	23	130	147	35	3	0	0	0	0	0	0	0
17:00	348	24	20	4	3	35	151	127	28	4	0	0	0	0	0	0	0
18:00	348	24	19	4	6	24	171	125	19	3	0	0	0	0	0	0	0
19:00	267	24	20	4	2	21	112	112	19	1	0	0	0	0	0	0	0
20:00	233	25	21	4	1	9	83	109	24	7	0	0	0	0	0	0	0
21:00	225	25	20	4	4	21	78	97	19	6	0	0	0	0	0	0	0
22:00	165	25	21	4	1	14	59	70	18	3	0	0	0	0	0	0	0
23:00	107	27	22	5	0	7	32	42	22	4	0	0	0	0	0	0	0
Total																	
12H(7-19)	4399	25	21	4	62	325	1500	1983	470	52	5	2	0	0	0	0	0
16H(6-22)	5500	25	21	4	72	397	1825	2503	616	78	7	2	0	0	0	0	0
18H(6-24)	5772	25	21	4	73	418	1916	2615	656	85	7	2	0	0	0	0	0
24H(0-24)	6476	26	21	5	78	450	1994	2882	902	147	17	5	1	0	0	0	0
AM Peak	07:00	03:00	03:00	03:00	07:00	07:00	09:00	08:00	05:00	03:00	04:00	09:00	04:00	-	-	-	-
	472	33	27	6	20	56	133	250	89	25	5	2	1	0	0	0	0
PM Peak	14:00	23:00	23:00	23:00	18:00	15:00	18:00	14:00	12:00	20:00	15:00	-	-	-	-	-	-
	354	27	22	5	6	41	171	164	63	7	1	0	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 64.98716 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **22 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	117	27	22	5	0	6	28	58	21	4	0	0	0	0	0	0	0
01:00	35	28	23	5	0	3	8	13	8	3	0	0	0	0	0	0	0
02:00	24	28	22	6	0	4	6	6	6	2	0	0	0	0	0	0	0
03:00	20	30	24	6	0	1	3	10	2	4	0	0	0	0	0	0	0
04:00	58	27	23	4	0	3	9	31	12	2	1	0	0	0	0	0	0
05:00	130	27	22	4	0	6	33	64	23	3	0	1	0	0	0	0	0
06:00	202	26	21	5	2	15	55	94	29	6	1	0	0	0	0	0	0
07:00	286	25	20	5	15	29	97	107	34	2	2	0	0	0	0	0	0
08:00	315	25	21	4	2	33	84	152	38	6	0	0	0	0	0	0	0
09:00	303	25	20	4	7	33	95	138	26	4	0	0	0	0	0	0	0
10:00	286	24	20	4	2	25	100	133	21	4	1	0	0	0	0	0	0
11:00	308	25	20	4	3	33	90	152	23	6	0	1	0	0	0	0	0
12:00	342	25	20	5	4	32	122	139	44	0	1	0	0	0	0	0	0
13:00	405	25	20	5	10	46	127	172	47	2	0	1	0	0	0	0	0
14:00	514	24	20	4	6	45	172	243	46	2	0	0	0	0	0	0	0
15:00	471	24	19	5	15	65	167	188	33	1	1	1	0	0	0	0	0
16:00	523	24	19	5	8	81	186	201	44	3	0	0	0	0	0	0	0
17:00	589	24	19	5	14	95	240	202	35	2	0	1	0	0	0	0	0
18:00	502	23	18	5	13	77	239	154	15	3	0	0	0	1	0	0	0
19:00	380	23	18	5	5	69	186	98	20	2	0	0	0	0	0	0	0
20:00	236	24	20	5	2	30	98	83	20	2	0	1	0	0	0	0	0
21:00	257	25	20	5	2	23	111	88	27	5	1	0	0	0	0	0	0
22:00	283	26	21	5	1	30	96	108	44	3	1	0	0	0	0	0	0
23:00	199	25	21	4	2	11	66	90	24	5	1	0	0	0	0	0	0
Total																	
12H(7-19)	4844	24	20	5	99	594	1719	1981	406	35	5	4	0	1	0	0	0
16H(6-22)	5919	24	20	5	110	731	2169	2344	502	50	7	5	0	1	0	0	0
18H(6-24)	6401	24	20	5	113	772	2331	2542	570	58	9	5	0	1	0	0	0
24H(0-24)	6785	25	20	5	113	795	2418	2724	642	76	10	6	0	1	0	0	0
AM Peak	08:00	03:00	03:00	03:00	07:00	11:00	10:00	11:00	08:00	11:00	07:00	11:00	-	-	-	-	-
	315	30	24	6	15	33	100	152	38	6	2	1	0	0	0	0	0
PM Peak	17:00	22:00	23:00	22:00	15:00	17:00	17:00	14:00	13:00	23:00	23:00	20:00	-	18:00	-	-	-
	589	26	21	5	15	95	240	243	47	5	1	1	0	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref. 615601**

Speed Report (Speed Limit 30 Mph) **22 Mar 2023** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 60<65	Bin 13 =>65
00:00	162	27	22	5	0	8	39	77	31	6	1	0	0	0	0	0	0
01:00	75	29	23	6	1	7	11	26	22	7	1	0	0	0	0	0	0
02:00	50	29	23	6	0	6	8	16	15	5	0	0	0	0	0	0	0
03:00	119	32	26	6	1	5	6	35	40	29	1	2	0	0	0	0	0
04:00	261	29	25	5	1	9	22	106	98	18	6	0	1	0	0	0	0
05:00	421	28	23	5	2	20	79	189	112	15	2	2	0	0	0	0	0
06:00	578	27	22	5	5	36	107	296	113	18	3	0	0	0	0	0	0
07:00	758	25	20	5	35	85	222	319	89	6	2	0	0	0	0	0	0
08:00	782	25	21	4	5	59	213	402	92	11	0	0	0	0	0	0	0
09:00	756	25	21	4	12	54	228	372	80	8	0	2	0	0	0	0	0
10:00	564	25	21	4	3	33	209	253	55	9	2	0	0	0	0	0	0
11:00	616	25	21	4	8	51	191	300	51	13	1	1	0	0	0	0	0
12:00	694	26	21	5	6	52	230	290	107	7	2	0	0	0	0	0	0
13:00	741	25	21	4	11	69	233	330	91	5	1	1	0	0	0	0	0
14:00	868	24	20	4	12	75	295	407	74	5	0	0	0	0	0	0	0
15:00	810	24	20	5	19	106	281	335	61	5	2	1	0	0	0	0	0
16:00	867	24	20	5	14	104	316	348	79	6	0	0	0	0	0	0	0
17:00	937	24	19	5	17	130	391	329	63	6	0	1	0	0	0	0	0
18:00	850	24	19	5	19	101	410	279	34	6	0	0	0	1	0	0	0
19:00	647	24	19	5	7	90	298	210	39	3	0	0	0	0	0	0	0
20:00	469	25	20	4	3	39	181	192	44	9	0	1	0	0	0	0	0
21:00	482	25	20	4	6	44	189	185	46	11	1	0	0	0	0	0	0
22:00	448	25	21	5	2	44	155	178	62	6	1	0	0	0	0	0	0
23:00	306	26	21	5	2	18	98	132	46	9	1	0	0	0	0	0	0
Total																	
12H(7-19)	9243	25	20	4	161	919	3219	3964	876	87	10	6	0	1	0	0	0
16H(6-22)	11419	25	20	4	182	1128	3994	4847	1118	128	14	7	0	1	0	0	0
18H(6-24)	12173	25	20	4	186	1190	4247	5157	1226	143	16	7	0	1	0	0	0
24H(0-24)	13261	25	20	4	191	1245	4412	5606	1544	223	27	11	1	1	0	0	0
AM Peak	08:00	03:00	03:00	03:00	07:00	07:00	09:00	08:00	06:00	03:00	04:00	09:00	04:00	-	-	-	-
	782	32	26	6	35	85	228	402	113	29	6	2	1	0	0	0	0
PM Peak	17:00	23:00	23:00	17:00	18:00	17:00	18:00	14:00	12:00	21:00	15:00	20:00	-	18:00	-	-	-
	937	26	21	5	19	130	410	407	107	11	2	1	0	1	0	0	0

PCC Traffic Information Consultancy Ltd.

