Appendices

A. Correspondence with LB Hillingdon

Alex Keene

From:	Alex Keene
Sent:	15 July 2022 14:04
To:	Alan Tilly
Cc:	Mark Fitch
Subject:	MSD Site (Ref: 72870/PRC/2021/258)

Hi Alan,

Thank you for your time yesterday. Just to recap our discussion:

- Since the pre-application meeting, we have undertaken five days' worth of surveys (covering weeks either side of the summer half-term) at two existing Keltbray sites at West Drayton and Bedfont to gauge activity. The combined size of these sites is 5.4ha, and therefore slightly greater than that of the proposed site at Breakspear Road North
- A working assumption is that the two sites at West Drayton and Bedfont would be consolidated into the proposed site, with a small level of potential activity currently associated with a Keltbray site at Egham
- Following discussions with Keltbray, the combined sites' activity would provide a reasonable forecast of the anticipated activity of the proposed site at opening.
- The subsequent data identified an average level of activity equivalent to about 256 two-way movements per day (based on the profiles across the surveyed days). Based on the day of peak activity, the site would be expected to generate approximately 291 two-way movements per day
- For both the average and the Friday, the inbound peak hour is 0600-0700 and outbound 1700-1800, with circa 25-30 vehicles (30-35 two-way). The vast majority of these trips are by car / LGV.
- OGV activity is limited – there are on average 6 two-way movements in an hour in the morning and evening peaks, with typically 2-4 two-way movements an hour across the day. Friday activity was slightly higher with a few instances of 8-10 two-way movements an hour (up to 6 movements in a single direction or an average of one every 10 minutes). While Keltbray do operate some larger articulated HGVs, and infrequent extended vehicles, the majority of OGV activity is classified as OGV1.
- It was noted that the future site trip generation will therefore be limited, with peak traffic generation typically occurring out of highway peak or contra-peak.
- The extant permission associated with the site was also discussed. We do not have information on the historic activity associated with the MSD site, although we understand that the specific nature of their operation means that the trip generation of the site was limited. However, based on relevant TRICS trip rates for the closest uses to the extant permission, using the existing office / industrial footprint of the site, the daily trip generation of the consented use of the site is considerably greater than that associated with the proposed facility
- The level of potential activity is now better understood and is considerably lower than the potential activity identified in the scoping note, based on a rough rule of thumb. The predicted traffic is therefore unlikely to be significant in the context of the movements on the local highway network, so it was agreed that a TS rather than a TA would be suitable for submission as part of the planning application. This would include:
    - Review of relevant policy and the accessibility of the site
    - Information on the proposed site including anticipated nature of the operation, access and parking proposals and commentary on the other Keltbray sites with associated trip generation
    - Impact analysis to compare the forecast activity on site compared to that associated with the consented use of the site and baseline traffic flows (where available)
    - Commentary on demand management measures, including the production of a Travel Plan for the site
- You confirmed that no other matters we discussed were of concern, such as infrequent access by vehicles longer than 16.5 m artics. However we will document all expected vehicles in the TS.
- It was agreed that junction modelling would not be required and there are no current mitigation schemes identified to alleviate existing congestion at the junctions between the site and the A40. While subject to

requirement / viability analysis, in the event of any contributions being required you suggested these would be best focussed towards the existing Chiltern mainline bridge, noting that these were not going to be structural changes but more likely to be focussed to signage and improved guidance of vehicles under the structure. You were going to confirm what potential measures are being considered by LBH and also provide more information on the nature of the recent bridge strikes (noting this is an existing issue)

- The level of parking provision on site will need to be justified in light of employee numbers and LBH standards. It was noted that 100% EV provision from the start would be onerous, and we discussed staff parking with of the order of 20% active and 80% passive provision at opening as being more appropriate, with demand for EV charging monitored and provision increased as required.
- You will advise what the HS2 proposals are for footway and cycleway connections in the local area.

I trust this is in line with your recollection of the meeting. Given the need to progress, we would ask that you confirm if you have any comments on the above by 21/07/22.

Kind regards

Alex

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B. Proposed Site Layout

Key

- Retained Buildings
- Roads
- New Buildings
- Woodland
- Proposed Trees
- Ponds
- Parking
- Proposed Topography

USE KEY:

BUILDING 01
Office

BUILDING 02
Plant Workshop

BUILDING 03
GF: Small Tools Workshop / Storage
FF: Split in half - Spray Shop / Small Tools

BUILDING 04
GF: Storage
FF: Workshop

BUILDING 05
Structures, Fabrication
(Overhead Gantry Crane required)

YARD 01
Car Parking

YARD 02
Plant storage Yard, RTC Machines, Attachments

YARD 03
Storage for small tools
(Lorries, HIABS, Delivery Vans)

YARD 04
Structures Storage, Falsework, Panels, Scaffold

YARD 05
Structures Storage. Formwork, Spec Protection, Concrete Plant, Pumps, Booms

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55 Whitfield Street, London W1T 4AH
www.campbellarchitects.co.uk

Do not scale

Safety, Health and Environmental Information

In addition to the hazards/risks normally associated with the types of work detailed on this drawing and noted in the Designer Risk Assessments and health and safety plan, note the following:

- It is assured that all works on this will be carried out by a competent Contractor working where appropriate, to be an approved method statement.
- Where applicable, significant residual risks are highlighted in the body of the drawing.

General Note

- All levels and dimensions are approximate, detailed site surveys must be carried out by Contractor before commencement on building works. All levels and dimensions to be confirmed on site.
- All existing drawing informtion is indicative and subject to the detailed site survey.
- Drawing is for information only.
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Issue	Date	By	Chkd	Appd
00	28/09/22	SN	MM	RS

Issue	Date	By	Chkd	Appd

Client
Keltbray

Job Title
Former MSD Facility, Breakspear Road South, Ickenham

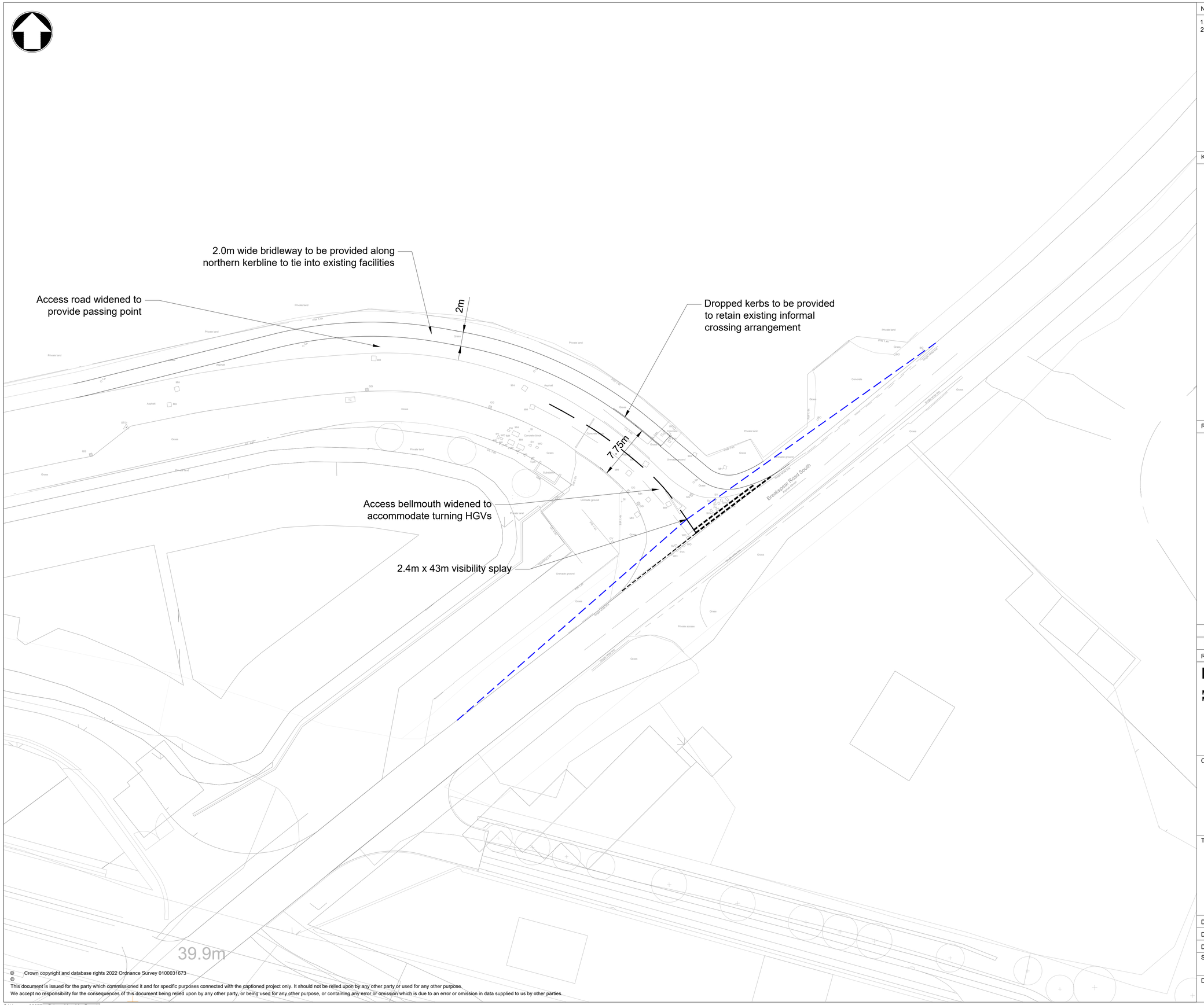
Drawing Title
Proposed Site Layout

Drawing Status
PLANNING

Scale at A0	Issue
1:1000	00

Project No	Drawing No
1381	1381-DR-A-00-010

C. Revised Site Access Layout and Swept Path Analysis



Notes

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2. All dimensions are in metres unless otherwise specified

Key to symbols

Proposed Kerbline

Visibility Splay based on MfS at 30mph

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P2	29/09/2022	JM	For Planning	AK	MF
P1	23/08/2022	JM	First Issue	AK	MF

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Client

keltbray

Title

Former MSD Facility
Breakspear Road South
Ickenham
Site Access Amendments

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P2	STD

Drawing Number

108003-MMD-00-XX-SK-D-0001

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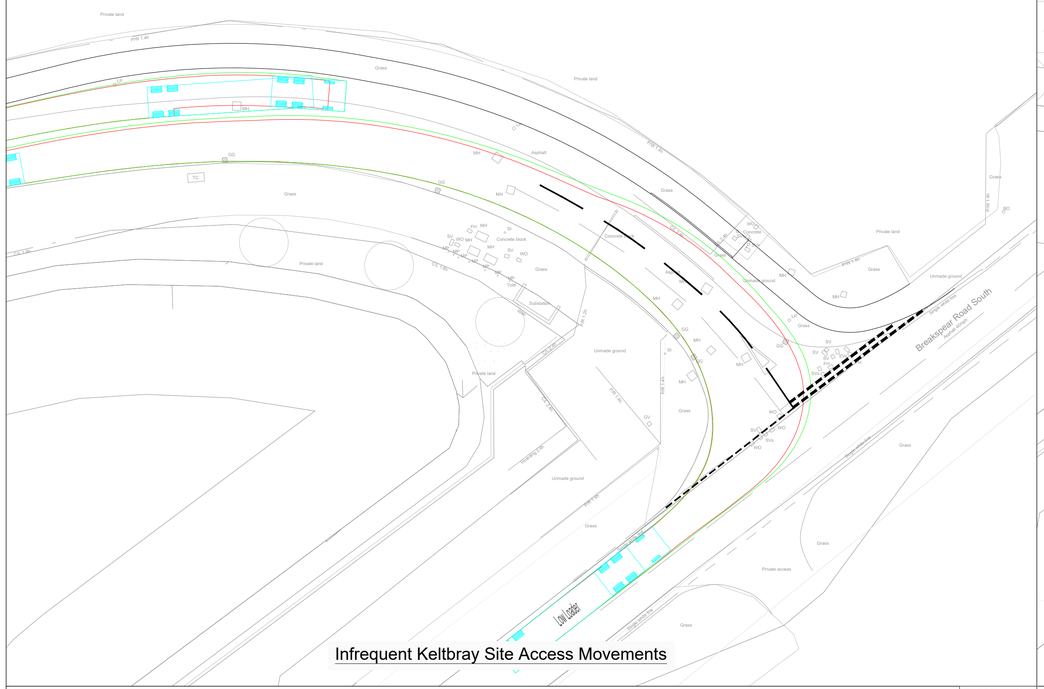
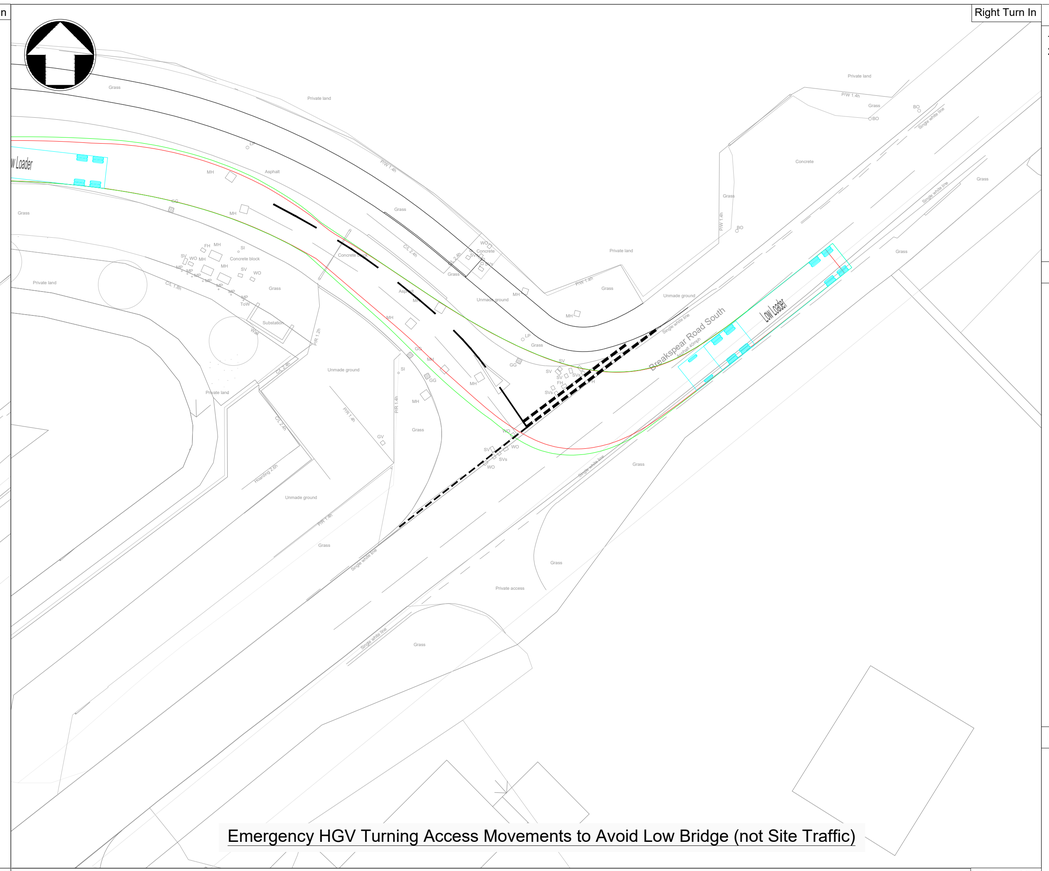


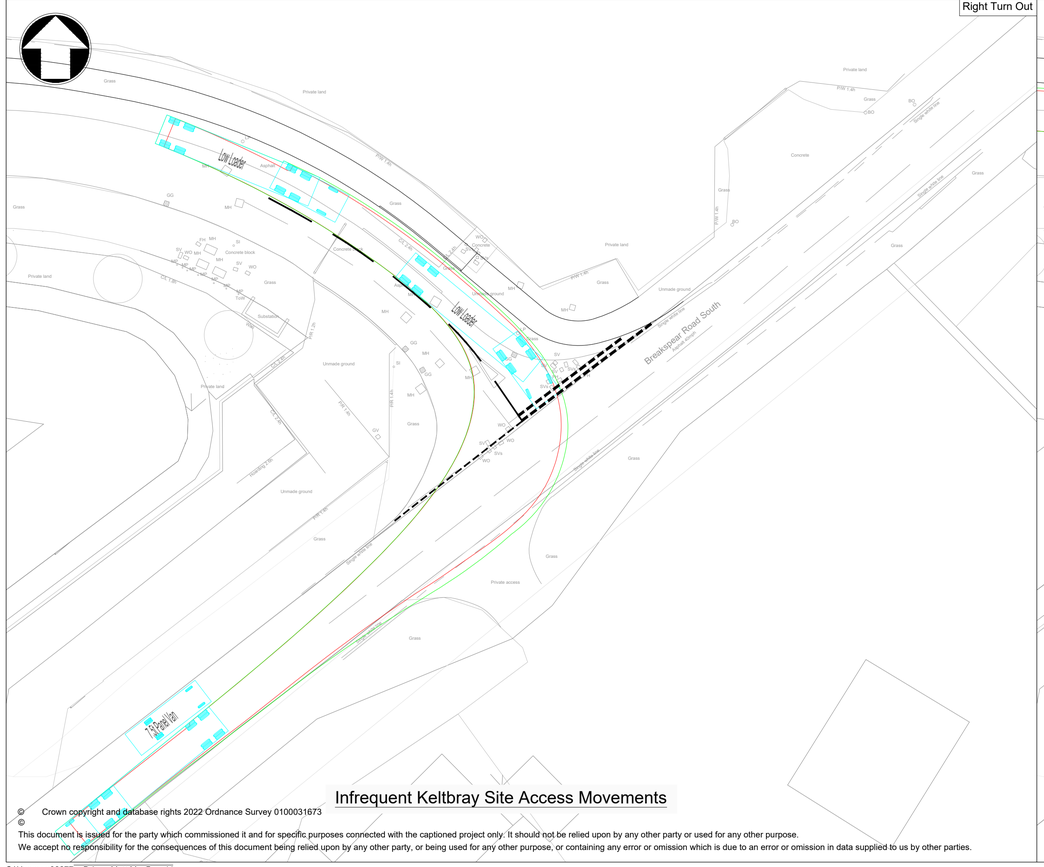
Infrequent Keltbray Site Access Movements

Right Turn In



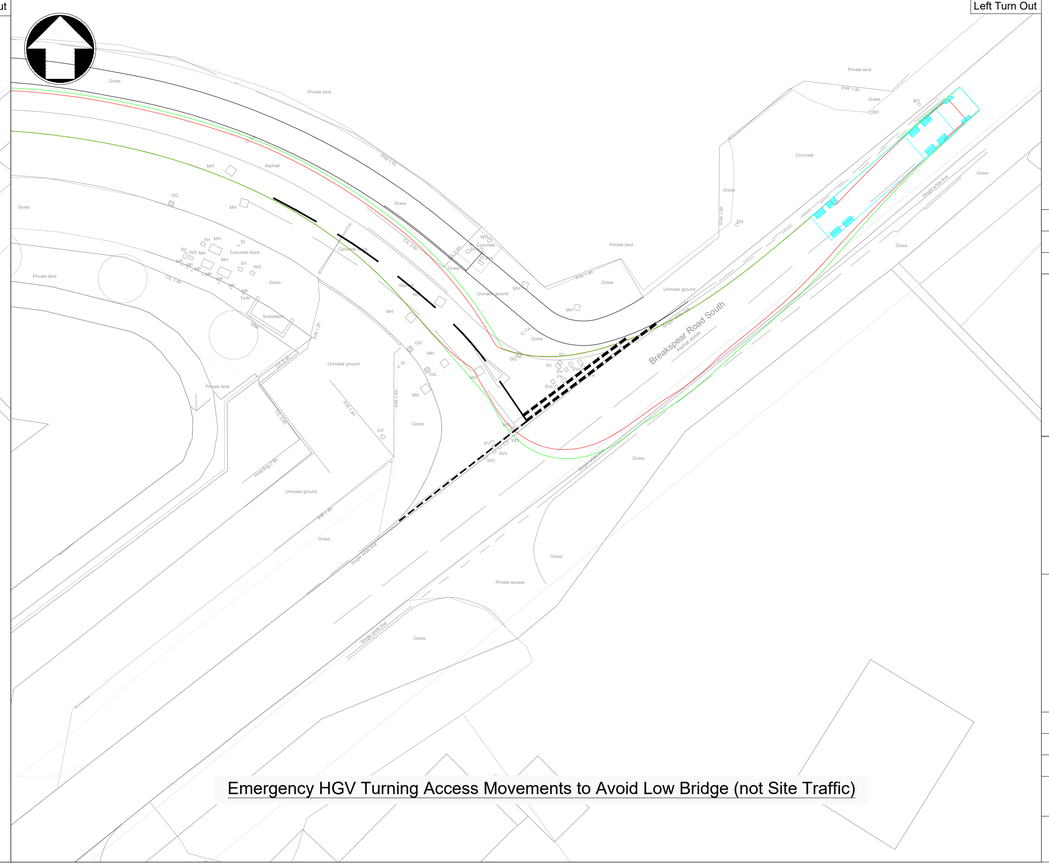
Emergency HGV Turning Access Movements to Avoid Low Bridge (not Site Traffic)

Right Turn Out



Infrequent Keltbray Site Access Movements

Left Turn Out



Emergency HGV Turning Access Movements to Avoid Low Bridge (not Site Traffic)

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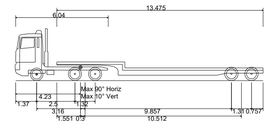

Low Loader

Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P2	29/09/2022	JM	For Planning	AK	MF
P1	23/08/2022	JM	First Issue	AK	MF

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Client

keltbray

Title

Former MSD Facility
Breakspear Road South
Ickenham
Site Access Swept Paths
Low Loader

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P2	STD

Drawing Number
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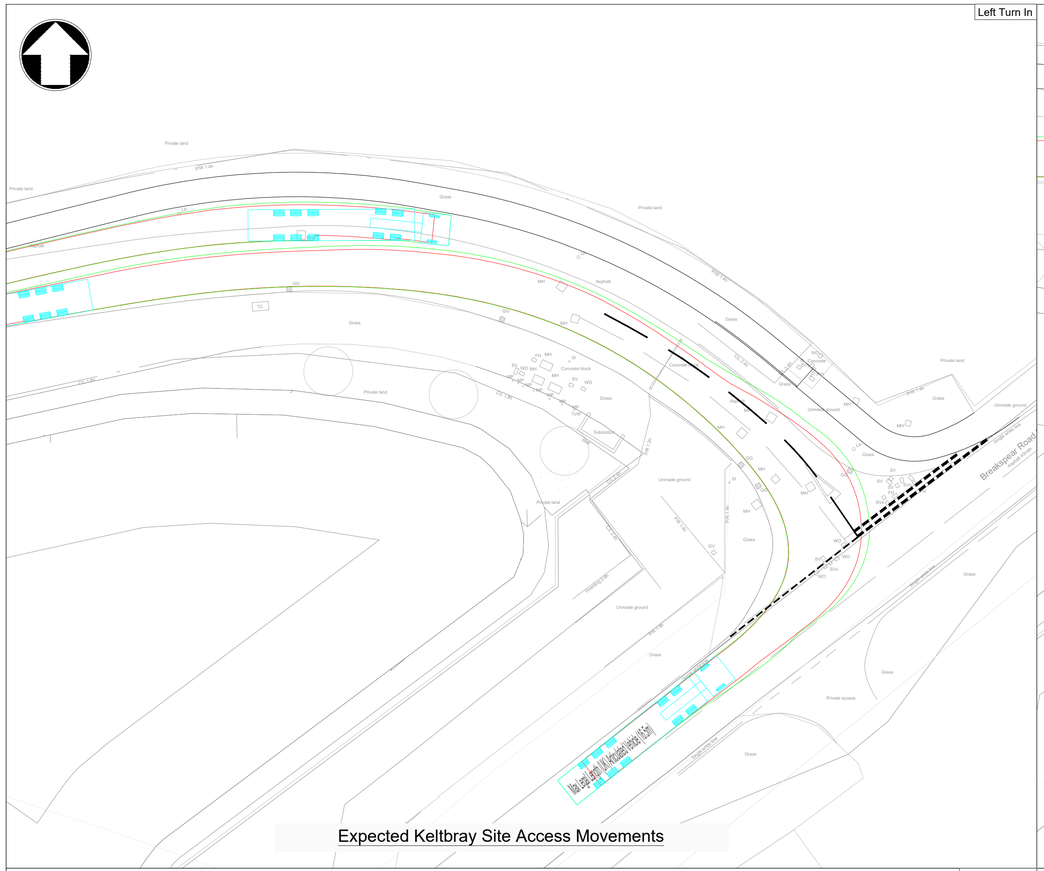
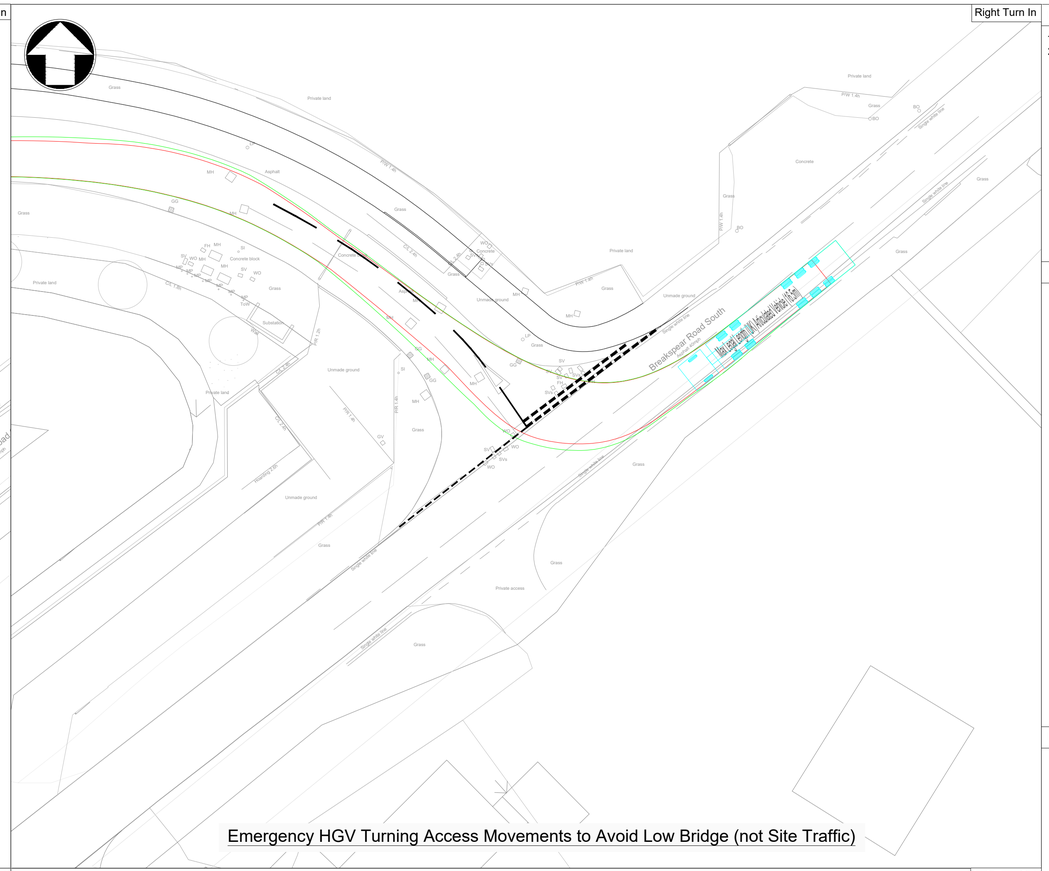


Expected Keltbray Site Access Movements

Right Turn In

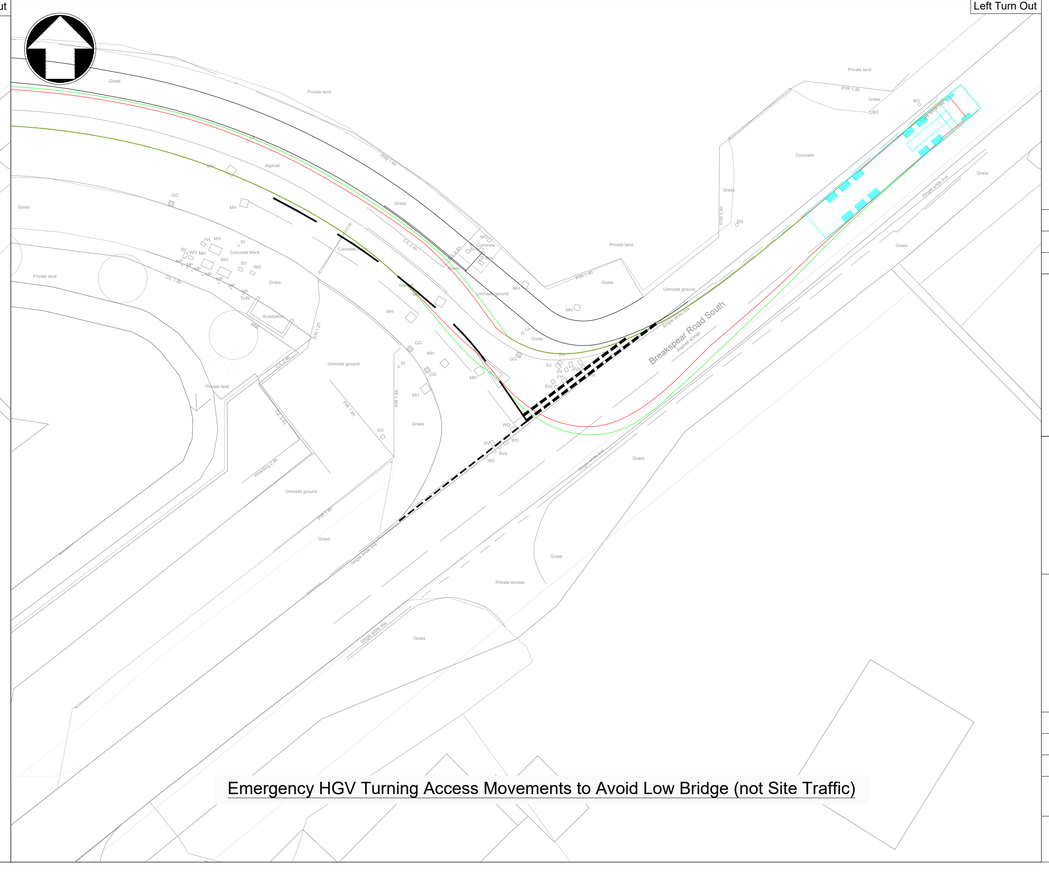


Emergency HGV Turning Access Movements to Avoid Low Bridge (not Site Traffic)

Right Turn Out

Expected Keltbray Site Access Movements

Left Turn Out



Emergency HGV Turning Access Movements to Avoid Low Bridge (not Site Traffic)

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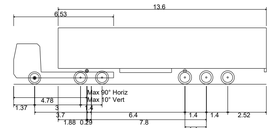

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

Reference drawings

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Title

Former MSD Facility
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Site Access Swept Paths
Max Legal Length Articulated Vehicle

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P2	STD

Drawing Number
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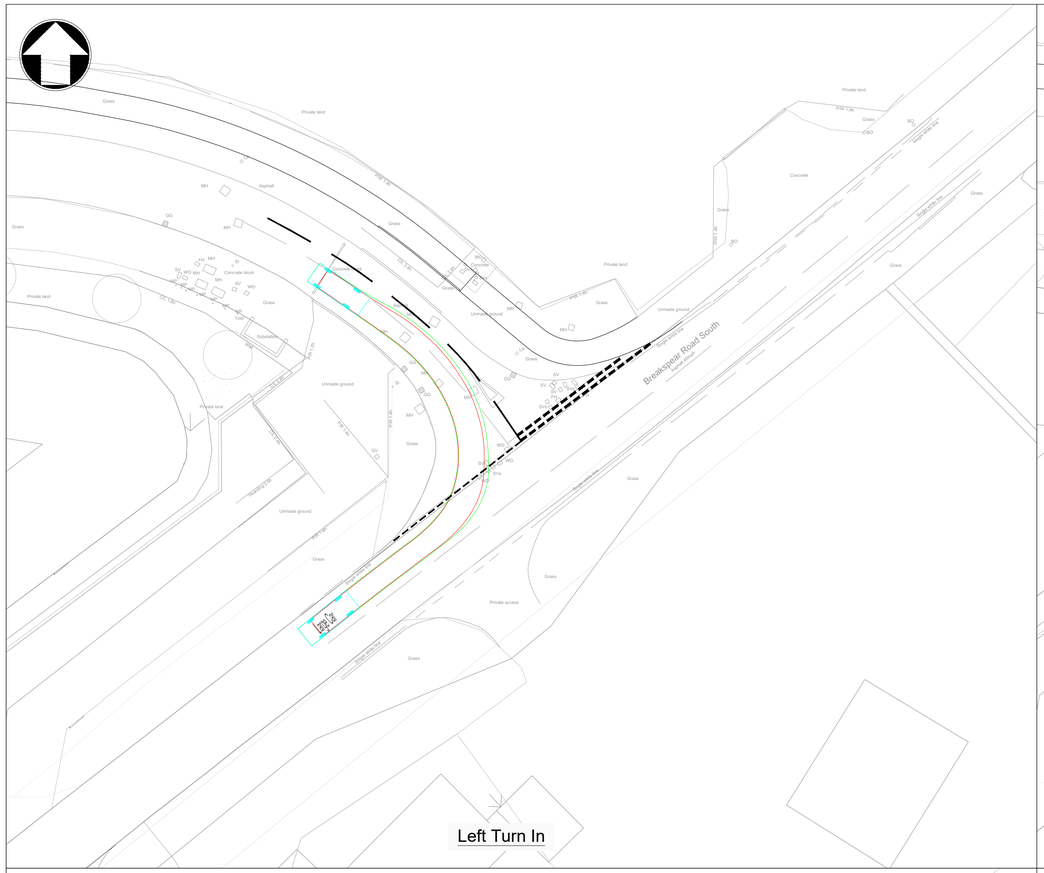