A437 High Street, Harlington ATC 1

Site Ref. 6156 **Site No.** 615601

Speed Report (Speed Limit 30 Mph) **23 Mar 2023** **Channel:** Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	54	28	23	5	0	4	7	26	14	2	1	0	0	0	0	0	0
01:00	27	28	23	4	0	1	3	15	6	2	0	0	0	0	0	0	0
02:00	29	28	23	4	0	2	2	18	3	4	0	0	0	0	0	0	0
03:00	128	30	25	4	1	2	12	46	49	13	2	2	1	0	0	0	0
04:00	204	30	25	4	3	3	11	74	86	19	8	0	0	0	0	0	0
05:00	306	29	24	5	3	14	41	121	101	20	5	0	1	0	0	0	0
06:00	414	27	22	5	2	20	84	220	76	10	2	0	0	0	0	0	0
07:00	466	26	21	5	2	33	131	210	84	5	1	0	0	0	0	0	0
08:00	455	26	21	5	5	16	170	187	67	8	2	0	0	0	0	0	0
09:00	341	25	21	4	7	18	101	164	47	4	0	0	0	0	0	0	0
10:00	261	25	20	5	13	15	89	115	27	1	1	0	0	0	0	0	0
11:00	292	24	20	4	6	16	110	135	22	3	0	0	0	0	0	0	0
12:00	344	26	21	5	2	22	124	131	55	9	1	0	0	0	0	0	0
13:00	338	25	21	4	3	21	101	171	37	5	0	0	0	0	0	0	0
14:00	304	25	21	4	6	21	102	134	35	6	0	0	0	0	0	0	0
15:00	346	24	20	5	8	34	141	137	23	3	0	0	0	0	0	0	0
16:00	329	24	20	4	5	32	129	131	30	2	0	0	0	0	0	0	0
17:00	368	24	19	5	8	47	153	126	29	5	0	0	0	0	0	0	0
18:00	354	24	20	4	6	27	144	144	32	1	0	0	0	0	0	0	0
19:00	281	24	19	5	8	36	110	103	23	1	0	0	0	0	0	0	0
20:00	241	25	21	5	6	16	92	89	31	4	3	0	0	0	0	0	0
21:00	200	27	22	5	2	14	59	82	34	7	2	0	0	0	0	0	0
22:00	151	26	21	5	2	11	45	66	24	2	1	0	0	0	0	0	0
23:00	68	27	22	5	0	2	19	31	14	1	0	1	0	0	0	0	0
Total																	
12H(7-19)	4198	25	20	4	71	302	1495	1785	488	52	5	0	0	0	0	0	0
16H(6-22)	5334	25	21	4	89	388	1840	2279	652	74	12	0	0	0	0	0	0
18H(6-24)	5553	25	21	4	91	401	1904	2376	690	77	13	1	0	0	0	0	0
24H(0-24)	6301	26	21	5	98	427	1980	2676	949	137	29	3	2	0	0	0	0
AM Peak	07:00	04:00	04:00	05:00	10:00	07:00	08:00	06:00	05:00	05:00	04:00	03:00	05:00	-	-	-	-
	466	30	25	5	13	33	170	220	101	20	8	2	1	0	0	0	0
PM Peak	17:00	23:00	23:00	21:00	19:00	17:00	17:00	13:00	12:00	12:00	20:00	23:00	-	-	-	-	-
	368	27	22	5	8	47	153	171	55	9	3	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref.** 615601

Speed Report (Speed Limit 30 Mph) **23 Mar 2023** **Channel:** Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10-<15	Bin 3 15-<20	Bin 4 20-<25	Bin 5 25-<30	Bin 6 30-<35	Bin 7 35-<40	Bin 8 40-<45	Bin 9 45-<50	Bin 10 50-<55	Bin 11 55-<60	Bin 12 60-<65	Bin 13 =>65
00:00	96	28	22	5	0	9	20	40	24	3	0	0	0	0	0	0	0
01:00	49	31	24	7	0	6	4	22	8	7	0	2	0	0	0	0	0
02:00	30	29	21	8	2	6	7	7	3	3	2	0	0	0	0	0	0
03:00	21	27	21	5	0	3	7	6	3	2	0	0	0	0	0	0	0
04:00	47	28	23	5	0	3	10	19	14	1	0	0	0	0	0	0	0
05:00	156	25	21	4	2	14	51	66	20	2	0	0	1	0	0	0	0
06:00	221	27	22	5	3	12	59	102	38	5	1	0	1	0	0	0	0
07:00	307	24	19	5	13	34	110	122	25	2	1	0	0	0	0	0	0
08:00	343	24	20	5	10	35	118	148	26	6	0	0	0	0	0	0	0
09:00	313	24	19	5	7	45	112	118	29	1	1	0	0	0	0	0	0
10:00	285	24	19	5	8	46	103	104	22	2	0	0	0	0	0	0	0
11:00	283	24	19	5	4	41	115	94	26	3	0	0	0	0	0	0	0
12:00	323	25	20	4	4	36	104	136	31	10	1	1	0	0	0	0	0
13:00	392	25	21	4	3	28	108	207	39	4	3	0	0	0	0	0	0
14:00	471	24	19	5	17	57	165	189	39	4	0	0	0	0	0	0	0
15:00	453	24	19	5	21	45	183	173	29	2	0	0	0	0	0	0	0
16:00	543	24	19	5	21	58	224	200	39	1	0	0	0	0	0	0	0
17:00	575	24	18	5	32	103	232	175	31	1	1	0	0	0	0	0	0
18:00	519	23	17	5	37	111	208	150	11	1	1	0	0	0	0	0	0
19:00	347	23	18	5	12	78	161	85	11	0	0	0	0	0	0	0	0
20:00	262	24	20	5	4	42	93	94	22	6	0	1	0	0	0	0	0
21:00	251	26	20	5	3	32	84	89	39	4	0	0	0	0	0	0	0
22:00	282	26	21	4	0	28	65	142	41	4	2	0	0	0	0	0	0
23:00	166	27	22	5	0	14	31	82	31	8	0	0	0	0	0	0	0
Total																	
12H(7-19)	4807	24	19	5	177	639	1782	1816	347	37	8	1	0	0	0	0	0
16H(6-22)	5888	24	19	5	199	803	2179	2186	457	52	9	2	1	0	0	0	0
18H(6-24)	6336	24	19	5	199	845	2275	2410	529	64	11	2	1	0	0	0	0
24H(0-24)	6735	24	20	5	203	886	2374	2570	601	82	13	4	2	0	0	0	0
AM Peak	08:00	01:00	01:00	02:00	07:00	10:00	08:00	08:00	06:00	01:00	02:00	01:00	06:00	-	-	-	-
	343	31	24	8	13	46	118	148	38	7	2	2	1	0	0	0	0
PM Peak	17:00	23:00	23:00	18:00	18:00	18:00	17:00	13:00	22:00	12:00	13:00	20:00	-	-	-	-	-
	575	27	22	5	37	111	232	207	41	10	3	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 6156 **Site Ref. 615601**

Speed Report (Speed Limit 30 Mph) **23 Mar 2023** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10Mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 60<65	Bin 13 =>65
00:00	150	28	22	5	0	13	27	66	38	5	1	0	0	0	0	0	0
01:00	76	30	24	6	0	7	7	37	14	9	0	2	0	0	0	0	0
02:00	59	29	22	7	2	8	9	25	6	7	2	0	0	0	0	0	0
03:00	149	30	25	5	1	5	19	52	52	15	2	2	1	0	0	0	0
04:00	251	30	25	5	3	6	21	93	100	20	8	0	0	0	0	0	0
05:00	462	28	23	6	5	28	92	187	121	22	5	0	2	0	0	0	0
06:00	635	27	22	5	5	32	143	322	114	15	3	0	1	0	0	0	0
07:00	773	25	21	4	15	67	241	332	109	7	2	0	0	0	0	0	0
08:00	798	25	21	4	15	51	288	335	93	14	2	0	0	0	0	0	0
09:00	654	25	20	4	14	63	213	282	76	5	1	0	0	0	0	0	0
10:00	546	24	20	5	21	61	192	219	49	3	1	0	0	0	0	0	0
11:00	575	24	20	4	10	57	225	229	48	6	0	0	0	0	0	0	0
12:00	667	26	21	5	6	58	228	267	86	19	2	1	0	0	0	0	0
13:00	730	25	21	4	6	49	209	378	76	9	3	0	0	0	0	0	0
14:00	775	25	20	5	23	78	267	323	74	10	0	0	0	0	0	0	0
15:00	799	24	19	5	29	79	324	310	52	5	0	0	0	0	0	0	0
16:00	872	24	19	5	26	90	353	331	69	3	0	0	0	0	0	0	0
17:00	943	24	19	5	40	150	385	301	60	6	1	0	0	0	0	0	0
18:00	873	24	18	5	43	138	352	294	43	2	1	0	0	0	0	0	0
19:00	628	23	18	5	20	114	271	188	34	1	0	0	0	0	0	0	0
20:00	503	25	20	5	10	58	185	183	53	10	3	1	0	0	0	0	0
21:00	451	26	21	5	5	46	143	171	73	11	2	0	0	0	0	0	0
22:00	433	26	21	4	2	39	110	208	65	6	3	0	0	0	0	0	0
23:00	234	27	22	5	0	16	50	113	45	9	0	1	0	0	0	0	0
Total																	
12H(7-19)	9005	25	20	5	248	941	3277	3601	835	89	13	1	0	0	0	0	0
16H(6-22)	11222	25	20	5	288	1191	4019	4465	1109	126	21	2	1	0	0	0	0
18H(6-24)	11889	25	20	5	290	1246	4179	4786	1219	141	24	3	1	0	0	0	0
24H(0-24)	13036	25	20	5	301	1313	4354	5246	1550	219	42	7	4	0	0	0	0
AM Peak	08:00	03:00	04:00	02:00	10:00	07:00	08:00	08:00	05:00	05:00	04:00	03:00	05:00	-	-	-	-
	798	30	25	7	21	67	288	335	121	22	8	2	2	0	0	0	0
PM Peak	17:00	23:00	23:00	21:00	18:00	17:00	17:00	13:00	12:00	12:00	22:00	23:00	-	-	-	-	-
	943	27	22	5	43	150	385	378	86	19	3	1	0	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Harlington, Wednesday 22nd March 2023