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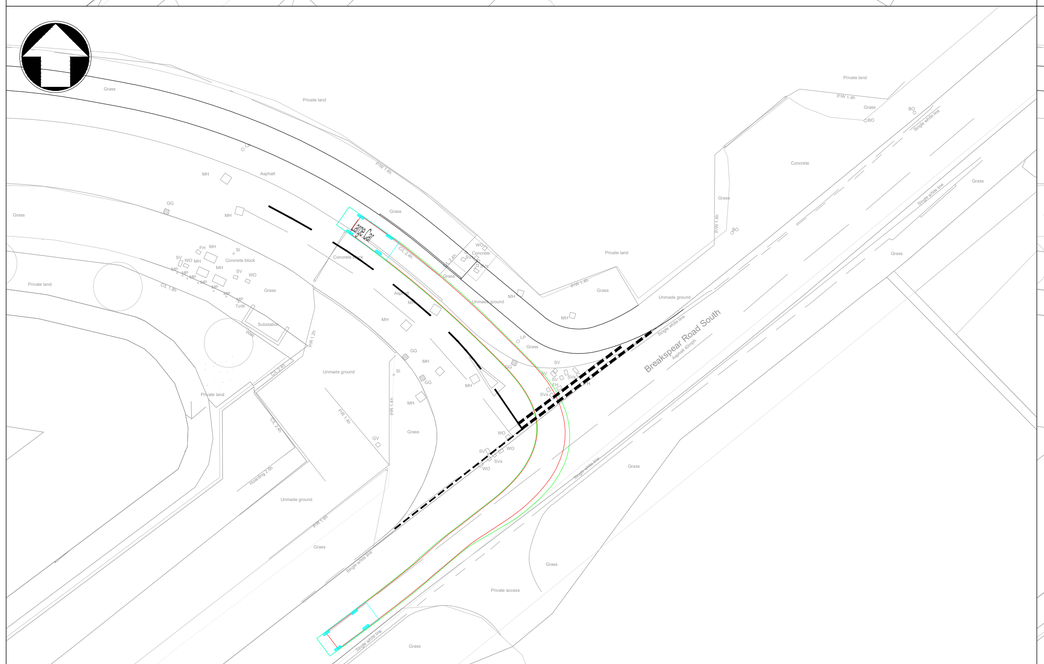

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Key to symbols

Large Car	
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
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Client

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Title

Former MSD Facility
Breakspear Road South
Ickenham
Site Access Swept Paths
Large Car

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number

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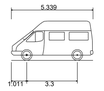

3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Reference drawings

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Title

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Ickenham
Site Access Swept Paths
3.5T Panel Van

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number

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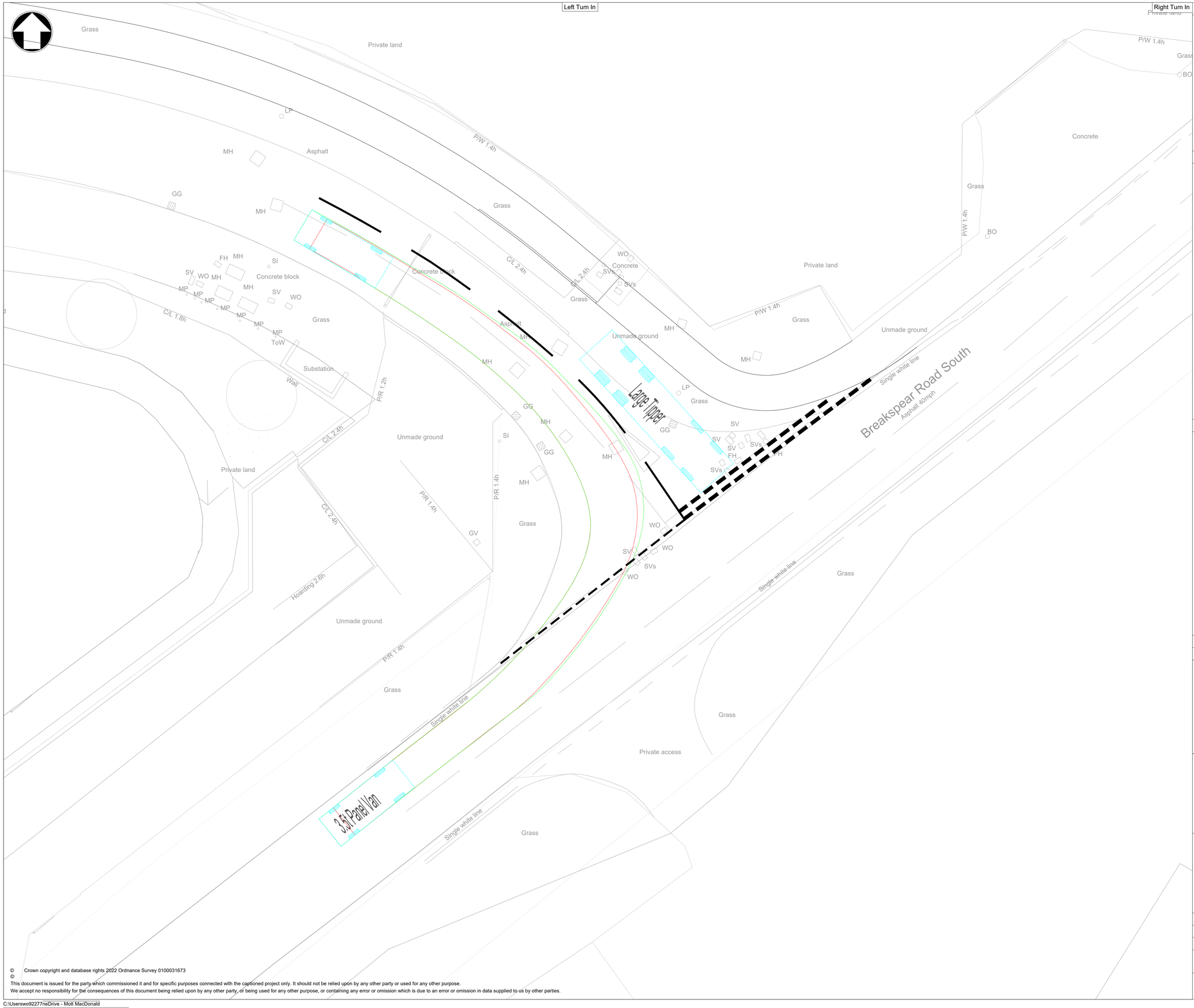

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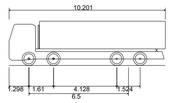

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
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Client

keltbray

Title

Former MSD Facility
Breakspear Road South
Ickenham
Site Access Swept Paths
Large Tipper

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:100	PRE	P1	STD

Drawing Number
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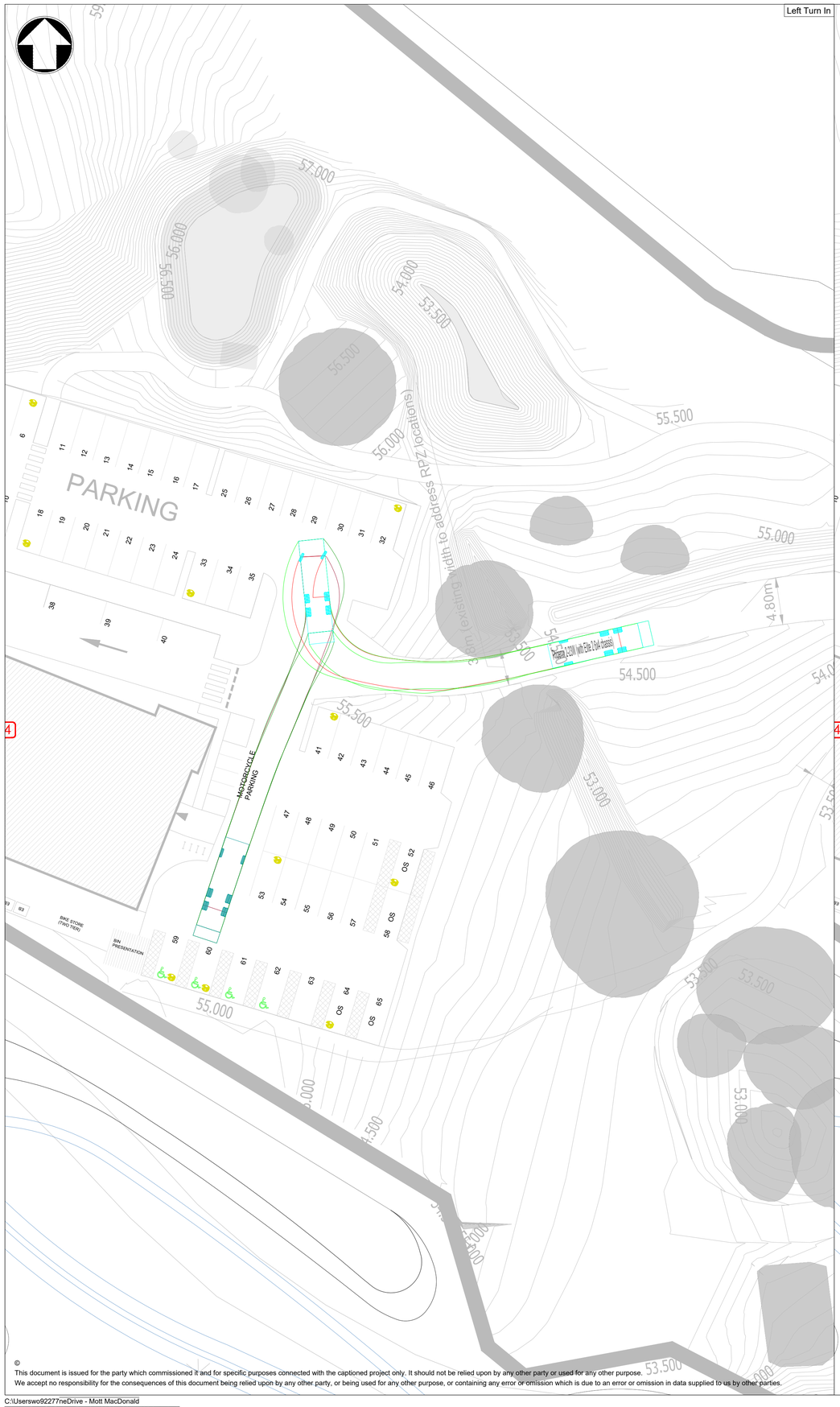

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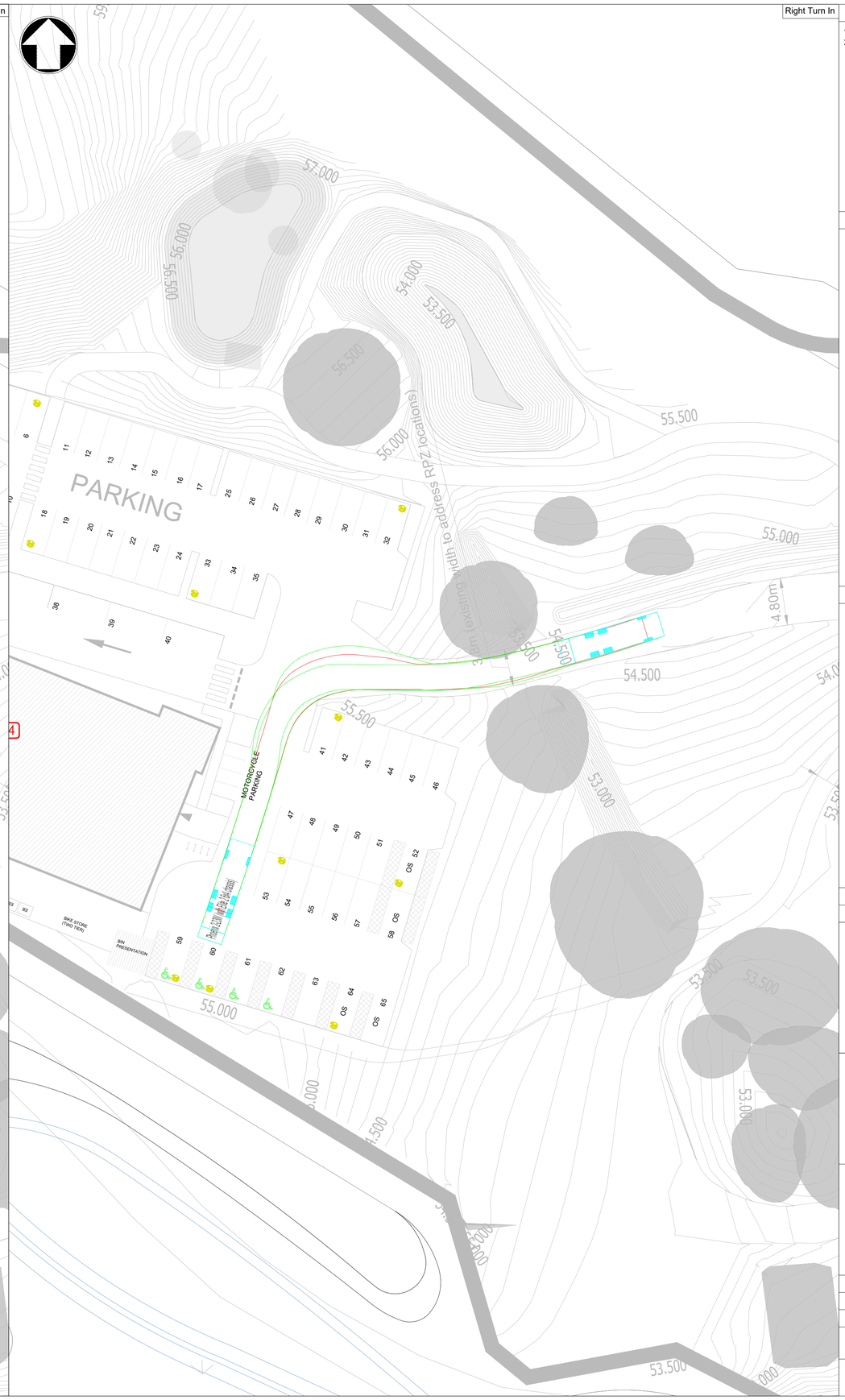

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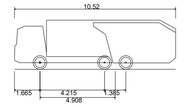

Phoenix 2-23W (with Elite 2 6x4 chassis)

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

Reference drawings

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Client

keltbray

Title

Former MSD Facility
Breakspear Road South
Ickenham
Site Access Swept Paths
Building 1 Access

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number

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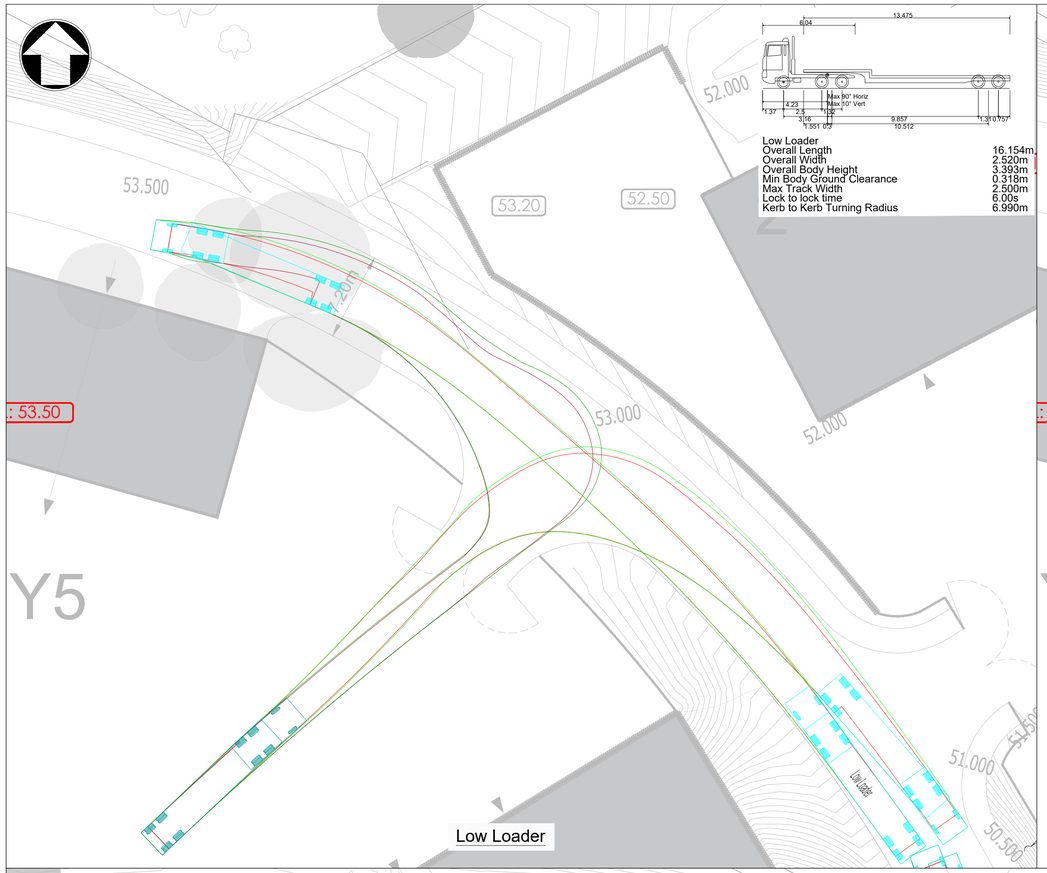
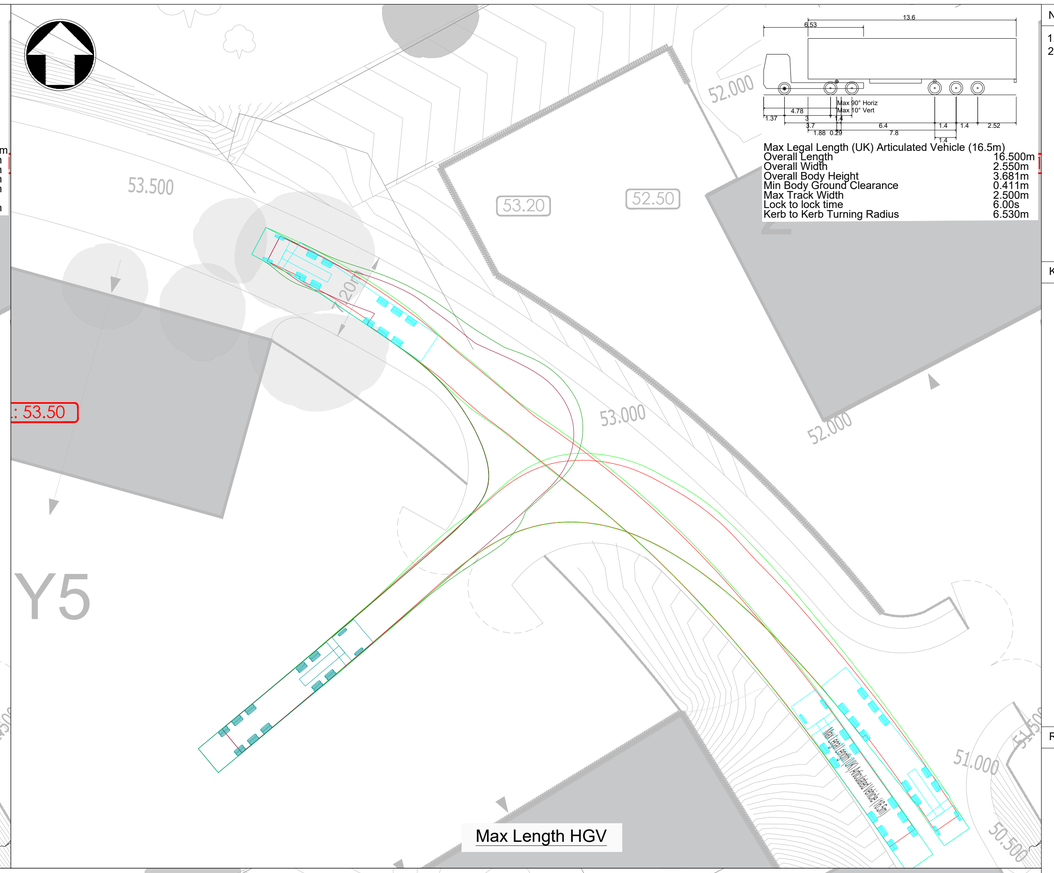


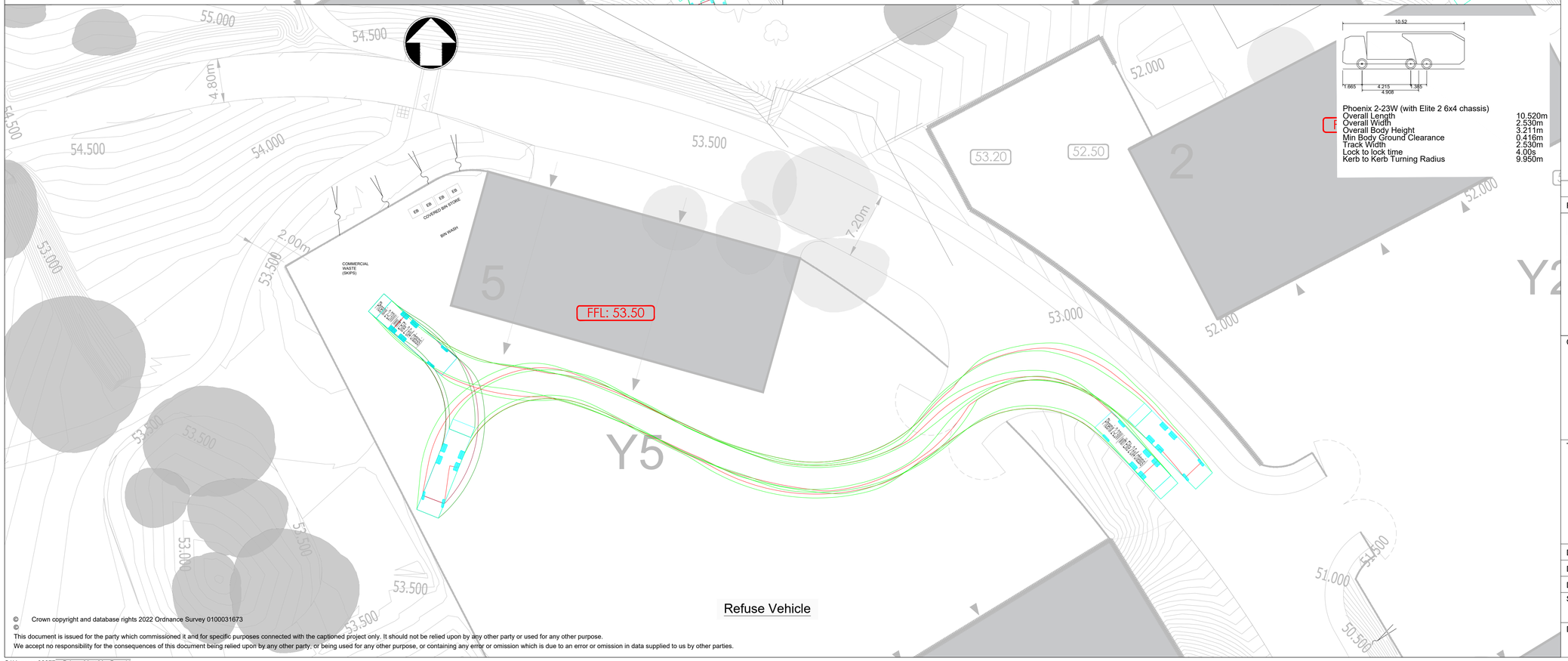
Low Loader

Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



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

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Key to symbols

Reference drawings

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P1	29/09/2022	JM	For Planning	AK	MF

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EC4M 7RB
United Kingdom

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F +44 (0)20 7248 2698
W mottmac.com

Client

keltbray

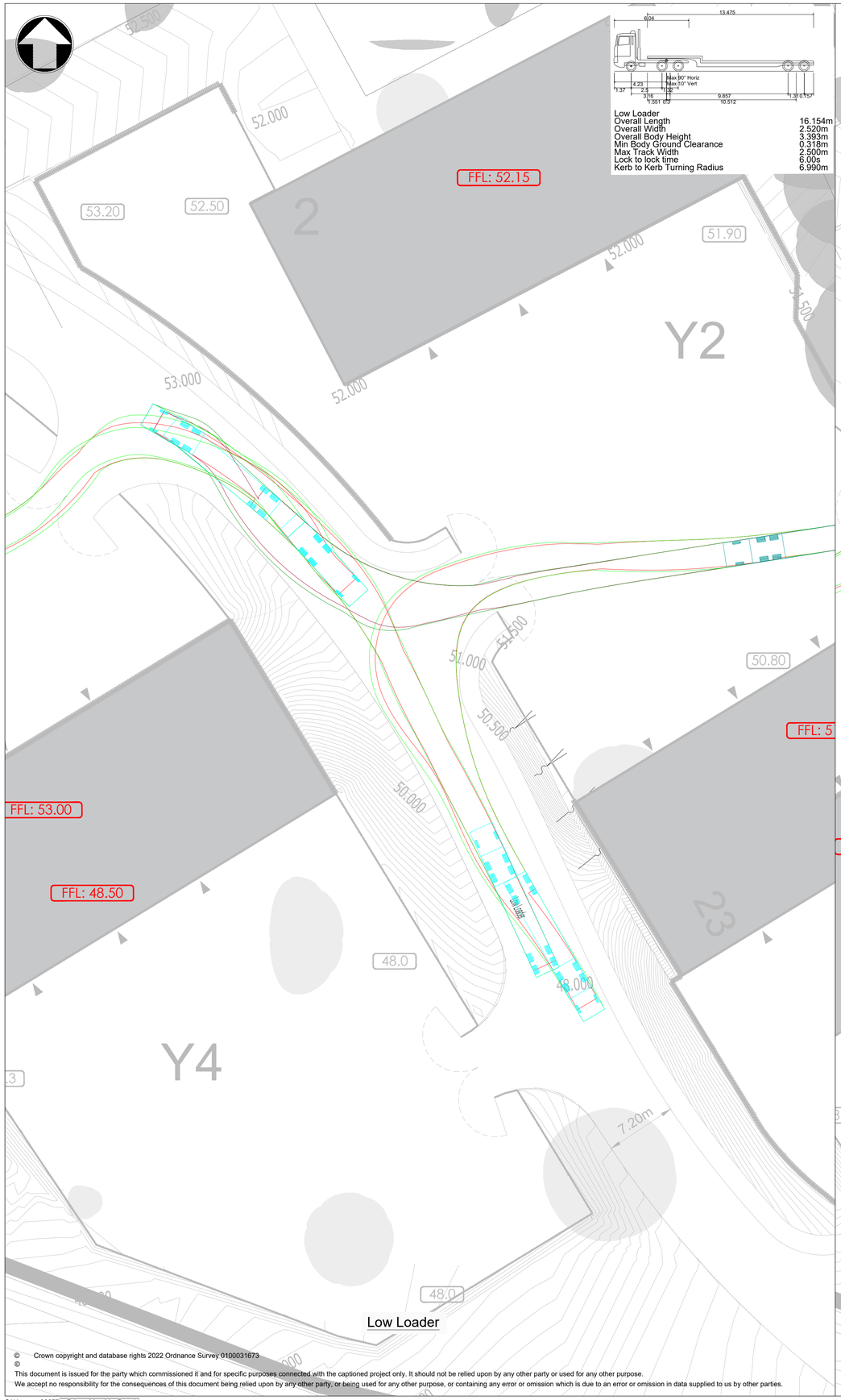
Title

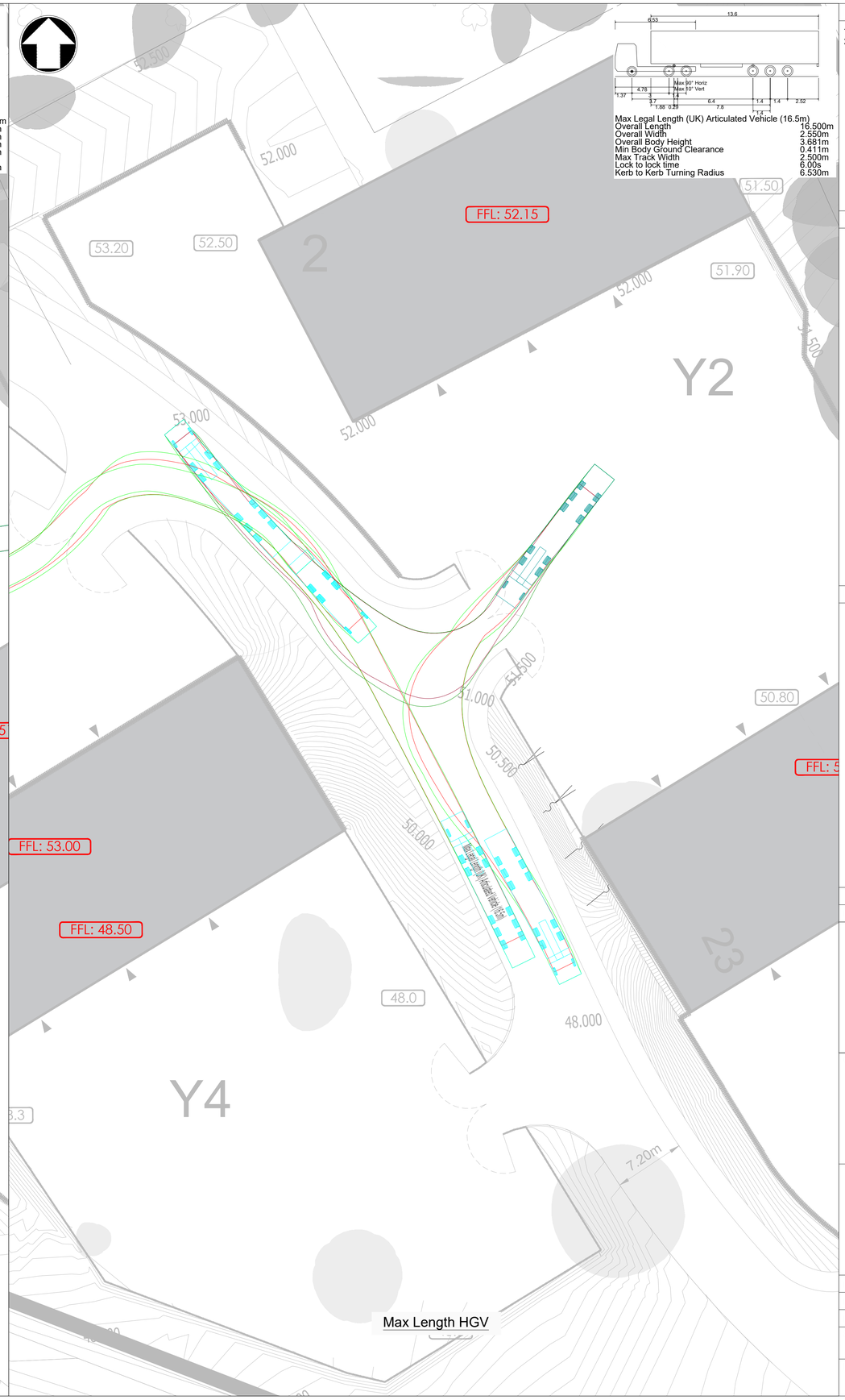
Former MSD Facility
Breakspear Road South
Ickenham
Site Access Swept Paths
Yard 5 Access

Designed	J.Man	JM	Eng check	-	-
Drawn	J.Man	JM	Coordination	-	-
Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number
108003-MMD-00-XX-SK-D-0008