Traffic Information Consultancy

Junction: 1
Approach: A437 North

	Left to High Street Harlington								Ahead to A437 (S)								Right to Warner Close							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	2	0	0	0	2	1	0	104	9	0	0	4	118	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	3	0	0	0	0	3	0	0	88	13	0	1	4	106	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	1	1	1	0	102	16	1	0	2	122	0	0	0	0	0	0	0	0
07:45 - 08:00	2	0	0	0	0	0	0	2	0	0	99	11	1	2	7	120	0	0	1	0	0	0	0	1
Hourly Total	**2**	**0**	**3**	**2**	**0**	**0**	**1**	**8**	**2**	**0**	**393**	**49**	**2**	**3**	**17**	**466**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	1	0	1	0	0	0	0	2	1	1	89	6	0	1	6	104	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	1	0	0	0	0	1	0	0	85	14	2	0	5	106	0	0	2	0	0	0	0	2
08:30 - 08:45	1	0	4	0	0	0	0	5	0	2	88	14	0	0	3	107	0	0	2	0	0	0	0	2
08:45 - 09:00	0	0	3	0	0	0	0	3	0	0	118	15	1	1	4	139	0	0	2	0	0	0	0	2
Hourly Total	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**11**	**1**	**3**	**380**	**49**	**3**	**2**	**18**	**456**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	1	91	17	2	0	2	113	0	0	1	0	0	0	0	1
09:15 - 09:30	0	0	1	0	0	0	0	1	0	4	108	16	1	0	7	136	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	1	0	0	0	0	2	1	1	77	9	0	0	8	96	0	0	3	0	0	0	0	3
09:45 - 10:00	2	0	0	0	0	0	0	2	0	1	71	20	1	1	6	100	0	0	1	0	0	0	0	1
Hourly Total	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**5**	**1**	**7**	**347**	**62**	**4**	**1**	**23**	**445**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
TOTAL	**7**	**0**	**14**	**2**	**0**	**0**	**1**	**24**	**4**	**10**	**1120**	**160**	**9**	**6**	**58**	**1367**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**13**
16:00 - 16:15	0	0	3	0	0	0	1	4	0	0	64	7	1	0	4	76	0	0	2	0	0	0	0	2
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	65	8	1	0	8	82	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	0	0	2	2	1	67	9	0	0	5	84	0	0	1	0	0	0	0	1
16:45 - 17:00	0	0	2	0	0	0	0	2	1	0	75	5	0	0	7	88	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**9**	**3**	**1**	**271**	**29**	**2**	**0**	**24**	**330**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
17:00 - 17:15	0	0	1	0	0	0	0	1	4	3	71	4	0	0	5	87	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	4	0	0	0	0	4	0	2	74	7	0	1	4	88	0	0	2	0	0	0	0	2
17:30 - 17:45	0	0	2	0	0	0	0	2	1	2	78	5	0	0	7	93	0	0	2	0	0	0	0	2
17:45 - 18:00	0	0	2	1	0	0	0	3	0	1	57	8	0	0	6	72	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**10**	**5**	**8**	**280**	**24**	**0**	**1**	**22**	**340**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
18:00 - 18:15	0	0	1	0	0	0	0	1	1	2	71	2	0	1	5	82	0	0	2	0	0	0	0	2
18:15 - 18:30	0	0	1	1	0	0	0	2	1	3	72	7	0	0	4	87	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	2	1	78	6	0	0	6	93	0	1	3	0	0	0	0	4
18:45 - 19:00	0	0	2	0	0	0	0	2	0	2	68	6	0	0	4	80	0	1	0	0	0	0	0	1
Hourly Total	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**4**	**8**	**289**	**21**	**0**	**1**	**19**	**342**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**7**
TOTAL	**0**	**0**	**21**	**2**	**0**	**0**	**1**	**24**	**12**	**17**	**840**	**74**	**2**	**2**	**65**	**1012**	**0**	**2**	**12**	**0**	**0**	**0**	**0**	**14**

Harlington, Wednesday 22nd March 2023

Traffic Information Consultancy

Junction: 1
Approach: High Street Harlington

	Left to A437 (S)								Ahead to Warner Close								Right to A437 (N)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
08:30 - 08:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
08:45 - 09:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**
09:00 - 09:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
09:30 - 09:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
09:45 - 10:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
TOTAL	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**
16:00 - 16:15	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
16:45 - 17:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	1	0	0	0	**1**
17:45 - 18:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**2**
18:00 - 18:15	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	2	0	0	0	0	**2**
18:30 - 18:45	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**1**
18:45 - 19:00	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**4**
TOTAL	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**1**	**0**	**0**	**0**	**8**

Harlington, Wednesday 22nd March 2023

Traffic Information Consultancy

Junction: 1
Approach: A437 South

	Left to Warner Close								Ahead to A437 (N)								Right to High Street Harlington							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	**0**	1	0	45	5	0	0	5	**56**	0	0	0	0	0	0	0	**0**
07:15 - 07:30	0	0	0	0	0	0	0	**0**	0	2	63	9	0	0	7	**81**	0	0	0	0	0	0	0	**0**
07:30 - 07:45	0	0	0	0	0	0	0	**0**	1	3	64	6	2	0	7	**83**	0	0	1	0	0	0	0	**1**
07:45 - 08:00	0	0	0	0	0	0	0	**0**	0	0	47	11	1	0	7	**66**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**219**	**31**	**3**	**0**	**26**	**286**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
08:00 - 08:15	0	0	0	0	0	0	0	**0**	0	2	82	10	2	0	3	**99**	0	0	0	0	0	0	0	**0**
08:15 - 08:30	0	0	0	0	0	0	0	**0**	0	0	67	1	1	0	4	**73**	0	0	0	0	0	0	0	**0**
08:30 - 08:45	0	0	0	0	0	0	0	**0**	1	0	69	1	0	0	5	**76**	0	0	2	0	0	0	0	**2**
08:45 - 09:00	0	0	0	0	0	0	0	**0**	0	0	49	5	1	0	4	**59**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**267**	**17**	**4**	**0**	**16**	**307**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
09:00 - 09:15	0	0	0	0	0	0	0	**0**	1	0	60	11	0	0	4	**76**	0	0	0	0	0	0	0	**0**
09:15 - 09:30	0	0	0	0	0	0	0	**0**	0	0	53	8	0	0	7	**68**	0	0	1	1	0	0	0	**2**
09:30 - 09:45	0	0	0	0	0	0	0	**0**	0	0	61	10	2	0	2	**75**	0	0	0	0	0	0	0	**0**
09:45 - 10:00	0	0	0	0	0	0	0	**0**	0	3	53	10	0	0	7	**73**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**227**	**39**	**2**	**0**	**20**	**292**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**10**	**713**	**87**	**9**	**0**	**62**	**885**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
16:00 - 16:15	0	0	0	0	0	0	0	**0**	0	2	100	14	1	0	5	**122**	0	0	0	0	0	0	0	**0**
16:15 - 16:30	0	0	0	0	0	0	0	**0**	2	0	99	11	0	0	4	**116**	0	0	0	0	0	0	0	**0**
16:30 - 16:45	0	0	0	0	0	0	0	**0**	0	4	137	12	1	0	7	**161**	0	0	0	0	0	0	0	**0**
16:45 - 17:00	0	0	0	0	0	0	0	**0**	0	1	118	7	0	1	5	**132**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**454**	**44**	**2**	**1**	**21**	**531**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	**0**	1	0	121	9	0	0	4	**135**	0	0	0	0	0	0	0	**0**
17:15 - 17:30	0	0	0	0	0	0	0	**0**	1	2	143	10	1	2	4	**163**	0	0	0	0	0	0	0	**0**
17:30 - 17:45	0	0	0	0	0	0	0	**0**	1	2	126	7	0	0	8	**144**	0	0	0	0	0	0	0	**0**
17:45 - 18:00	0	0	0	0	0	0	0	**0**	2	1	124	11	0	0	7	**145**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**514**	**37**	**1**	**2**	**23**	**587**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
18:00 - 18:15	0	0	0	0	0	0	0	**0**	2	4	131	7	0	0	3	**147**	0	0	0	0	0	0	0	**0**
18:15 - 18:30	0	0	0	0	0	0	0	**0**	0	0	102	11	1	0	5	**119**	0	0	0	0	0	0	0	**0**
18:30 - 18:45	0	0	0	0	0	0	0	**0**	0	2	106	6	0	0	9	**123**	0	0	0	0	0	0	0	**0**
18:45 - 19:00	0	0	0	0	0	0	0	**0**	0	0	102	6	0	0	6	**114**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**441**	**30**	**1**	**0**	**23**	**503**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**18**	**1409**	**111**	**4**	**3**	**67**	**1621**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Harlington, Wednesday 22nd March 2023

Traffic Information Consultancy

Junction: 1
Approach: Warner Close

	Left to A437 (N)								Ahead to High Street Harlington								Right to A437 (S)							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
07:00 - 07:15	0	0	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
07:30 - 07:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 - 08:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**
08:00 - 08:15	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 - 08:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1**	**0**	**0**	**0**	**8**
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**1**	**0**	**5**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**1**	**0**	**21**	**2**	**0**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**
16:00 - 16:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**
17:00 - 17:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15 - 17:30	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:45 - 18:00	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
18:00 - 18:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
18:15 - 18:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
TOTAL	**0**	**2**	**14**	**1**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**2**	**0**	**0**	**0**	**8**

APPENDIX C

01 PROPOSED SITE PLAN
1:250

Scale Bar. 1:250
0 2.5m 10m 25m

N

Option 3: 18 Unit Scheme

	Plot No.	Beds	Occupants	GIA m^2	
Enabling Development	1	2	4	87	
	2	4	7	139	
	3	3	6	115	
	4	3	6	115	
	5	3	6	115	
	6	3	6	115	
	7	3	6	115	
	8	3	6	115	
	9	3	6	115	
	10	3	6	115	
	11	3	6	115	
	12	3	6	115	
	13	3	6	115	
	14	3	6	115	
	15	4	7	139	
	16	3	5	125	
	17	2	4	87	
	18	3	5	125	
					2082
Dower House	19	2	3	104	
	20	2	3	112	
	21	2	3	85	
					301
	Total			2383	