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Yard 2 Access

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Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
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Drawing Number
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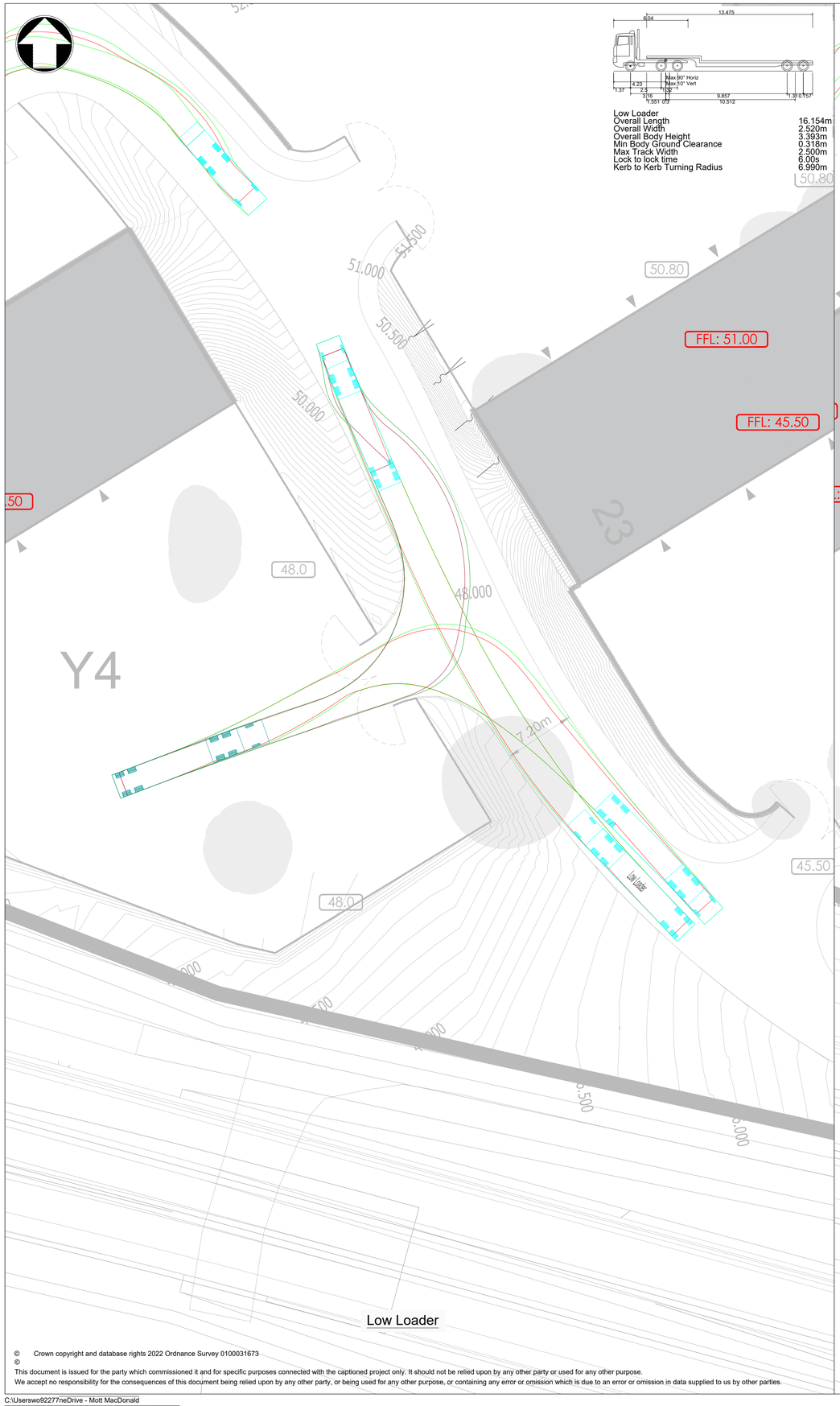
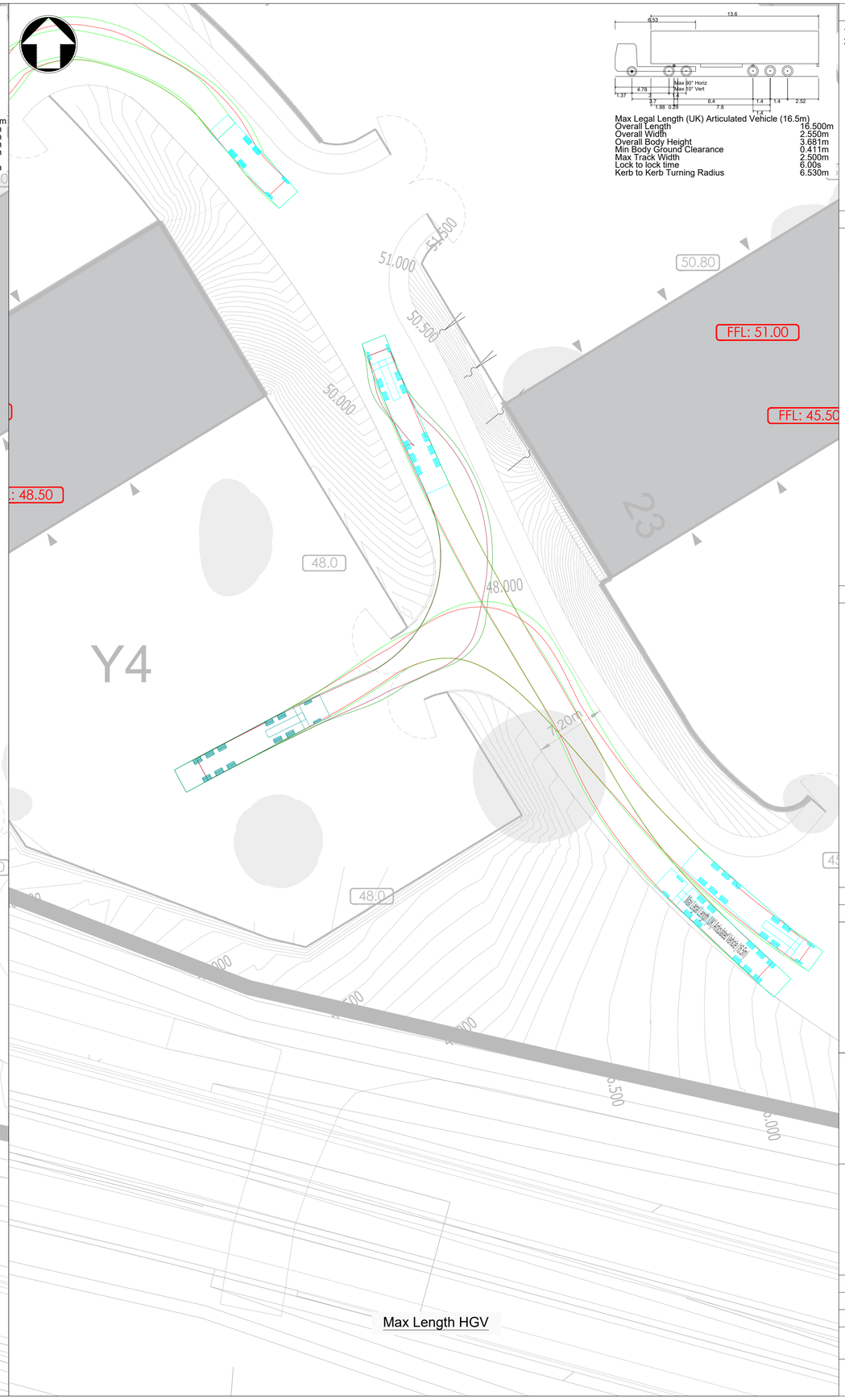


Low Loader



Max Length HGV

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Yard 4 Access

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Dwg check	A.Keene	AK	Approved	M.Fitch	MF

Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number
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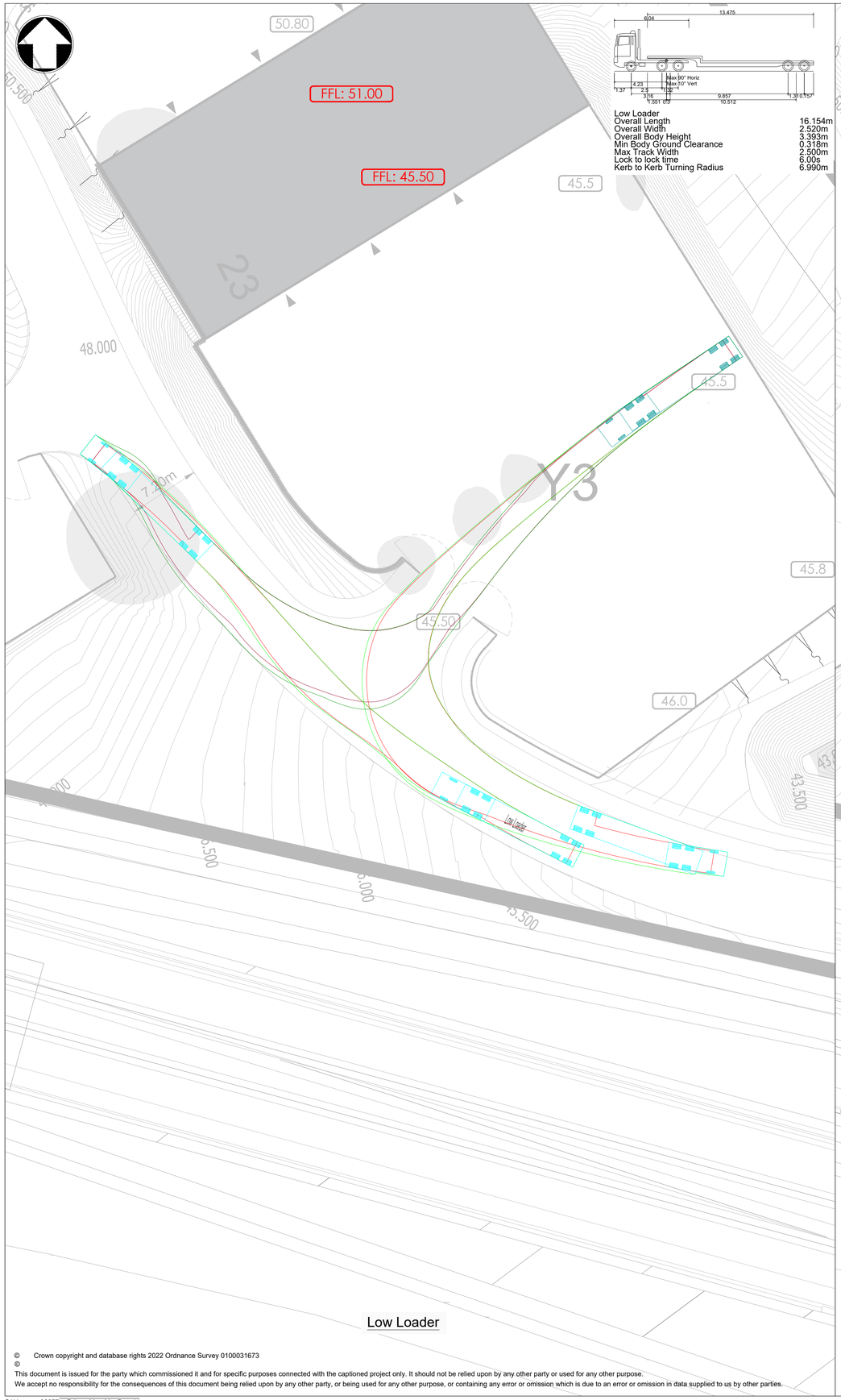

Low Loader

Overall Length	16.154m
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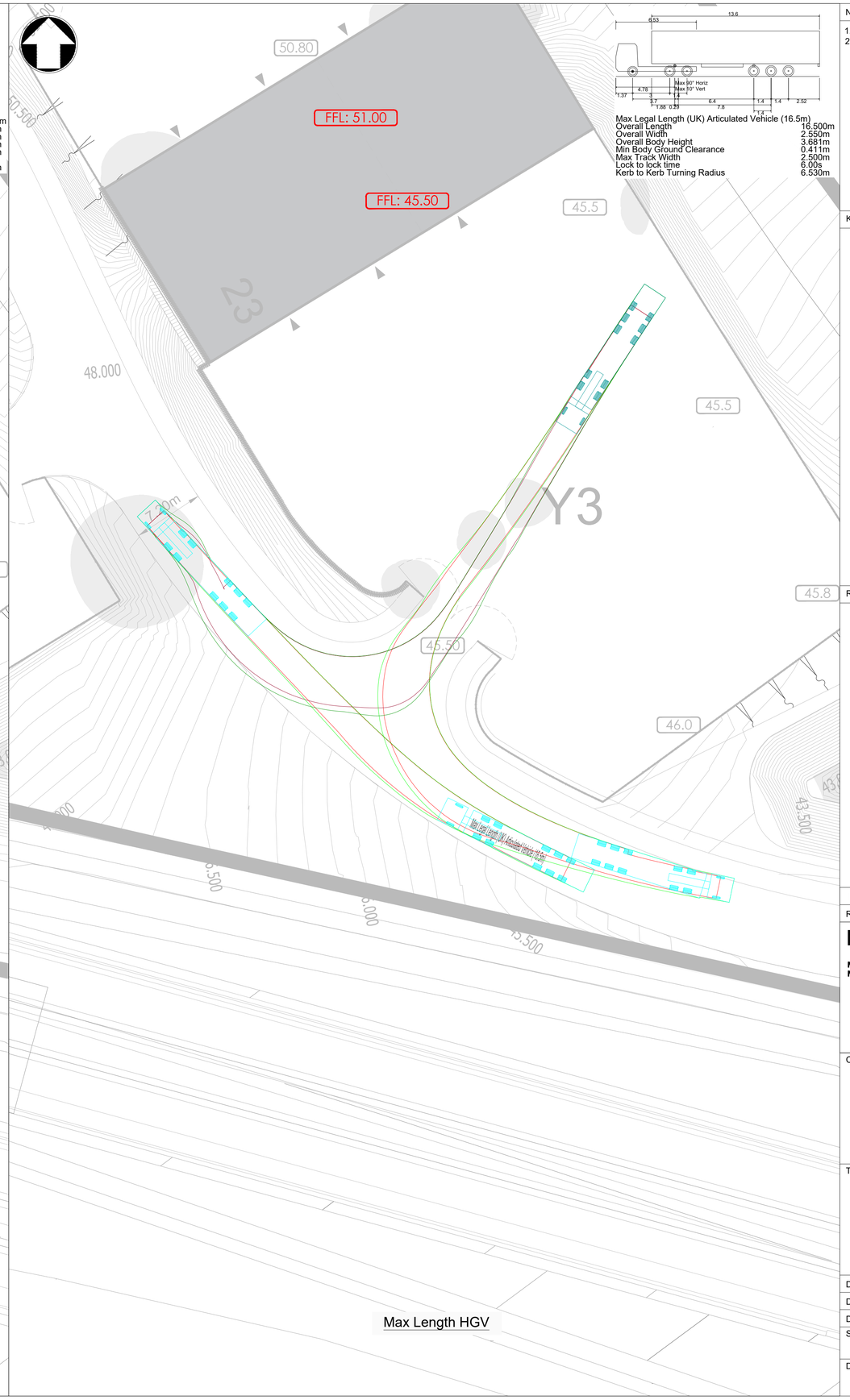

Max Length HGV

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Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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Scale at A1	Status	Rev	Security
1:250	PRE	P1	STD

Drawing Number
108003-MMD-00-XX-SK-D-0011

D. TRICS Outputs

Calculation Reference: AUDIT-704113-220216-0203

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	HD	HILLINGDON	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	EX	ESSEX	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 3300 to 13850 (units: sqm)
Range Selected by User: 3300 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 10/06/19

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	4
Residential Zone	1

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

Secondary Filtering selection:

Use Class:

Not Known	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

10,001 to 15,000	3 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	3 days
1b Very poor	2 days

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

LIST OF SITES relevant to selection parameters

1 BE-02-D-01 INDUSTRIAL ESTATE BEXLEY
CRABTREE MANORWAY N.
ERITH

Edge of Town
Industrial Zone
Total Gross floor area: 3300 sqm
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 ES-02-D-06 INDUSTRIAL ESTATE EAST SUSSEX
COURTLANDS ROAD
EASTBOURNE

Edge of Town
Residential Zone
Total Gross floor area: 7525 sqm
Survey date: MONDAY *21/10/13* *Survey Type: MANUAL*

3 EX-02-D-03 INDUSTRIAL ESTATE ESSEX
WYNCOLLS ROAD
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 4876 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

4 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY *18/05/18* *Survey Type: MANUAL*

5 HD-02-D-02 INDUSTRIAL ESTATE HILLINGDON
BRADFIELD ROAD
RUISLIP
SOUTH RUISLIP
Edge of Town
Industrial Zone
Total Gross floor area: 13850 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.38

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.478	5	7366	0.310	5	7366	0.788
08:00 - 09:00	5	7366	0.891	5	7366	0.497	5	7366	1.388
09:00 - 10:00	5	7366	0.891	5	7366	0.695	5	7366	1.586
10:00 - 11:00	5	7366	0.874	5	7366	0.747	5	7366	1.621
11:00 - 12:00	5	7366	0.796	5	7366	0.931	5	7366	1.727
12:00 - 13:00	5	7366	0.684	5	7366	0.779	5	7366	1.463
13:00 - 14:00	5	7366	0.706	5	7366	0.739	5	7366	1.445
14:00 - 15:00	5	7366	0.643	5	7366	0.722	5	7366	1.365
15:00 - 16:00	5	7366	0.641	5	7366	0.706	5	7366	1.347
16:00 - 17:00	5	7366	0.597	5	7366	0.709	5	7366	1.306
17:00 - 18:00	5	7366	0.348	5	7366	0.717	5	7366	1.065
18:00 - 19:00	5	7366	0.242	5	7366	0.380	5	7366	0.622
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.030	1	3300	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.791			7.962			15.753

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

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

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Parameter summary

Trip rate parameter range selected:	3300 - 13850 (units: sqm)
Survey date date range:	01/01/13 - 10/06/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
08:00 - 09:00	5	7366	0.003	5	7366	0.003	5	7366	0.006
09:00 - 10:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
10:00 - 11:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
11:00 - 12:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
12:00 - 13:00	5	7366	0.003	5	7366	0.003	5	7366	0.006
13:00 - 14:00	5	7366	0.003	5	7366	0.003	5	7366	0.006
14:00 - 15:00	5	7366	0.005	5	7366	0.005	5	7366	0.010
15:00 - 16:00	5	7366	0.003	5	7366	0.000	5	7366	0.003
16:00 - 17:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
17:00 - 18:00	5	7366	0.003	5	7366	0.003	5	7366	0.006
18:00 - 19:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.017			0.037

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.

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TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.024	5	7366	0.041	5	7366	0.065
08:00 - 09:00	5	7366	0.041	5	7366	0.027	5	7366	0.068
09:00 - 10:00	5	7366	0.049	5	7366	0.043	5	7366	0.092
10:00 - 11:00	5	7366	0.033	5	7366	0.043	5	7366	0.076
11:00 - 12:00	5	7366	0.024	5	7366	0.030	5	7366	0.054
12:00 - 13:00	5	7366	0.035	5	7366	0.030	5	7366	0.065
13:00 - 14:00	5	7366	0.052	5	7366	0.046	5	7366	0.098
14:00 - 15:00	5	7366	0.033	5	7366	0.016	5	7366	0.049
15:00 - 16:00	5	7366	0.035	5	7366	0.041	5	7366	0.076
16:00 - 17:00	5	7366	0.027	5	7366	0.027	5	7366	0.054
17:00 - 18:00	5	7366	0.011	5	7366	0.005	5	7366	0.016
18:00 - 19:00	5	7366	0.003	5	7366	0.005	5	7366	0.008
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.367			0.354			0.721

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
08:00 - 09:00	5	7366	0.003	5	7366	0.000	5	7366	0.003
09:00 - 10:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
10:00 - 11:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
11:00 - 12:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
12:00 - 13:00	5	7366	0.000	5	7366	0.003	5	7366	0.003
13:00 - 14:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
14:00 - 15:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
15:00 - 16:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
16:00 - 17:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
17:00 - 18:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
18:00 - 19:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.019	5	7366	0.003	5	7366	0.022
08:00 - 09:00	5	7366	0.008	5	7366	0.008	5	7366	0.016
09:00 - 10:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
10:00 - 11:00	5	7366	0.003	5	7366	0.005	5	7366	0.008
11:00 - 12:00	5	7366	0.003	5	7366	0.005	5	7366	0.008
12:00 - 13:00	5	7366	0.011	5	7366	0.000	5	7366	0.011
13:00 - 14:00	5	7366	0.005	5	7366	0.008	5	7366	0.013
14:00 - 15:00	5	7366	0.003	5	7366	0.008	5	7366	0.011
15:00 - 16:00	5	7366	0.005	5	7366	0.014	5	7366	0.019
16:00 - 17:00	5	7366	0.008	5	7366	0.008	5	7366	0.016
17:00 - 18:00	5	7366	0.014	5	7366	0.019	5	7366	0.033
18:00 - 19:00	5	7366	0.003	5	7366	0.011	5	7366	0.014
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.089			0.171

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.627	5	7366	0.453	5	7366	1.080
08:00 - 09:00	5	7366	1.146	5	7366	0.622	5	7366	1.768
09:00 - 10:00	5	7366	1.108	5	7366	0.796	5	7366	1.904
10:00 - 11:00	5	7366	1.159	5	7366	0.899	5	7366	2.058
11:00 - 12:00	5	7366	1.029	5	7366	1.219	5	7366	2.248
12:00 - 13:00	5	7366	0.863	5	7366	0.980	5	7366	1.843
13:00 - 14:00	5	7366	0.896	5	7366	0.942	5	7366	1.838
14:00 - 15:00	5	7366	0.787	5	7366	0.937	5	7366	1.724
15:00 - 16:00	5	7366	0.839	5	7366	0.912	5	7366	1.751
16:00 - 17:00	5	7366	0.793	5	7366	0.956	5	7366	1.749
17:00 - 18:00	5	7366	0.467	5	7366	0.969	5	7366	1.436
18:00 - 19:00	5	7366	0.315	5	7366	0.527	5	7366	0.842
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.029			10.212			20.241

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.024	5	7366	0.008	5	7366	0.032
08:00 - 09:00	5	7366	0.035	5	7366	0.041	5	7366	0.076
09:00 - 10:00	5	7366	0.052	5	7366	0.022	5	7366	0.074
10:00 - 11:00	5	7366	0.041	5	7366	0.038	5	7366	0.079
11:00 - 12:00	5	7366	0.019	5	7366	0.024	5	7366	0.043
12:00 - 13:00	5	7366	0.027	5	7366	0.022	5	7366	0.049
13:00 - 14:00	5	7366	0.043	5	7366	0.062	5	7366	0.105
14:00 - 15:00	5	7366	0.054	5	7366	0.030	5	7366	0.084
15:00 - 16:00	5	7366	0.041	5	7366	0.022	5	7366	0.063
16:00 - 17:00	5	7366	0.027	5	7366	0.065	5	7366	0.092
17:00 - 18:00	5	7366	0.016	5	7366	0.019	5	7366	0.035
18:00 - 19:00	5	7366	0.011	5	7366	0.019	5	7366	0.030
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.390			0.372			0.762

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.022	5	7366	0.003	5	7366	0.025
08:00 - 09:00	5	7366	0.065	5	7366	0.005	5	7366	0.070
09:00 - 10:00	5	7366	0.057	5	7366	0.014	5	7366	0.071
10:00 - 11:00	5	7366	0.016	5	7366	0.003	5	7366	0.019
11:00 - 12:00	5	7366	0.016	5	7366	0.003	5	7366	0.019
12:00 - 13:00	5	7366	0.008	5	7366	0.014	5	7366	0.022
13:00 - 14:00	5	7366	0.022	5	7366	0.016	5	7366	0.038
14:00 - 15:00	5	7366	0.008	5	7366	0.016	5	7366	0.024
15:00 - 16:00	5	7366	0.011	5	7366	0.019	5	7366	0.030
16:00 - 17:00	5	7366	0.033	5	7366	0.052	5	7366	0.085
17:00 - 18:00	5	7366	0.014	5	7366	0.038	5	7366	0.052
18:00 - 19:00	5	7366	0.003	5	7366	0.019	5	7366	0.022
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.275			0.202			0.477

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.011	5	7366	0.000	5	7366	0.011
08:00 - 09:00	5	7366	0.005	5	7366	0.003	5	7366	0.008
09:00 - 10:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
10:00 - 11:00	5	7366	0.003	5	7366	0.000	5	7366	0.003
11:00 - 12:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
12:00 - 13:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
13:00 - 14:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
14:00 - 15:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
15:00 - 16:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
16:00 - 17:00	5	7366	0.000	5	7366	0.005	5	7366	0.005
17:00 - 18:00	5	7366	0.000	5	7366	0.003	5	7366	0.003
18:00 - 19:00	5	7366	0.000	5	7366	0.003	5	7366	0.003
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.014			0.033

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.033	5	7366	0.003	5	7366	0.036
08:00 - 09:00	5	7366	0.071	5	7366	0.008	5	7366	0.079
09:00 - 10:00	5	7366	0.057	5	7366	0.014	5	7366	0.071
10:00 - 11:00	5	7366	0.019	5	7366	0.003	5	7366	0.022
11:00 - 12:00	5	7366	0.016	5	7366	0.003	5	7366	0.019
12:00 - 13:00	5	7366	0.008	5	7366	0.014	5	7366	0.022
13:00 - 14:00	5	7366	0.022	5	7366	0.016	5	7366	0.038
14:00 - 15:00	5	7366	0.008	5	7366	0.016	5	7366	0.024
15:00 - 16:00	5	7366	0.011	5	7366	0.019	5	7366	0.030
16:00 - 17:00	5	7366	0.033	5	7366	0.057	5	7366	0.090
17:00 - 18:00	5	7366	0.014	5	7366	0.041	5	7366	0.055
18:00 - 19:00	5	7366	0.003	5	7366	0.022	5	7366	0.025
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.216			0.511

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.38

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.703	5	7366	0.467	5	7366	1.170
08:00 - 09:00	5	7366	1.260	5	7366	0.679	5	7366	1.939
09:00 - 10:00	5	7366	1.216	5	7366	0.831	5	7366	2.047
10:00 - 11:00	5	7366	1.222	5	7366	0.945	5	7366	2.167
11:00 - 12:00	5	7366	1.067	5	7366	1.252	5	7366	2.319
12:00 - 13:00	5	7366	0.910	5	7366	1.015	5	7366	1.925
13:00 - 14:00	5	7366	0.967	5	7366	1.029	5	7366	1.996
14:00 - 15:00	5	7366	0.853	5	7366	0.991	5	7366	1.844
15:00 - 16:00	5	7366	0.896	5	7366	0.967	5	7366	1.863
16:00 - 17:00	5	7366	0.861	5	7366	1.086	5	7366	1.947
17:00 - 18:00	5	7366	0.510	5	7366	1.048	5	7366	1.558
18:00 - 19:00	5	7366	0.331	5	7366	0.578	5	7366	0.909
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.796			10.888			21.684

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.247	5	7366	0.081	5	7366	0.328
08:00 - 09:00	5	7366	0.567	5	7366	0.193	5	7366	0.760
09:00 - 10:00	5	7366	0.589	5	7366	0.388	5	7366	0.977
10:00 - 11:00	5	7366	0.478	5	7366	0.367	5	7366	0.845
11:00 - 12:00	5	7366	0.424	5	7366	0.494	5	7366	0.918
12:00 - 13:00	5	7366	0.348	5	7366	0.402	5	7366	0.750
13:00 - 14:00	5	7366	0.413	5	7366	0.483	5	7366	0.896
14:00 - 15:00	5	7366	0.329	5	7366	0.418	5	7366	0.747
15:00 - 16:00	5	7366	0.364	5	7366	0.432	5	7366	0.796
16:00 - 17:00	5	7366	0.369	5	7366	0.505	5	7366	0.874
17:00 - 18:00	5	7366	0.247	5	7366	0.584	5	7366	0.831
18:00 - 19:00	5	7366	0.152	5	7366	0.255	5	7366	0.407
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.030	1	3300	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.527			4.632			9.159

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.209	5	7366	0.185	5	7366	0.394
08:00 - 09:00	5	7366	0.282	5	7366	0.274	5	7366	0.556
09:00 - 10:00	5	7366	0.253	5	7366	0.261	5	7366	0.514
10:00 - 11:00	5	7366	0.364	5	7366	0.337	5	7366	0.701
11:00 - 12:00	5	7366	0.345	5	7366	0.405	5	7366	0.750
12:00 - 13:00	5	7366	0.293	5	7366	0.334	5	7366	0.627
13:00 - 14:00	5	7366	0.236	5	7366	0.206	5	7366	0.442
14:00 - 15:00	5	7366	0.277	5	7366	0.277	5	7366	0.554
15:00 - 16:00	5	7366	0.231	5	7366	0.231	5	7366	0.462
16:00 - 17:00	5	7366	0.195	5	7366	0.160	5	7366	0.355
17:00 - 18:00	5	7366	0.084	5	7366	0.125	5	7366	0.209
18:00 - 19:00	5	7366	0.087	5	7366	0.111	5	7366	0.198
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.856			2.906			5.762

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	7366	0.005	5	7366	0.003	5	7366	0.008
08:00 - 09:00	5	7366	0.005	5	7366	0.000	5	7366	0.005
09:00 - 10:00	5	7366	0.000	5	7366	0.003	5	7366	0.003
10:00 - 11:00	5	7366	0.000	5	7366	0.000	5	7366	0.000
11:00 - 12:00	5	7366	0.003	5	7366	0.003	5	7366	0.006
12:00 - 13:00	5	7366	0.005	5	7366	0.008	5	7366	0.013
13:00 - 14:00	5	7366	0.003	5	7366	0.000	5	7366	0.003
14:00 - 15:00	5	7366	0.000	5	7366	0.005	5	7366	0.005
15:00 - 16:00	5	7366	0.008	5	7366	0.003	5	7366	0.011
16:00 - 17:00	5	7366	0.005	5	7366	0.016	5	7366	0.021
17:00 - 18:00	5	7366	0.003	5	7366	0.000	5	7366	0.003
18:00 - 19:00	5	7366	0.000	5	7366	0.008	5	7366	0.008
19:00 - 20:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
20:00 - 21:00	1	3300	0.000	1	3300	0.000	1	3300	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.049			0.086

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.*

E. Forecast Site Activity

Forecast Activity for Keltbray Use of Former MSD Facility

Overview:

Surveys undertaken of two existing Keltbray Facilities

Ashford in LB Hounslow
West Drayton on edge of LB Hillingdon

Surveys undertaken either side of the summer half-term (the week of the Jubilee bank holidays) with data collected for:

00:00 on Thursday 26 May 2022 to 24:00 on Friday 27 May
00:00 on Tuesday 7 June 2022 to 24:00 on Thursday 9 June 2022

Notes:

The West Drayton site is made up of four plots on a private industrial estate, each accessed by the same cul-de-sac access road, which runs broadly north to south, with the connection to the wider public highway network located to the south. There are a significant number of movements to and from each of the plots. These movements are not directly to or from the public highway and have therefore not been included in the assessment of the impacts on the local highway network.