03 / 14.10.25 Parking layout amended
02 / 03.10.25 Site plan amended to relocate original Plot 1.
01 / 06.11.23 Bin and Cycle store relocated further out of RPA
revision/date note

morseWEBB architects
The Byre The Street Bramley Hampshire RG26 5DE
T: 01256 587888 W: www.morsewebb.co.uk

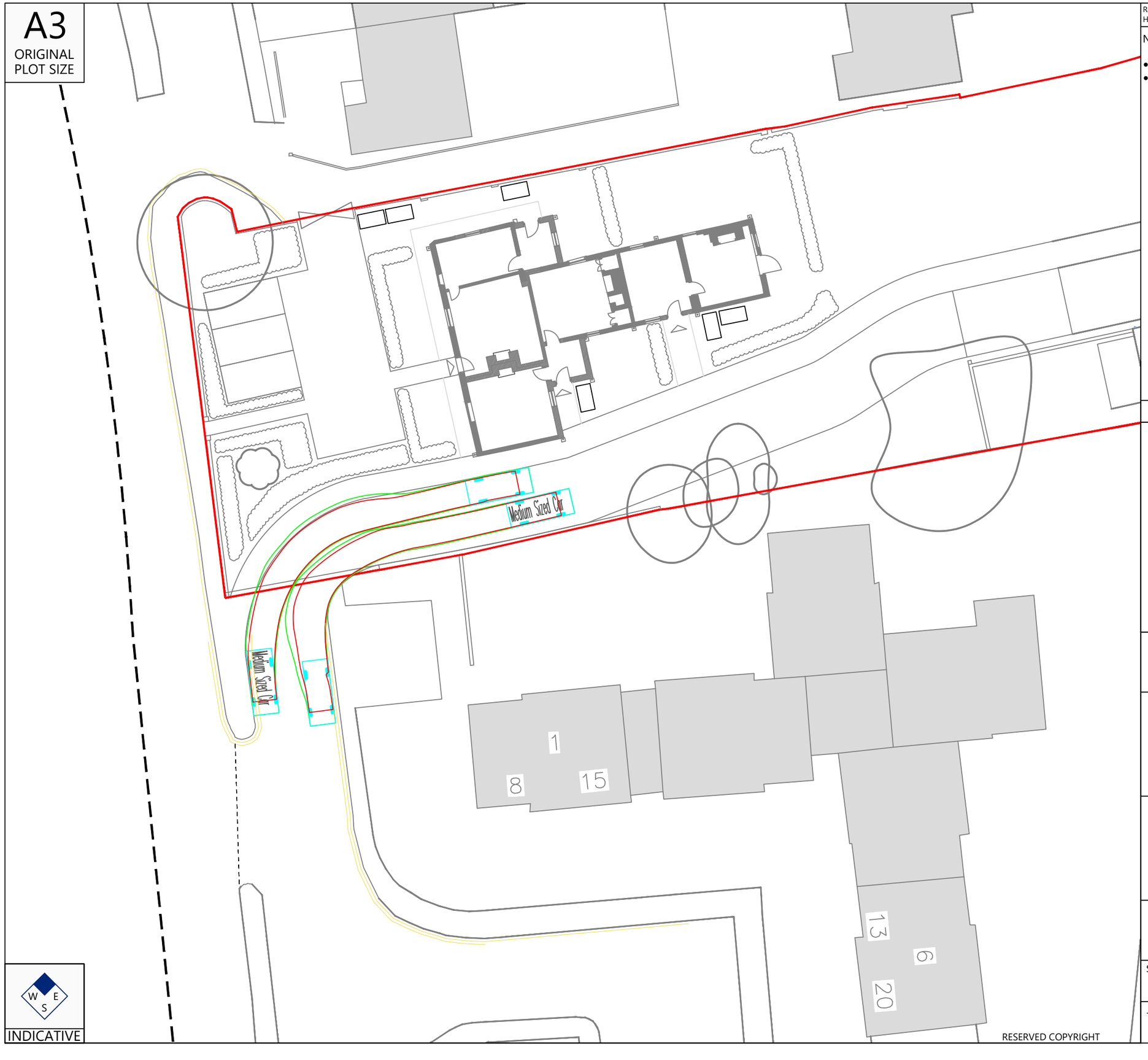
project
Dower House
Harlington High Street

title
Proposed Site Plan

scale 1:250 @A1
status PLANNING
job no. 748
dwg no. 005
status/revision PL03

APPENDIX D

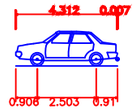
A3
ORIGINAL
PLOT SIZE



INDICATIVE

NOTES:

- Based on MorseWebb Architect's Drawing '748-005-PL05'.
- Swept Path Analysis of a Medium Sized Car.



Medium Sized Car	
Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	**5.042m**

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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London
Welwyn Garden City

Transport Planning Associates

1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:
KOMFORT SERVICES

PROJECT:
DOWER HOUSE, HIGH STREET
HARLINGTON, LONDON
BOROUGH OF HILLINGDON

TITLE:
ACCESS AND EGRESS OF A MEDIUM SIZED CAR

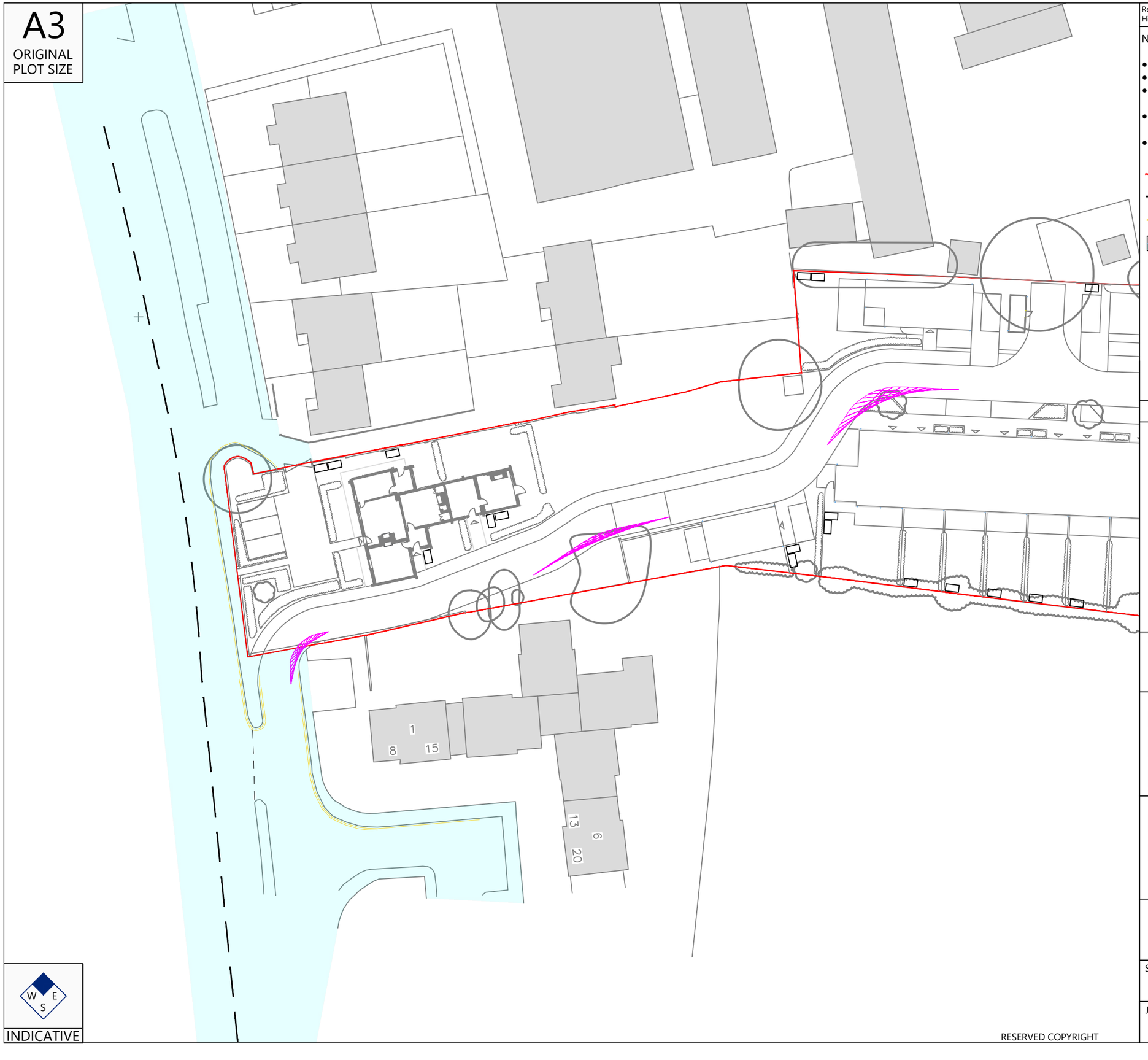
STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	04/12/25	WAJ	SS	DE

JOB NO:	DRAWING NO:	REVISION:
2111-014	SP03	-

APPENDIX E

A3
ORIGINAL
PLOT SIZE



NOTES:

- Based on MorseWebb Architect's Drawing '748-005-PL05'.
- Based on OS Mapping.
- Forward Visibility Splays provided in accordance with Manual for Streets.
- On-site Forward Visibility Splays based on 10mph vehicle speeds and site access based on 5mph vehicle speeds.
- Indicative Highway Boundary obtained from Nimbus Maps.