An additional allowance has been made for potential activity from another Keltbray site:

- Three members of staff will transfer to Ickenham, two of which will use LGVs to travel and one their own car
- Each member of staff will generate two trips per day (one inbound, one outbound)
- There will be 10 deliveries (20 movements) by van, assumed to be LGV
- There will be 6 deliveries by HGV (12 movements), assumed to be OGV1

Please note that there may be some rounding inconsistencies where the total does not equal the sum of the constituent movements

MOTT MACDONALD

Ashford Site Activity

	Thursday 26/05/2022																											
	Inbound								Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00		0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00		0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00		0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00		0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00		0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	2	05:00	0	0	1	0	0	0	0	1	05:00		1	1	0	0	0	0	0	3
06:00	6	14	0	0	0	1	1	21	06:00	0	0	0	0	0	0	0	0	06:00		6	14	0	0	0	1	1	21
07:00	6	3	0	0	0	1	1	10	07:00	1	1	0	2	0	0	0	5	07:00		7	4	0	2	0	1	1	15
08:00	2	1	0	0	0	0	0	4	08:00	0	3	0	0	0	0	0	4	08:00		3	4	1	0	0	0	0	7
09:00	2	2	1	0	0	0	0	5	09:00	1	1	0	0	0	0	0	2	09:00		3	3	1	0	0	0	0	6
10:00	1	4	0	0	0	0	0	5	10:00	1	3	0	0	0	0	0	4	10:00		2	6	0	0	0	0	0	9
11:00	0	4	0	0	0	0	0	4	11:00	0	7	0	0	0	0	0	7	11:00		0	11	0	0	0	0	0	11
12:00	1	3	1	0	0	0	0	5	12:00	2	3	0	0	0	0	0	6	12:00		3	6	1	0	0	0	0	10
13:00	2	3	0	0	0	0	0	5	13:00	2	2	0	0	0	0	0	4	13:00		4	5	0	0	0	0	0	9
14:00	2	1	2	2	0	0	0	7	14:00	2	1	1	1	0	0	0	6	14:00		4	2	3	3	0	0	0	13
15:00	0	1	0	0	0	0	0	2	15:00	1	2	0	0	0	0	0	3	15:00		1	3	0	0	0	0	0	4
16:00	1	1	0	0	0	0	0	2	16:00	4	6	0	0	0	0	1	10	16:00		5	6	0	0	0	0	1	12
17:00	2	1	0	0	0	0	0	3	17:00	9	8	0	0	0	1	0	18	17:00		10	9	0	0	0	1	0	21
18:00	1	0	0	0	0	0	0	1	18:00	1	0	0	0	0	0	1	2	18:00		2	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1	2	19:00		1	0	0	0	0	0	1	2
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00		0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00		0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00		0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00		0	0	0	0	0	0	0	0
Total	27	39	4	2	0	1	2	75	Total	26	37	1	4	0	1	2	72	Total		53	76	6	6	0	3	4	147

West Drayton Site Activity

	Thursday 26/05/2022																											
	Inbound								Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00		0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00		0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00		0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00		0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	1	0	0	0	0	0	0	1	04:00		1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	05:00		0	0	0	0	0	0	0	0
06:00	4	1	1	0	0	0	0	6	06:00	0	1	1	0	0	0	0	2	06:00		4	2	2	0	0	0	0	8
07:00	3	0	0	0	0	0	1	4	07:00	0	2	0	1	0	0	0	3	07:00		3	2	0	1	0	0	1	7
08:00	0	1	0	0	0	0	0	1	08:00	0	2	1	1	0	0	0	4	08:00		0	3	1	1	0	0	0	5
09:00	0	2	0	1	0	0	0	3	09:00	0	1	0	1	0	0	0	2	09:00		0	3	0	2	0	0	0	5
10:00	1	2	0	0	0	0	0	3	10:00	1	1	0	0	0	0	0	2	10:00		2	3	0	0	0	0	0	5
11:00	0	0	1	0	0	0	0	1	11:00	0	1	1	0	0	0	0	2	11:00		0	1	2	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0	12:00		0	0	0	0	0	0	0	0
13:00	0	1	0	4	0	0	0	5	13:00	0	0	0	0	0	0	0	0	13:00		0	1	0	4	0	0	0	5
14:00	2	0	0	1	0	0	0	3	14:00	3	1	3	2	0	0	0	9	14:00		5	1	3	3	0	0	0	12
15:00	1	1	1	0	0	0	0	3	15:00	1	1	0	1	0	0	0	3	15:00		2	2	1	1	0	0	0	6
16:00	2	2	0	0	0	0	0	4	16:00	2	1	0	0	0	0	1	4	16:00		4	3	0	0	0	0	1	8
17:00	0	0	0	0	0	0	0	0	17:00	3	0	0	0	0	0	0	3	17:00		3	0	0	0	0	0	0	3
18:00	1	0	1	1	0	0	0	3	18:00	1	0	0	0	0	0	1	2	18:00		2	0	1	1	0	0	0	4
19:00	0	0	0	0	0	0	0	0	19:00	1	1	0	0	0	0	0	2	19:00		1	1	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	20:00	0	1	0	0	0	0	0	1	20:00		0	1	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0	0	21:00		0	1	0	0	0	0	0	1
22:00	1	0	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0	0	22:00		1	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00		0	0	0	0	0	0	0	0
Total	15	11	4	7	0	0	1	38	Total	13	13	6	6	0	0	1	39	Total		28	24	10	13	0	0	2	77

Additional Activity

	Thursday 26/05/2022																											
	Inbound								Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00		0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00		0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00		0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00		0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00		0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	05:00		0	0	0	0	0	0	0	0
06:00	0	1	2	0	0	0	0	3	06:00	0	1	1	0	0	0	0	2	06:00		0	2	3	0	0	0	0	5
07:00	0	0	0	0	0	0	0	0	07:00	0	2	0	0	0	0	0	2	07:00		0	2	0	0	0	0	0	2
08:00	0	1	0	0	0	0	0	1	08:00	0	2	1	0	0	0	0	3	08:00		0	3	1	0	0	0	0	4
09:00	0	2	0	0	0	0	0	2	09:00	0	1	0	0	0	0	0	1	09:00		0	3	0	0	0	0	0	3
10:00	0	2	0	0	0	0	0	2	10:00	0	1	0	0	0	0	0	1	10:00		0	3	0	0	0	0	0	3
11:00	0	0	2	0	0	0	0	2	11:00	0	1	1	0	0	0	0	2	11:00		0	1	3	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0	0	12:00		0	0	0	0	0	0	0	0
13:00	0	1	0	0	0	0	0	1	13:00	0	0	0	0	0	0	0	0	13:00		0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	14:00	0	1	3	0	0	0	0	4	14:00		0	1	3	0	0	0	0	4
15:00	0	1	2	0	0	0	0	3	15:00	0	1	0	0	0	0	0	1	15:00		0	2	2	0	0	0	0	4
16:00	0	2	0	0	0	0	0	2	16:00	0	1	0	0	0	0	0	1	16:00		0	3	0	0	0	0	0	3
17:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	17:00		0	0	0	0	0	0	0	0
18:00	0	0	2	0	0	0	0	2	18:00	0	0	0	0	0	0	0	0	18:00		0	0	2	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	19:00	0	1	0	0	0	0	0	1	19:00		0	1	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	20:00	0	1	0	0	0	0	0	1	20:00		0	1	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0	0	21:00		0	1	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00		0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00		0	0	0	0	0	0	0	0
Total	1	12	6	0	0	0	0	19	Total	1	12	6	0	0	0	0	19	Total		2	24	12	0	0	0	0	38

Combined Forecast Activity

	Thursday 26/05/2022																											
	Inbound								Outbound										Two-Way									
Hour Startin	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00		0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00		0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00		0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00		0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	1	0	0	0	0	0	0	1	04:00		1	0	0	0	0	0	0	1
05:00	1	1	0	0	0	0	0	2	05:00	0	0	0	1	0	0	0	1	05:00		1	1	0	1	0	0	0	3
06:00	10	16	3	0	0	1	1	30	06:00	0	2	2	0	0	0	0	4	06:00		10	18	5	0	0	1	1	34
07:00	9	3	0	0	0	1	2	15	07:00	1	5	0	3	0	0	0	10	07:00		10	8	0	3	0	1	2	24
08:00	2	3	0	0	0	0	0	6	08:00	0	7	2	1	0	0	0	11	08:00		3	10	3	1	0	0	0	16
09:00	2	6	1	1	0	0	0	10	09:00	1	3	0	1	0	0	0	5	09:00		3	9	1	2	0	0	0	14
10:00	2	8	0	0	0	0	0	10	10:00	2	5	0	0	0	0	0	7	10:00		4	12	0	0	0	0	0	17
11:00	0	4	3	0	0	0	0	7	11:00	0	9	2	0	0	0	0	11	11:00		0	13	5	0	0	0	0	18
12:00	1	3	1	0	0	0	0	5	12:00	2	3	0	0	0	0	0	6	12:00		3	6	1	0	0	0	0	10
13:00	2	5	0	4	0	0	0	11	13:00	2	2	0	0	0	0	0	4	13:00		4	7	0	4	0	0	0	15
14:00	4	1	2	3	0	0	0	10	14:00	6	3	7	3	0	0	0	19	14:00		10	4	9	6	0	0	0	29
15:00	1	3	3	0	0	0	0	7	15:00	2	4	0	1	0	0	0	7	15:00		3	7	3	1	0	0	0	14
16:00	3	5	0	0	0	0	0	8	16:00	6	8	0	0	0	0	2	15	16:00		10	12	0	0	0	0	2	24
17:00	2	1	0	0	0	0	0	3	17:00	12	8	0	0	0	1	0	22	17:00		14	9	0	0	0	1	0	25
18:00	2	0	3	1	0	0	0	6	18:00	2	0	0	0	0	0	2	4	18:00		4	0	3	1	0	0	0	8
19:00	0	0	0	0	0	0	0	0	19:00	2	2	0	0	0	0	1	5	19:00		2	2	0	0	0	0	1	5
20:00	0	0	0	0	0	0	0	0	20:00	0	2	0	0	0	0	0	2	20:00		0	2	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	2	21:00	0	0	0	0	0	0	0	0	21:00		0	2	0	0	0	0	0	2
22:00	1	0	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0	0	22:00		1	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00		0	0	0	0	0	0	0	0
Total	43	62	14	9	0	1	3	132	Total	40	62	13	10	0	1	3	130	Total		83	124	28	19	0	3	6	262

MOTT MACDONALD

Ashford Site Activity

Friday 27/05/2022																														
	Inbound									Outbound										Two-Way										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0			
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0			
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0			
04:00	1	0	0	0	0	0	0	1	04:00	0	0	0	0	0	0	0	0	04:00	1	0	0	0	0	0	0	1			
05:00	1	0	0	0	0	0	0	1	05:00	0	0	1	0	0	0	0	1	05:00	1	0	1	0	0	0	0	2			
06:00	6	12	0	1	0	2	1	21	06:00	1	0	0	1	0	0	0	2	06:00	7	12	0	2	0	2	1	23			
07:00	6	5	0	0	0	1	1	12	07:00	1	1	0	1	0	0	0	4	07:00	7	6	0	1	0	1	1	16			
08:00	2	2	0	1	0	0	0	5	08:00	0	3	1	0	0	0	0	5	08:00	3	5	2	0	0	0	0	9			
09:00	3	4	0	1	0	0	0	8	09:00	2	3	0	0	0	0	0	5	09:00	5	7	0	1	0	0	0	12			
10:00	1	5	0	2	0	0	0	8	10:00	1	6	0	0	0	0	0	7	10:00	2	10	0	2	0	0	0	15			
11:00	0	3	0	2	0	0	0	5	11:00	0	5	0	1	0	1	0	7	11:00	0	8	0	3	0	1	0	12			
12:00	1	3	0	0	0	0	0	4	12:00	2	0	1	2	0	0	0	6	12:00	3	3	1	2	0	0	0	9			
13:00	1	2	0	1	0	0	0	4	13:00	1	3	0	0	0	0	0	4	13:00	2	5	0	1	0	0	0	8			
14:00	1	0	0	1	0	0	0	2	14:00	2	4	0	0	0	0	0	7	14:00	3	4	0	1	0	0	0	9			
15:00	1	3	0	1	0	0	0	6	15:00	2	3	0	0	0	0	0	5	15:00	3	6	0	1	0	0	0	10			
16:00	1	3	0	1	0	0	0	5	16:00	5	4	0	0	0	0	1	9	16:00	6	6	0	1	0	0	1	14			
17:00	2	0	0	0	0	0	0	2	17:00	9	8	0	0	0	1	0	18	17:00	10	8	0	0	0	1	0	20			
18:00	1	0	0	0	0	0	0	1	18:00	1	0	0	0	0	0	1	2	18:00	2	0	0	0	0	0	0	2			
19:00	0	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1	2	19:00	1	0	0	0	0	0	1	2			
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0			
Total	**28**	**42**	**0**	**10**	**0**	**2**	**2**	**84**	**Total**	**29**	**40**	**3**	**5**	**0**	**2**	**2**	**82**	**Total**	**57**	**82**	**4**	**15**	**0**	**5**	**4**	**166**			

West Drayton Site Activity

Friday 27/05/2022																														
	Inbound									Outbound										Two-Way										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0			
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0			
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0			
04:00	0	0	0	0	0	0	0	0	04:00	1	0	0	0	0	0	0	1	04:00	1	0	0	0	0	0	0	1			
05:00	0	0	0	0	0	0	0	0	05:00	0	1	0	0	0	0	0	1	05:00	0	1	0	0	0	0	0	1			
06:00	6	3	0	0	0	0	0	9	06:00	1	1	0	0	0	0	0	2	06:00	7	4	0	0	0	0	0	11			
07:00	4	1	1	0	0	0	1	7	07:00	0	0	2	0	0	0	0	2	07:00	4	1	3	0	0	0	1	9			
08:00	0	0	0	0	0	0	0	0	08:00	0	1	1	0	0	0	0	2	08:00	0	1	1	0	0	0	0	2			
09:00	0	0	0	0	0	0	0	0	09:00	0	0	1	0	0	0	0	1	09:00	0	0	1	0	0	0	0	1			
10:00	1	8	0	1	0	0	0	10	10:00	2	2	1	0	0	0	0	5	10:00	3	10	1	1	0	0	0	15			
11:00	0	1	0	0	0	0	0	1	11:00	0	2	0	0	0	0	0	2	11:00	0	3	0	0	0	0	0	3			
12:00	1	1	2	1	0	0	1	6	12:00	1	0	1	0	0	1	0	3	12:00	2	1	3	1	0	0	2	9			
13:00	2	3	2	1	0	0	0	8	13:00	0	2	1	0	0	0	0	3	13:00	2	5	3	1	0	0	0	11			
14:00	0	1	1	2	0	0	0	4	14:00	2	0	1	2	0	0	0	5	14:00	2	1	2	4	0	0	0	9			
15:00	0	0	0	0	0	0	0	0	15:00	0	1	0	1	0	0	0	2	15:00	0	1	0	1	0	0	0	2			
16:00	1	2	1	1	0	0	0	5	16:00	2	1	1	0	0	0	1	5	16:00	3	3	2	1	0	0	1	10			
17:00	2	0	0	0	0	0	0	2	17:00	3	2	0	0	0	0	0	5	17:00	5	2	0	0	0	0	0	7			
18:00	0	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	0	1	18:00	1	0	0	0	0	0	0	1			
19:00	0	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0	0			
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0			
Total	**17**	**20**	**7**	**6**	**0**	**0**	**2**	**52**	**Total**	**13**	**13**	**9**	**3**	**0**	**0**	**2**	**40**	**Total**	**30**	**33**	**16**	**9**	**0**	**0**	**4**	**92**			

Additional Activity

Friday 27/05/2022																														
	Inbound									Outbound										Two-Way										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0			
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0			
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0			
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0			
05:00	0	0	0	0	0	0	0	0	05:00	0	1	0	0	0	0	0	1	05:00	0	1	0	0	0	0	0	1			
06:00	0	2	0	0	0	0	0	2	06:00	0	1	0	0	0	0	1	2	06:00	0	3	0	0	0	0	0	3			
07:00	0	1	1	0	0	0	0	2	07:00	0	0	1	0	0	0	0	1	07:00	0	1	2	0	0	0	0	3			
08:00	0	0	0	0	0	0	0	0	08:00	0	1	1	0	0	0	0	2	08:00	0	1	1	0	0	0	0	2			
09:00	0	0	0	0	0	0	0	0	09:00	0	0	1	0	0	0	0	1	09:00	0	0	1	0	0	0	0	1			
10:00	0	5	0	0	0	0	0	5	10:00	0	2	1	0	0	0	0	3	10:00	0	7	1	0	0	0	0	8			
11:00	0	1	0	0	0	0	0	1	11:00	0	2	0	0	0	0	0	2	11:00	0	2	0	0	0	0	0	2			
12:00	0	1	2	0	0	0	0	2	12:00	0	0	1	0	0	0	0	1	12:00	0	1	2	0	0	0	0	3			
13:00	0	2	2	0	0	0	0	4	13:00	0	2	1	0	0	0	0	3	13:00	0	4	2	0	0	0	0	6			
14:00	0	1	1	0	0	0	0	1	14:00	0	0	1	0	0	0	0	1	14:00	0	1	2	0	0	0	0	2			
15:00	0	0	0	0	0	0	0	0	15:00	0	1	0	0	0	0	0	1	15:00	0	1	0	0	0	0	0	1			
16:00	0	1	1	0	0	0	0	2	16:00	0	1	1	0	0	0	0	2	16:00	0	2	2	0	0	0	0	4			
17:00	0	0	0	0	0	0	0	0	17:00	0	2	0	0	0	0	0	2	17:00	0	2	0	0	0	0	0	2			
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0			
19:00	0	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0	0			
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0			
Total	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**2**	**24**	**12**	**0**	**0**	**0**	**0**	**38**			