- Site Boundary
- Road Markings
- Parking Restrictions
- Indicative Highway Boundary
- 11m Forward Visibility Splay

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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PROJECT:
DOWER HOUSE, HIGH STREET
HARLINGTON, LONDON
BOROUGH OF HILLINGDON

TITLE:
PROPOSED SITE ACCESS
FORWARD VISIBILITY SPLAYS

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	03/12/25	WAJ	SS	DE

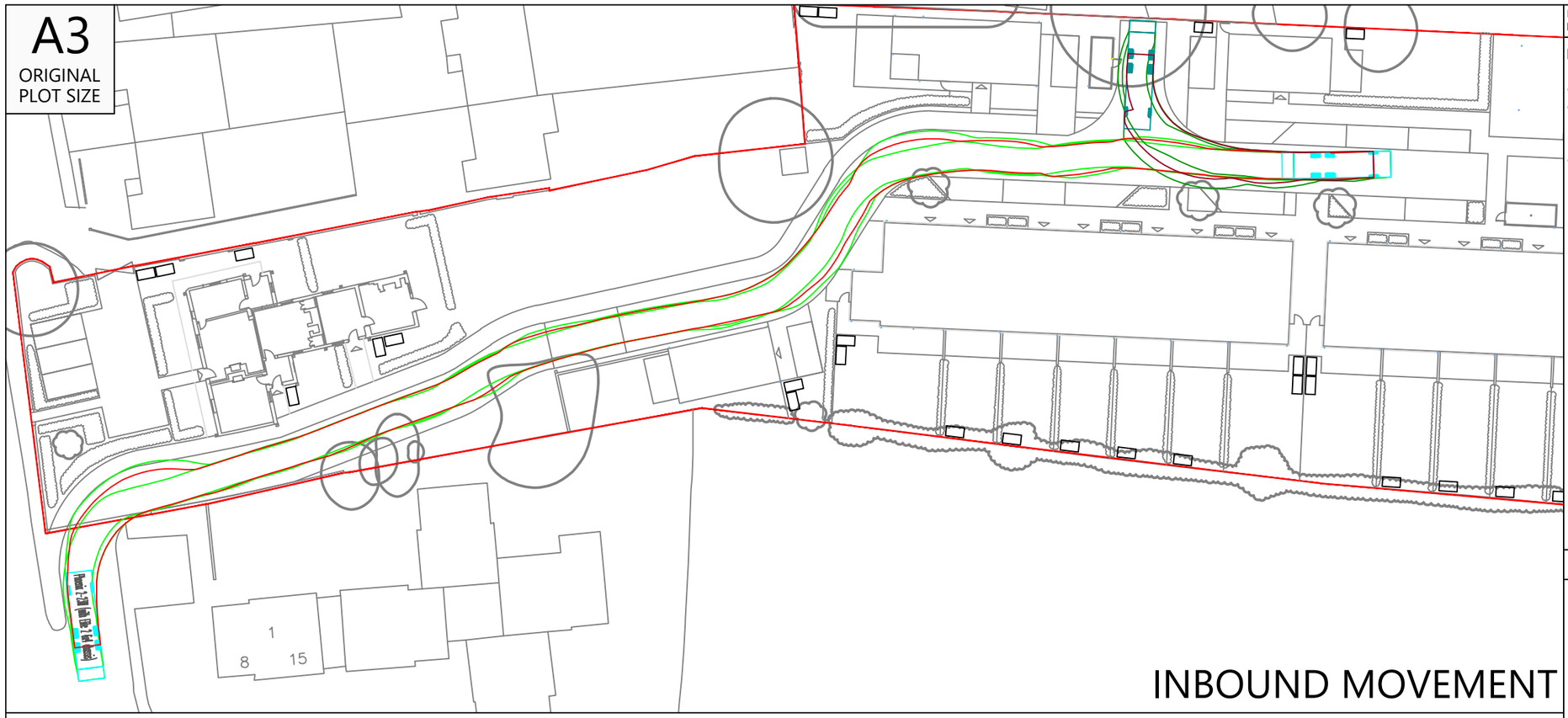
JOB NO:	DRAWING NO:	REVISION:
2111-014	VS01	-

W E S

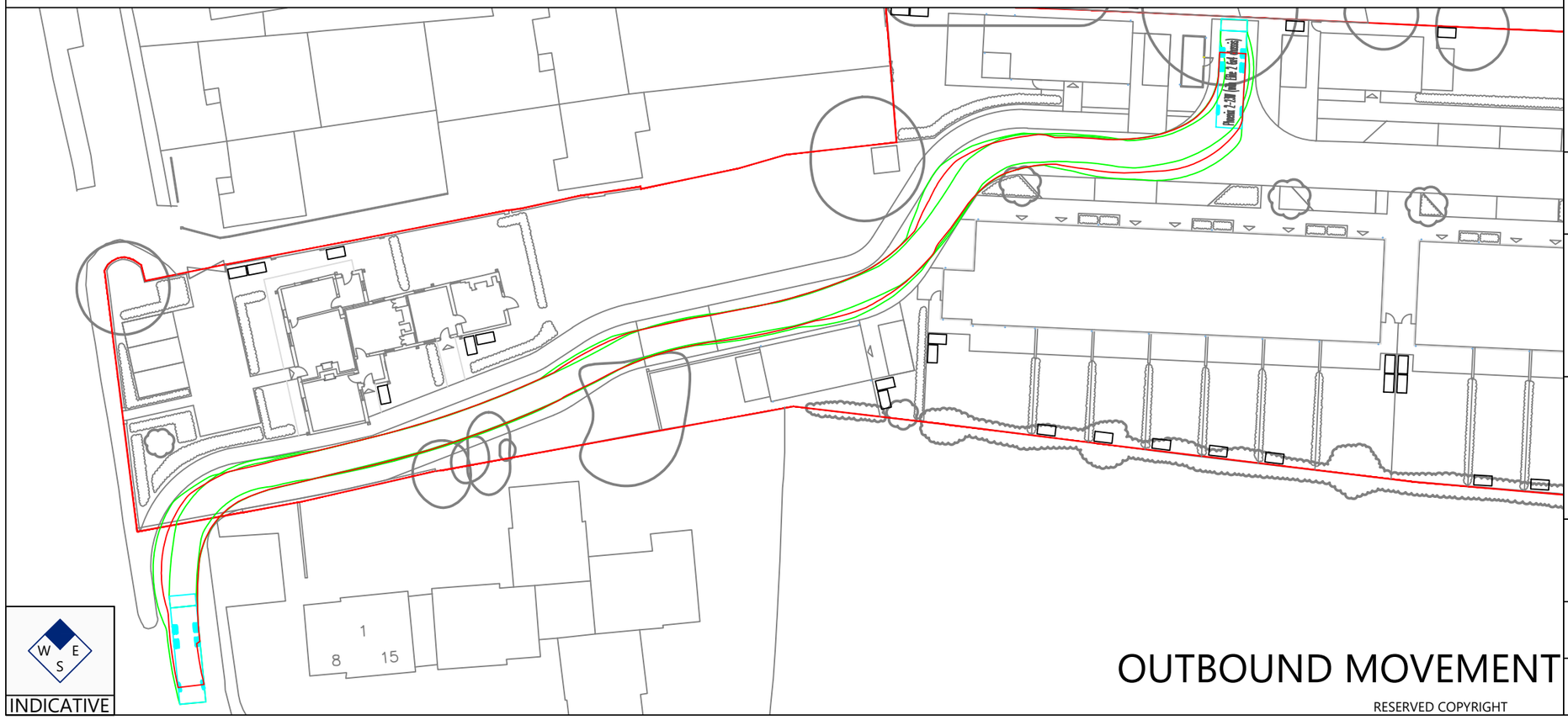
INDICATIVE

APPENDIX F

A3
ORIGINAL
PLOT SIZE



INBOUND MOVEMENT

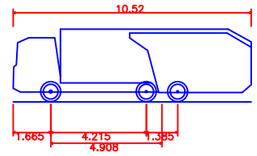


OUTBOUND MOVEMENT

INDICATIVE

NOTES:

- Based on MorseWebb Architect's Drawing '748-005-PL05'.
- Refuse Vehicle Dimension Requirements from AECOM Memo 13/01/17 'Former Nestle Factory - Waste and Recycling Response Note'.
- Swept Path Analysis of a Phoenix 2-23W (with Elite 2 6x4 chassis).



Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
KOMFORT SERVICES

PROJECT:
DOWER HOUSE, HIGH STREET
HARLINGTON, LONDON
BOROUGH OF HILLINGDON

TITLE:
SWEPT PATH ANALYSIS OF A 10.5M REFUSE VEHICLE

STATUS:
FOR INFORMATION

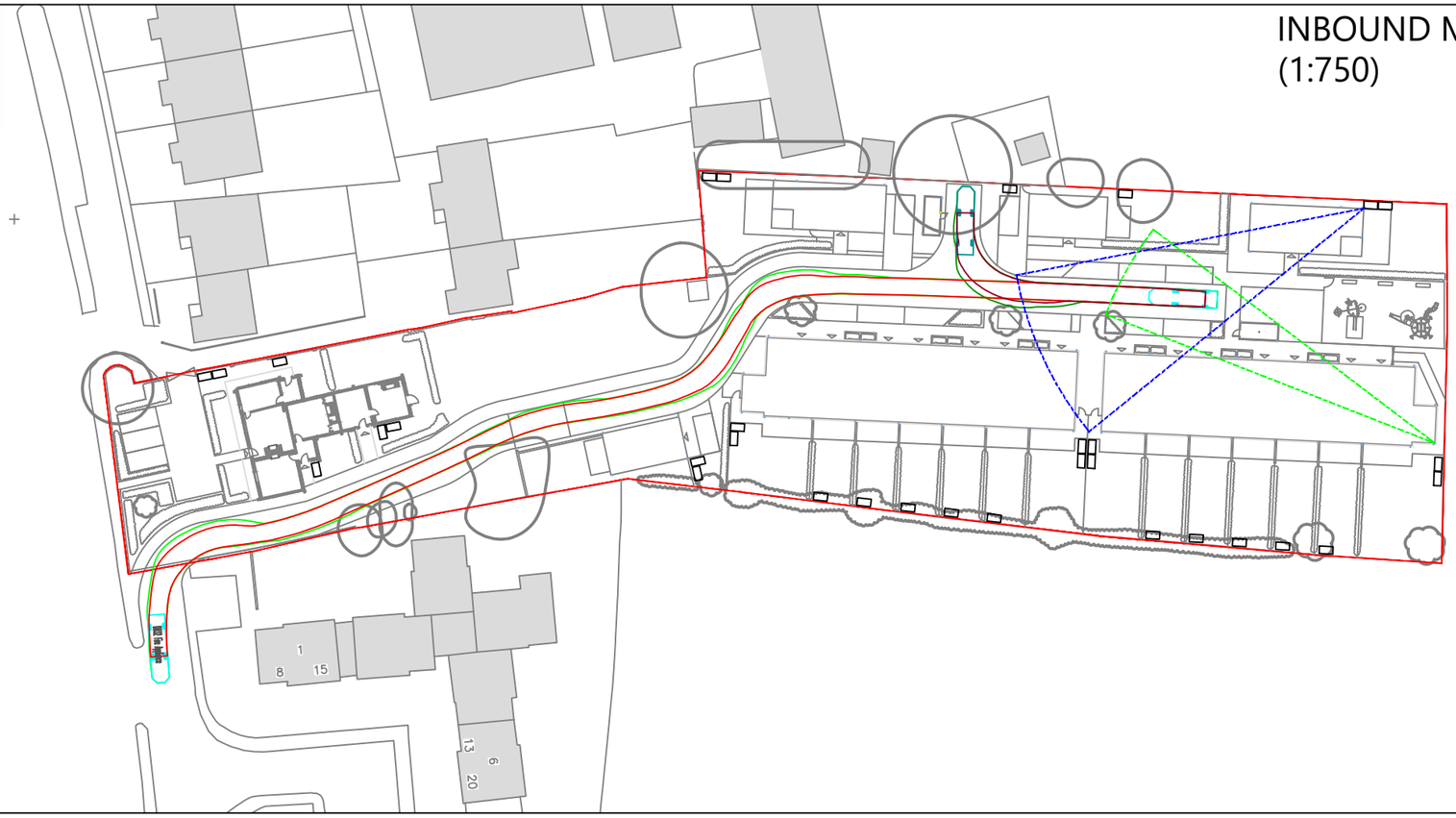
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	03/12/25	WAJ	SS	DE

JOB NO:	DRAWING NO:	REVISION:
2111-014	SP01	-

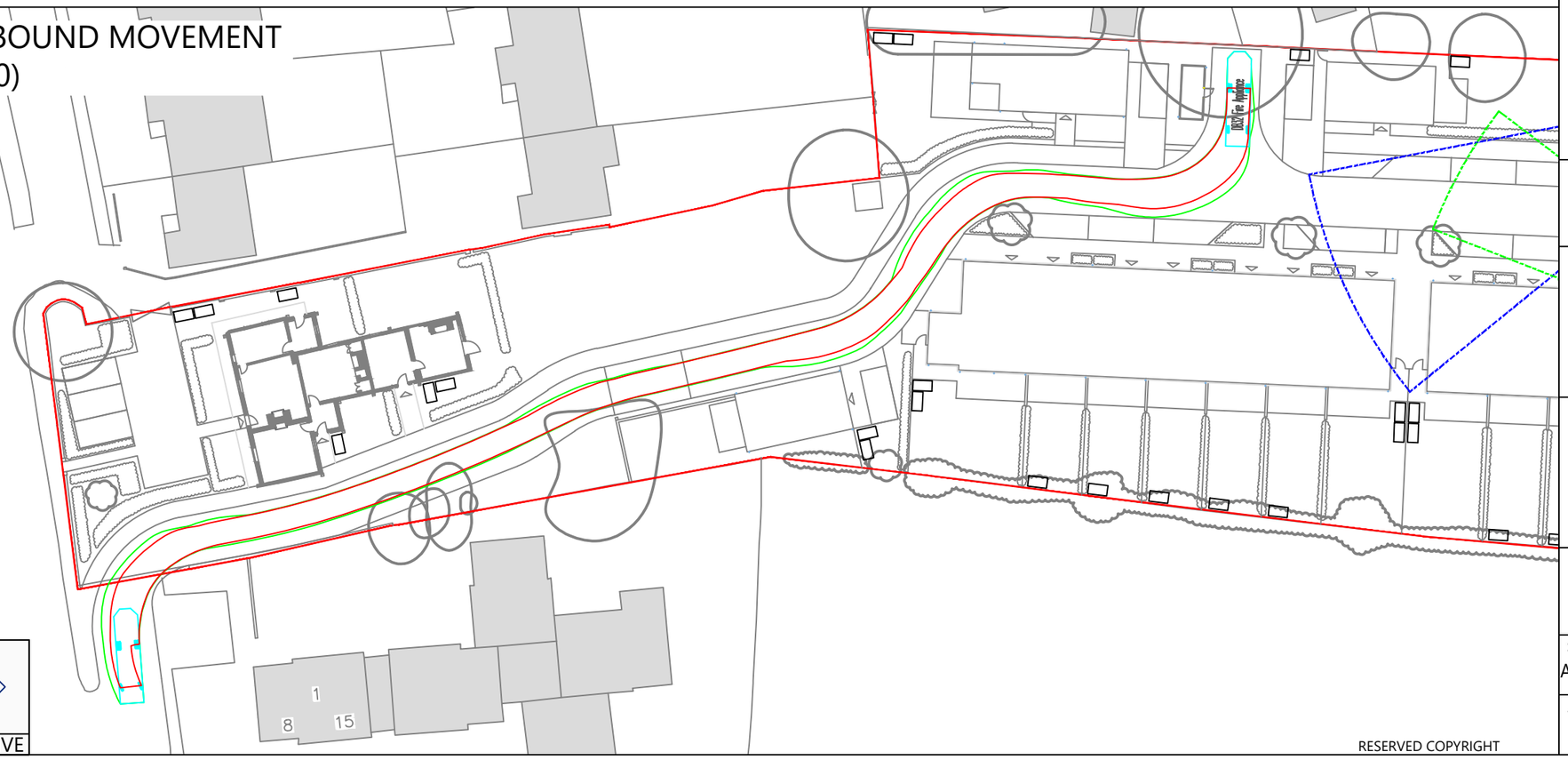
APPENDIX G

A3
ORIGINAL
PLOT SIZE

INBOUND MOVEMENT
(1:750)



OUTBOUND MOVEMENT
(1:500)



W E S

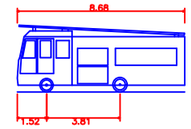
INDICATIVE

NOTES:

- Based on MorseWebb Architect's Drawing '748-005-PL05'.
- Swept Path Analysis of a DB32 Fire Appliance.

= 45m Fire Appliance Distance to Plot 16
= 45m Fire Appliance Distance to Plot 15

- 45m range of all buildings in line with '*The Building Regulation Requirement B5*' and '*Manual for Streets*'.



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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020 7119 1155
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CLIENT:
KOMFORT SERVICES

PROJECT:
DOWER HOUSE, HIGH STREET
HARLINGTON, LONDON
BOROUGH OF HILLINGDON

TITLE:
SWEPT PATH ANALYSIS OF A 8.6M FIRE APPPLIANCE

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
AS SHOWN	03/12/25	WAJ	SS	DE

JOB NO:	DRAWING NO:	REVISION:
2111-014	SP02	-

APPENDIX H

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 - 100 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 437 DWELLS

Date Range: Minimum: 05/05/1987 Maximum: 30/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 421 4000

Days of the week selected:

Friday	1
Monday	2
Thursday	2
Tuesday	4
Wednesday	1

Main Location Types selected:

Edge of Town Centre	2
Suburban Area	8

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	8
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

10,001 to 15,000	2
15,001 to 20,000	2
20,001 to 25,000	2
25,001 to 50,000	1
5,001 to 10,000	3

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	4
25,001 to 50,000	3
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	9

PTAL Rating:

No PTAL Present	10

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	1 day
	ON	LUTON	1 day
	SC	SURREY	1 day
	WS	WEST SUSSEX	1 day

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:	DWELLS
Actual Range:	6 to 437 (units:DWELLS)
Range Selected by User:	6 to 100 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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:

Friday	1 days
Monday	2 days
Thursday	2 days
Tuesday	4 days
Wednesday	1 days

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

Selected survey types:

Manual count	10
Direction ATC Count	0

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	2 days
Suburban Area	8 days

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:

No Sub Category	1 days
Residential Zone	9 days

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 Vehicle Counts:

Servicing vehicles Excluded	8 days
Servicing vehicles Included	2 days

Secondary Filtering Selection:

Use Class:

C3	10 surveys

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:

213 - 7600

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	3 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	4 surveys
25,001 to 50,000	3 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	9 surveys

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:

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	5 surveys
Yes	5 surveys

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	10 surveys

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.

COVID-19 Restrictions:

No

LIST OF SITES relevant to selection parameters:

Site 1:	ES-03-A-16	**Site area:**	1.399999976158142 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	92 DWELLS
Location:	NEWHAVEN	**Housing density:**	70.77
Postcode:	BN9 0FD	**Total Bedrooms:**	226.00
Main Location Type:	Edge of Town Centre	**Survey Date:**	14/03/2023
Sub Location Type:	No Sub Category	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 2:	HC-03-A-17	**Site area:**	0.800000011920929 hect
Development Name:	HOUSES & FLATS	**Number of dwellings:**	36 DWELLS
Location:	LIPHOOK	**Housing density:**	
Postcode:	GU30 7TG	**Total Bedrooms:**	130.00
Main Location Type:	Suburban Area	**Survey Date:**	12/11/2015
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 3:	HC-03-A-19	**Site area:**	1.399999976158142 hect
Development Name:	HOUSES & FLATS	**Number of dwellings:**	62 DWELLS
Location:	LIPHOOK	**Housing density:**	46.27
Postcode:	GU30 7TG	**Total Bedrooms:**	205.00
Main Location Type:	Suburban Area	**Survey Date:**	
Sub Location Type:	Residential Zone	**Survey Day:**	
PTAL:	n/a		

Site 4:	HC-03-A-23	**Site area:**	1.399999976158142 hect
Development Name:	HOUSES & FLATS	**Number of dwellings:**	62 DWELLS
Location:	LIPHOOK	**Housing density:**	46.27
Postcode:	GU30 7TG	**Total Bedrooms:**	205.00
Main Location Type:	Suburban Area	**Survey Date:**	19/11/2019
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 5:	HF-03-A-01	**Site area:**	1.7999999523162842 hect
Development Name:	MIXED HOUSES	**Number of dwellings:**	53 DWELLS
Location:	WELWYN GARDEN CITY	**Housing density:**	
Postcode:	AL8 6JR	**Total Bedrooms:**	
Main Location Type:	Edge of Town Centre	**Survey Date:**	06/09/2002
Sub Location Type:	Residential Zone	**Survey Day:**	Friday
PTAL:	n/a		

Site 6:	HF-03-A-07	**Site area:**	6.320000171661377 hect
Development Name:	MIXED HOUSES & BUNGALOWS	**Number of dwellings:**	92 DWELLS
		Housing density:	16.34
Location:	POTTERS BAR	**Total Bedrooms:**	280.00
Postcode:	EN6 2EE	**Survey Date:**	
Main Location Type:	Suburban Area	**Survey Day:**	
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 7:	KC-03-A-03	**Site area:**	1.3799999952316284 hect
Development Name:	MIXED HOUSES & FLATS	**Number of dwellings:**	51 DWELLS
Location:	ASHFORD	**Housing density:**	66.23
Postcode:	TN24 0FR	**Total Bedrooms:**	157.00
Main Location Type:	Suburban Area	**Survey Date:**	14/07/2016
Sub Location Type:	Residential Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 8:	ON-03-A-02	**Site area:**	3.4000000953674316 hect
Development Name:	SEMI DETACHED	**Number of dwellings:**	82 DWELLS
Location:	LUTON	**Housing density:**	27.33
Postcode:	LU3 2AT	**Total Bedrooms:**	
Main Location Type:	Suburban Area	**Survey Date:**	06/07/2004
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 9:	SC-03-A-03	**Site area:**	3 hect
Development Name:	DETACHED	**Number of dwellings:**	54 DWELLS
Location:	EAST MOLESEY	**Housing density:**	
Postcode:	KT8 9AZ	**Total Bedrooms:**	
Main Location Type:	Suburban Area	**Survey Date:**	12/11/2002
Sub Location Type:	Residential Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 10:	WS-03-A-05	**Site area:**	1.6100000143051147 hect
Development Name:	TERRACED & FLATS	**Number of dwellings:**	48 DWELLS
Location:	SHOREHAM BY SEA	**Housing density:**	50.00
Postcode:	BN43 6TQ	**Total Bedrooms:**	129.00
Main Location Type:	Suburban Area	**Survey Date:**	18/04/2012
Sub Location Type:	Residential Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.136	0.377	0.513
17:00-18:00	0.299	0.172	0.471

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	63	0.095	0.286	0.381
08:00-09:00	10	63	0.136	0.377	0.513
09:00-10:00	10	63	0.150	0.193	0.343
10:00-11:00	10	63	0.155	0.171	0.326
11:00-12:00	10	63	0.169	0.165	0.334
12:00-13:00	10	63	0.196	0.176	0.372
13:00-14:00	10	63	0.180	0.185	0.365
14:00-15:00	10	63	0.169	0.177	0.346
15:00-16:00	10	63	0.229	0.201	0.430
16:00-17:00	10	63	0.307	0.160	0.467
17:00-18:00	10	63	0.299	0.172	0.471
18:00-19:00	10	63	0.261	0.136	0.397
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.346	2.399	4.745

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.250	0.859	1.109
17:00-18:00	0.547	0.309	0.856

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	10	63	0.133	0.514	0.647
08:00-09:00	10	63	0.250	0.859	1.109
09:00-10:00	10	63	0.271	0.342	0.613
10:00-11:00	10	63	0.263	0.318	0.581
11:00-12:00	10	63	0.301	0.293	0.594
12:00-13:00	10	63	0.326	0.307	0.633
13:00-14:00	10	63	0.321	0.323	0.644
14:00-15:00	10	63	0.296	0.301	0.597
15:00-16:00	10	63	0.571	0.366	0.937
16:00-17:00	10	63	0.566	0.274	0.840
17:00-18:00	10	63	0.547	0.309	0.856
18:00-19:00	10	63	0.478	0.239	0.717
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.323	4.445	8.768

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.005**	**0.009**	**0.014**
08:00-09:00	**10**	**63**	**0.008**	**0.024**	**0.032**
09:00-10:00	**10**	**63**	**0.003**	**0.002**	**0.005**
10:00-11:00	**10**	**63**	**0.008**	**0.008**	**0.016**
11:00-12:00	**10**	**63**	**0.006**	**0.008**	**0.014**
12:00-13:00	**10**	**63**	**0.005**	**0.005**	**0.010**
13:00-14:00	**10**	**63**	**0.003**	**0.002**	**0.005**
14:00-15:00	**10**	**63**	**0.009**	**0.002**	**0.011**
15:00-16:00	**10**	**63**	**0.021**	**0.008**	**0.029**
16:00-17:00	**10**	**63**	**0.009**	**0.014**	**0.023**
17:00-18:00	**10**	**63**	**0.016**	**0.013**	**0.029**
18:00-19:00	**10**	**63**	**0.011**	**0.011**	**0.022**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.104**	**0.106**	**0.210**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.000**	**0.000**
08:00-09:00	**10**	**63**	**0.000**	**0.000**	**0.000**
09:00-10:00	**10**	**63**	**0.000**	**0.000**	**0.000**
10:00-11:00	**10**	**63**	**0.000**	**0.000**	**0.000**
11:00-12:00	**10**	**63**	**0.000**	**0.000**	**0.000**
12:00-13:00	**10**	**63**	**0.000**	**0.000**	**0.000**
13:00-14:00	**10**	**63**	**0.000**	**0.000**	**0.000**
14:00-15:00	**10**	**63**	**0.000**	**0.000**	**0.000**
15:00-16:00	**10**	**63**	**0.000**	**0.000**	**0.000**
16:00-17:00	**10**	**63**	**0.000**	**0.000**	**0.000**
17:00-18:00	**10**	**63**	**0.000**	**0.000**	**0.000**
18:00-19:00	**10**	**63**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.000**	**0.000**
08:00-09:00	**10**	**63**	**0.002**	**0.000**	**0.002**
09:00-10:00	**10**	**63**	**0.005**	**0.003**	**0.008**
10:00-11:00	**10**	**63**	**0.002**	**0.003**	**0.005**
11:00-12:00	**10**	**63**	**0.003**	**0.005**	**0.008**
12:00-13:00	**10**	**63**	**0.000**	**0.000**	**0.000**
13:00-14:00	**10**	**63**	**0.005**	**0.003**	**0.008**
14:00-15:00	**10**	**63**	**0.003**	**0.005**	**0.008**
15:00-16:00	**10**	**63**	**0.002**	**0.000**	**0.002**
16:00-17:00	**10**	**63**	**0.000**	**0.002**	**0.002**
17:00-18:00	**10**	**63**	**0.000**	**0.000**	**0.000**
18:00-19:00	**10**	**63**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.022**	**0.021**	**0.043**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.002**	**0.002**	**0.004**
08:00-09:00	**10**	**63**	**0.002**	**0.002**	**0.004**
09:00-10:00	**10**	**63**	**0.000**	**0.000**	**0.000**
10:00-11:00	**10**	**63**	**0.003**	**0.003**	**0.006**
11:00-12:00	**10**	**63**	**0.002**	**0.002**	**0.004**
12:00-13:00	**10**	**63**	**0.002**	**0.002**	**0.004**
13:00-14:00	**10**	**63**	**0.006**	**0.006**	**0.012**
14:00-15:00	**10**	**63**	**0.000**	**0.000**	**0.000**
15:00-16:00	**10**	**63**	**0.003**	**0.003**	**0.006**
16:00-17:00	**10**	**63**	**0.005**	**0.005**	**0.010**
17:00-18:00	**10**	**63**	**0.000**	**0.000**	**0.000**
18:00-19:00	**10**	**63**	**0.002**	**0.002**	**0.004**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.027**	**0.027**	**0.054**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	19/11/2019 - 25/03/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.035**	**0.169**	**0.204**
08:00-09:00	**10**	**63**	**0.049**	**0.206**	**0.255**
09:00-10:00	**10**	**63**	**0.073**	**0.092**	**0.165**
10:00-11:00	**10**	**63**	**0.060**	**0.076**	**0.136**
11:00-12:00	**10**	**63**	**0.066**	**0.076**	**0.142**
12:00-13:00	**10**	**63**	**0.092**	**0.079**	**0.171**
13:00-14:00	**10**	**63**	**0.085**	**0.082**	**0.167**
14:00-15:00	**10**	**63**	**0.092**	**0.089**	**0.181**
15:00-16:00	**10**	**63**	**0.114**	**0.093**	**0.207**
16:00-17:00	**10**	**63**	**0.158**	**0.062**	**0.220**
17:00-18:00	**10**	**63**	**0.184**	**0.084**	**0.268**
18:00-19:00	**10**	**63**	**0.120**	**0.049**	**0.169**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.128**	**1.157**	**2.285**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	12/11/2015 - 25/03/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.013**	**0.005**	**0.018**
08:00-09:00	**10**	**63**	**0.014**	**0.016**	**0.030**
09:00-10:00	**10**	**63**	**0.006**	**0.006**	**0.012**
10:00-11:00	**10**	**63**	**0.022**	**0.017**	**0.039**
11:00-12:00	**10**	**63**	**0.022**	**0.024**	**0.046**
12:00-13:00	**10**	**63**	**0.021**	**0.017**	**0.038**
13:00-14:00	**10**	**63**	**0.016**	**0.016**	**0.032**
14:00-15:00	**10**	**63**	**0.013**	**0.013**	**0.026**
15:00-16:00	**10**	**63**	**0.011**	**0.017**	**0.028**
16:00-17:00	**10**	**63**	**0.009**	**0.006**	**0.015**
17:00-18:00	**10**	**63**	**0.003**	**0.008**	**0.011**
18:00-19:00	**10**	**63**	**0.006**	**0.006**	**0.012**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.156**	**0.151**	**0.307**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	12/11/2015 - 25/03/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.000**	**0.000**
08:00-09:00	**10**	**63**	**0.000**	**0.002**	**0.002**
09:00-10:00	**10**	**63**	**0.005**	**0.000**	**0.005**
10:00-11:00	**10**	**63**	**0.000**	**0.002**	**0.002**
11:00-12:00	**10**	**63**	**0.000**	**0.000**	**0.000**
12:00-13:00	**10**	**63**	**0.000**	**0.000**	**0.000**
13:00-14:00	**10**	**63**	**0.000**	**0.000**	**0.000**
14:00-15:00	**10**	**63**	**0.002**	**0.002**	**0.004**
15:00-16:00	**10**	**63**	**0.002**	**0.003**	**0.005**
16:00-17:00	**10**	**63**	**0.002**	**0.003**	**0.005**
17:00-18:00	**10**	**63**	**0.000**	**0.000**	**0.000**
18:00-19:00	**10**	**63**	**0.002**	**0.002**	**0.004**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.013**	**0.014**	**0.027**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	14/07/2016 - 25/03/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.111**	**0.350**	**0.461**
08:00-09:00	**10**	**63**	**0.160**	**0.536**	**0.696**
09:00-10:00	**10**	**63**	**0.180**	**0.250**	**0.430**
10:00-11:00	**10**	**63**	**0.198**	**0.226**	**0.424**
11:00-12:00	**10**	**63**	**0.215**	**0.222**	**0.437**
12:00-13:00	**10**	**63**	**0.253**	**0.241**	**0.494**
13:00-14:00	**10**	**63**	**0.234**	**0.245**	**0.479**
14:00-15:00	**10**	**63**	**0.214**	**0.229**	**0.443**
15:00-16:00	**10**	**63**	**0.347**	**0.275**	**0.622**
16:00-17:00	**10**	**63**	**0.445**	**0.209**	**0.654**
17:00-18:00	**10**	**63**	**0.405**	**0.217**	**0.622**
18:00-19:00	**10**	**63**	**0.348**	**0.180**	**0.528**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**3.110**	**3.180**	**6.290**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.017**	**0.065**	**0.082**
08:00-09:00	**10**	**63**	**0.076**	**0.207**	**0.283**
09:00-10:00	**10**	**63**	**0.074**	**0.052**	**0.126**
10:00-11:00	**10**	**63**	**0.041**	**0.070**	**0.111**
11:00-12:00	**10**	**63**	**0.070**	**0.052**	**0.122**
12:00-13:00	**10**	**63**	**0.055**	**0.047**	**0.102**
13:00-14:00	**10**	**63**	**0.065**	**0.071**	**0.136**
14:00-15:00	**10**	**63**	**0.059**	**0.062**	**0.121**
15:00-16:00	**10**	**63**	**0.169**	**0.068**	**0.237**
16:00-17:00	**10**	**63**	**0.073**	**0.046**	**0.119**
17:00-18:00	**10**	**63**	**0.079**	**0.073**	**0.152**
18:00-19:00	**10**	**63**	**0.063**	**0.043**	**0.106**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.841**	**0.856**	**1.697**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.090**	**0.090**
08:00-09:00	**10**	**63**	**0.005**	**0.090**	**0.095**
09:00-10:00	**10**	**63**	**0.013**	**0.036**	**0.049**
10:00-11:00	**10**	**63**	**0.016**	**0.014**	**0.030**
11:00-12:00	**10**	**63**	**0.009**	**0.011**	**0.020**
12:00-13:00	**10**	**63**	**0.013**	**0.014**	**0.027**
13:00-14:00	**10**	**63**	**0.019**	**0.005**	**0.024**
14:00-15:00	**10**	**63**	**0.014**	**0.008**	**0.022**
15:00-16:00	**10**	**63**	**0.033**	**0.014**	**0.047**
16:00-17:00	**10**	**63**	**0.040**	**0.005**	**0.045**
17:00-18:00	**10**	**63**	**0.047**	**0.006**	**0.053**
18:00-19:00	**10**	**63**	**0.054**	**0.003**	**0.057**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.263**	**0.296**	**0.559**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	06/09/2002 - 25/03/2024
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.019**	**0.019**
08:00-09:00	**10**	**63**	**0.005**	**0.038**	**0.043**
09:00-10:00	**10**	**63**	**0.011**	**0.024**	**0.035**
10:00-11:00	**10**	**63**	**0.013**	**0.014**	**0.027**
11:00-12:00	**10**	**63**	**0.008**	**0.008**	**0.016**
12:00-13:00	**10**	**63**	**0.009**	**0.014**	**0.023**
13:00-14:00	**10**	**63**	**0.009**	**0.005**	**0.014**
14:00-15:00	**10**	**63**	**0.009**	**0.008**	**0.017**
15:00-16:00	**10**	**63**	**0.028**	**0.013**	**0.041**
16:00-17:00	**10**	**63**	**0.024**	**0.003**	**0.027**
17:00-18:00	**10**	**63**	**0.016**	**0.005**	**0.021**
18:00-19:00	**10**	**63**	**0.017**	**0.003**	**0.020**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.149**	**0.154**	**0.303**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	18/04/2012 - 25/03/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.000**	**0.000**
08:00-09:00	**10**	**63**	**0.000**	**0.000**	**0.000**
09:00-10:00	**10**	**63**	**0.000**	**0.000**	**0.000**
10:00-11:00	**10**	**63**	**0.000**	**0.000**	**0.000**
11:00-12:00	**10**	**63**	**0.000**	**0.000**	**0.000**
12:00-13:00	**10**	**63**	**0.000**	**0.000**	**0.000**
13:00-14:00	**10**	**63**	**0.000**	**0.000**	**0.000**
14:00-15:00	**10**	**63**	**0.000**	**0.000**	**0.000**
15:00-16:00	**10**	**63**	**0.000**	**0.000**	**0.000**
16:00-17:00	**10**	**63**	**0.000**	**0.000**	**0.000**
17:00-18:00	**10**	**63**	**0.000**	**0.000**	**0.000**
18:00-19:00	**10**	**63**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**10**	**63**	**0.000**	**0.055**	**0.055**
08:00-09:00	**10**	**63**	**0.000**	**0.040**	**0.040**
09:00-10:00	**10**	**63**	**0.002**	**0.013**	**0.015**
10:00-11:00	**10**	**63**	**0.003**	**0.000**	**0.003**
11:00-12:00	**10**	**63**	**0.002**	**0.002**	**0.004**
12:00-13:00	**10**	**63**	**0.003**	**0.000**	**0.003**
13:00-14:00	**10**	**63**	**0.008**	**0.000**	**0.008**
14:00-15:00	**10**	**63**	**0.003**	**0.000**	**0.003**
15:00-16:00	**10**	**63**	**0.005**	**0.002**	**0.007**
16:00-17:00	**10**	**63**	**0.016**	**0.002**	**0.018**
17:00-18:00	**10**	**63**	**0.032**	**0.002**	**0.034**
18:00-19:00	**10**	**63**	**0.030**	**0.000**	**0.030**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.104**	**0.116**	**0.220**

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

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

Parameter Summary:

Trip rate parameter range selected:	6 - 100 (units: DWELLS)
Survey date date range:	18/04/2012 - 25/03/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	61
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.