Combined Forecast Activity

Friday 27/05/2022																														
	Inbound									Outbound										Two-Way										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0			
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0			
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0			
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0			
04:00	1	0	0	0	0	0	0	1	04:00	1	0	0	0	0	0	0	1	04:00	2	0	0	0	0	0	0	2			
05:00	1	0	0	0	0	0	0	1	05:00	0	2	1	0	0	0	0	3	05:00	1	2	1	0	0	0	0	4			
06:00	12	16	0	1	0	2	1	32	06:00	2	2	0	0	1	0	0	5	06:00	14	18	0	2	0	2	1	37			
07:00	10	7	2	0	0	1	2	21	07:00	1	1	3	1	0	0	0	7	07:00	11	8	5	1	0	1	2	28			
08:00	2	2	0	0	0	0	0	5	08:00	0	5	3	0	0	0	0	8	08:00	3	7	3	0	0	0	0	13			
09:00	3	4	0	1	0	0	0	8	09:00	2	3	2	0	0	0	0	6	09:00	5	7	2	1	0	0	0	14			
10:00	2	17	0	3	0	0	0	23	10:00	3	10	2	0	0	0	0	14	10:00	6	27	2	3	0	0	0	37			
11:00	0	5	0	2	0	0	0	7	11:00	0	9	0	1	0	1	0	11	11:00	0	13	0	3	0	1	0	18			
12:00	2	5	4	1	0	0	1	12	12:00	3	0	3	2	0	0	1	9	12:00	5	5	6	3	0	0	2	21			
13:00	3	7	4	2	0	0	0	15	13:00	1	7	2	0	0	0	0	10	13:00	4	14	5	2	0	0	0	25			
14:00	1	2	2	3	0	0	0	7	14:00	4	4	2	2	0	0	0	12	14:00	5	6	4	5	0	0	0	20			
15:00	1	3	0	1	0	0	0	6	15:00	2	5	0	1	0	0	0	8	15:00	3	8	0	2	0	0	0	13			
16:00	2	6	2	2	0	0	0	12	16:00	7	6	2	0	0	0	2	16	16:00	10	11	4	2	0	0	2	28			
17:00	4	0	0	0	0	0	0	4	17:00	12	12	0	0	0	1	0	25	17:00	16	12	0	0	0	1	0	30			
18:00	1	0	0	0	0	0	0	1	18:00	2	0	0	0	0	0	0	2	18:00	3	0	0	0	0	0	0	3			
19:00	0	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1	2	19:00	1	0	0	0	0	0	1	2			
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0			
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0			
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0			
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0			
Total	**46**	**74**	**13**	**16**	**0**	**2**	**4**	**155**	**Total**	**43**	**65**	**18**	**8**	**0**	**2**	**4**	**141**	**Total**	**89**	**139**	**32**	**24**	**0**	**5**	**8**	**296**			

MOTT MACDONALD

Ashford Site Activity

Tuesday 07/06/2022																												
	Inbound									Outbound										Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	05:00	0	0	0	0	0	0	0	0	05:00	1	0	0	0	0	0	0	1
06:00	6	12	0	0	0	0	1	19	06:00	0	0	0	0	0	0	0	0	06:00	6	12	0	0	0	0	1	19
07:00	5	4	0	0	0	1	1	11	07:00	0	2	1	1	0	0	0	4	07:00	5	6	1	1	0	1	1	15
08:00	4	1	1	0	0	0	0	6	08:00	0	3	1	0	0	0	0	4	08:00	4	4	2	0	0	0	0	10
09:00	1	1	0	0	0	0	0	2	09:00	0	0	0	0	0	0	0	0	09:00	1	1	0	0	0	0	0	2
10:00	2	4	0	0	0	0	0	6	10:00	0	6	0	0	0	0	0	6	10:00	2	10	0	0	0	0	0	12
11:00	1	7	0	0	0	0	0	8	11:00	1	6	0	0	0	0	0	7	11:00	2	13	0	0	0	0	0	15
12:00	1	0	0	0	0	0	0	1	12:00	6	1	0	0	0	0	0	7	12:00	7	1	0	0	0	0	0	8
13:00	0	2	0	0	0	0	0	2	13:00	0	1	0	0	0	0	0	1	13:00	0	3	0	0	0	0	0	3
14:00	4	2	0	0	0	0	0	6	14:00	3	4	0	0	0	0	0	7	14:00	7	6	0	0	0	0	0	13
15:00	1	5	0	1	0	0	0	7	15:00	0	4	0	0	0	0	0	4	15:00	1	9	0	1	0	0	0	11
16:00	3	5	0	0	0	0	0	8	16:00	6	8	0	0	0	0	1	15	16:00	9	13	0	0	0	0	1	23
17:00	1	1	1	0	0	0	0	3	17:00	9	9	0	0	0	1	0	19	17:00	10	10	1	0	0	1	0	22
18:00	1	0	0	0	0	0	0	1	18:00	1	0	0	0	0	0	1	2	18:00	2	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1	2	19:00	1	0	0	0	0	0	1	2
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**31**	**44**	**2**	**1**	**0**	**1**	**2**	**81**	**Total**	**27**	**44**	**2**	**1**	**0**	**1**	**2**	**77**	**Total**	**58**	**88**	**4**	**2**	**0**	**2**	**4**	**158**

West Drayton Site Activity

Tuesday 07/06/2022																												
	Inbound									Outbound										Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	1	0	0	0	0	0	0	1	05:00	0	0	0	1	0	0	0	1	05:00	1	0	0	1	0	0	0	2
06:00	0	1	0	0	0	0	0	1	06:00	1	0	0	1	0	0	0	2	06:00	1	1	0	1	0	0	0	3
07:00	5	0	1	1	0	0	1	8	07:00	0	0	1	3	0	0	0	4	07:00	5	0	2	4	0	0	1	12
08:00	1	0	0	0	0	0	0	1	08:00	0	0	1	0	0	0	0	1	08:00	1	0	1	0	0	0	0	2
09:00	0	1	1	0	0	0	0	2	09:00	1	1	1	1	0	0	0	4	09:00	1	2	2	1	0	0	0	6
10:00	3	0	0	0	0	0	0	3	10:00	0	0	0	0	0	0	0	0	10:00	3	0	0	0	0	0	0	3
11:00	0	2	0	0	0	0	0	2	11:00	0	0	0	0	0	0	0	0	11:00	0	2	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	12:00	0	1	0	0	0	0	0	1	12:00	0	1	0	0	0	0	0	1
13:00	2	0	0	0	0	0	0	2	13:00	2	0	0	0	0	0	0	2	13:00	4	0	0	0	0	0	0	4
14:00	0	1	0	0	0	0	0	1	14:00	1	1	0	0	0	0	0	2	14:00	1	2	0	0	0	0	0	3
15:00	2	0	0	0	0	0	0	2	15:00	1	0	0	0	0	0	1	2	15:00	3	0	0	0	0	0	0	3
16:00	0	0	1	1	0	0	0	2	16:00	3	1	0	0	0	0	1	5	16:00	3	1	1	1	0	0	1	7
17:00	0	1	0	0	0	0	0	1	17:00	3	1	1	0	0	0	0	5	17:00	3	2	1	0	0	0	0	6
18:00	0	0	1	0	0	0	0	1	18:00	0	0	0	0	0	0	0	0	18:00	0	0	1	0	0	0	0	1
19:00	1	1	1	0	0	0	0	3	19:00	2	0	0	0	0	0	0	2	19:00	3	1	1	0	0	0	0	5
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0	0	21:00	1	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**16**	**7**	**5**	**2**	**0**	**0**	**1**	**31**	**Total**	**14**	**5**	**4**	**6**	**0**	**0**	**1**	**30**	**Total**	**30**	**12**	**9**	**8**	**0**	**0**	**2**	**61**

Additional Activity

Tuesday 07/06/2022																												
	Inbound									Outbound										Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	2	06:00	0	0	0	0	0	0	0	0	06:00	0	2	0	0	0	0	0	2
07:00	0	0	1	0	0	0	0	1	07:00	0	0	2	0	0	0	0	2	07:00	0	0	3	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	08:00	0	0	2	0	0	0	0	2	08:00	0	0	2	0	0	0	0	2
09:00	0	2	1	0	0	0	0	3	09:00	0	2	2	0	0	0	0	4	09:00	0	4	3	0	0	0	0	7
10:00	0	0	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	0	10:00	0	0	0	0	0	0	0	0
11:00	0	3	0	0	0	0	0	3	11:00	0	0	0	0	0	0	0	0	11:00	0	3	0	0	0	0	0	3
12:00	0	0	0	0	0	0	0	0	12:00	0	2	0	0	0	0	0	2	12:00	0	2	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0	0
14:00	0	2	0	0	0	0	0	2	14:00	0	2	0	0	0	0	0	2	14:00	0	4	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	1	16:00	0	2	0	0	0	0	0	2	16:00	0	2	1	0	0	0	0	4
17:00	0	2	0	0	0	0	0	2	17:00	0	2	2	0	0	0	0	4	17:00	0	4	2	0	0	0	0	6
18:00	0	0	1	0	0	0	0	1	18:00	0	0	0	0	0	0	0	0	18:00	0	0	1	0	0	0	0	1
19:00	0	2	1	0	0	0	0	3	19:00	0	0	0	0	0	0	0	0	19:00	0	2	1	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**2**	**24**	**12**	**0**	**0**	**0**	**0**	**38**

Combined Forecast Activity

Tuesday 07/06/2022																												
	Inbound									Outbound										Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	2	0	0	0	0	0	0	2	05:00	0	0	0	1	0	0	0	1	05:00	2	0	0	1	0	0	0	3
06:00	6	15	0	0	0	0	1	22	06:00	1	0	0	1	0	0	0	2	06:00	7	15	0	1	0	0	1	24
07:00	10	4	2	1	0	1	2	21	07:00	0	2	4	4	0	0	0	10	07:00	10	6	6	5	0	1	2	30
08:00	5	1	1	0	0	0	0	7	08:00	0	3	4	0	0	0	0	7	08:00	5	4	5	0	0	0	0	14
09:00	1	4	2	0	0	0	0	7	09:00	1	3	3	1	0	0	0	8	09:00	2	7	5	1	0	0	0	15
10:00	5	4	0	0	0	0	0	9	10:00	0	6	0	0	0	0	0	6	10:00	5	10	0	0	0	0	0	15
11:00	1	12	0	0	0	0	0	13	11:00	1	6	0	0	0	0	0	7	11:00	2	18	0	0	0	0	0	20
12:00	1	0	0	0	0	0	0	1	12:00	6	4	0	0	0	0	0	10	12:00	7	4	0	0	0	0	0	11
13:00	2	2	0	0	0	0	0	4	13:00	2	1	0	0	0	0	0	3	13:00	4	3	0	0	0	0	0	7
14:00	4	5	0	0	0	0	0	9	14:00	4	7	0	0	0	0	0	11	14:00	8	12	0	0	0	0	0	20
15:00	3	5	0	1	0	0	0	9	15:00	1	4	0	0	0	0	0	5	15:00	4	9	0	1	0	0	0	14
16:00	3	5	2	1	0	0	0	11	16:00	9	11	0	0	0	0	2	23	16:00	12	16	2	1	0	0	2	34
17:00	1	4	1	0	0	0	0	6	17:00	12	12	3	0	0	1	0	28	17:00	13	16	4	0	0	1	0	34
18:00	1	0	2	0	0	0	0	3	18:00	1	0	0	0	0	0	0	1	18:00	2	0	2	0	0	0	0	4
19:00	1	3	2	0	0	0	0	6	19:00	3	0	0	0	0	0	1	4	19:00	4	3	2	0	0	0	1	10
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	1	0	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0	0	21:00	1	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**48**	**63**	**13**	**3**	**0**	**1**	**3**	**131**	**Total**	**42**	**61**	**12**	**7**	**0**	**1**	**3**	**126**	**Total**	**90**	**124**	**25**	**10**	**0**	**2**	**6**	**257**

MOTT MACDONALD

Ashford Site Activity

Wednesday 08/06/2022																												
Inbound									Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	04:00	0	0	0	0	0	0	0	0	04:00	1	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	1	05:00	0	0	0	2	0	0	0	2	05:00	0	1	0	2	0	0	0	3
06:00	6	12	0	0	0	0	1	19	06:00	0	0	0	0	0	0	0	0	06:00	6	12	0	0	0	0	1	19
07:00	6	1	0	0	0	1	1	9	07:00	1	1	0	0	0	0	0	2	07:00	7	2	0	0	0	1	1	11
08:00	1	2	0	0	0	0	0	3	08:00	0	2	0	0	0	0	0	2	08:00	1	4	0	0	0	0	0	5
09:00	3	2	0	0	0	0	0	5	09:00	1	2	0	0	0	0	0	3	09:00	4	4	0	0	0	0	0	8
10:00	2	4	1	0	0	0	0	7	10:00	3	3	1	0	0	0	0	7	10:00	5	7	2	0	0	0	0	14
11:00	0	1	0	1	0	0	0	2	11:00	0	2	0	0	0	0	0	2	11:00	0	3	0	1	0	0	0	4
12:00	1	3	0	0	0	0	0	4	12:00	1	3	0	2	0	0	0	6	12:00	2	6	0	2	0	0	0	10
13:00	2	0	0	0	0	0	0	2	13:00	3	1	0	0	0	0	0	4	13:00	5	1	0	0	0	0	0	6
14:00	1	1	1	0	0	0	0	3	14:00	1	1	0	0	0	0	0	2	14:00	2	2	1	0	0	0	0	5
15:00	0	1	0	1	0	0	0	2	15:00	1	0	0	0	0	0	0	1	15:00	1	1	0	1	0	0	0	3
16:00	1	1	0	0	0	0	0	2	16:00	3	4	0	0	0	0	0	7	16:00	4	5	0	0	0	0	0	9
17:00	2	1	0	1	0	0	0	4	17:00	11	10	0	0	0	1	1	23	17:00	13	11	0	1	0	1	1	27
18:00	0	0	0	0	0	0	0	0	18:00	1	2	0	0	0	0	0	3	18:00	1	2	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1	2	19:00	1	0	0	0	0	0	1	2
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**26**	**30**	**2**	**3**	**0**	**1**	**2**	**64**	**Total**	**27**	**31**	**1**	**4**	**0**	**1**	**2**	**66**	**Total**	**53**	**61**	**3**	**7**	**0**	**2**	**4**	**130**

West Drayton Site Activity

Wednesday 08/06/2022																												
Inbound									Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0
06:00	4	1	0	0	0	0	0	5	06:00	0	0	0	0	0	0	0	0	06:00	4	1	0	0	0	0	0	5
07:00	2	0	0	1	0	0	1	4	07:00	1	1	0	2	0	0	0	4	07:00	3	1	0	3	0	0	1	8
08:00	1	0	0	1	0	0	0	2	08:00	0	0	1	0	0	0	1	2	08:00	1	0	1	1	0	0	0	3
09:00	1	0	0	0	0	0	0	1	09:00	2	1	0	1	0	0	0	4	09:00	3	1	0	1	0	0	0	5
10:00	2	1	1	0	0	0	0	4	10:00	2	0	0	0	0	0	0	2	10:00	4	1	1	0	0	0	0	6
11:00	1	0	0	0	0	0	0	1	11:00	1	0	0	0	0	0	0	1	11:00	2	0	0	0	0	0	0	2
12:00	1	1	0	0	0	0	0	2	12:00	1	1	0	0	0	0	0	2	12:00	2	2	0	0	0	0	0	4
13:00	2	1	0	0	0	0	0	3	13:00	1	0	0	1	0	0	0	2	13:00	3	1	0	1	0	0	0	5
14:00	0	1	0	0	0	0	0	1	14:00	1	1	0	0	0	0	0	2	14:00	1	2	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	0	1	15:00	1	0	0	0	0	0	0	1
16:00	2	0	1	2	0	0	0	5	16:00	3	0	0	0	0	0	1	4	16:00	5	0	1	2	0	0	1	9
17:00	0	0	2	0	0	0	0	2	17:00	5	1	1	0	0	0	0	7	17:00	5	1	3	0	0	0	0	9
18:00	2	0	0	0	0	0	0	2	18:00	1	0	0	0	0	0	1	2	18:00	3	0	0	0	0	0	0	3
19:00	1	1	0	0	0	0	0	2	19:00	1	0	0	0	0	0	1	2	19:00	2	1	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	1	1	0	0	0	0	0	2	21:00	0	1	0	0	0	0	0	1	21:00	1	2	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**20**	**7**	**4**	**4**	**0**	**0**	**1**	**36**	**Total**	**20**	**6**	**2**	**4**	**0**	**0**	**1**	**33**	**Total**	**40**	**13**	**6**	**8**	**0**	**0**	**2**	**69**

Additional Activity

Wednesday 08/06/2022																												
Inbound									Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	2	06:00	0	0	0	0	0	0	0	0	06:00	0	2	0	0	0	0	0	2
07:00	0	0	0	0	0	0	0	0	07:00	0	2	0	0	0	0	0	2	07:00	0	2	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	08:00	0	0	3	0	0	0	0	3	08:00	0	0	3	0	0	0	0	3
09:00	0	0	0	0	0	0	0	0	09:00	0	2	0	0	0	0	0	2	09:00	0	2	0	0	0	0	0	2
10:00	0	2	2	0	0	0	0	3	10:00	0	0	0	0	0	0	0	0	10:00	0	2	2	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0	0	11:00	0	0	0	0	0	0	0	0
12:00	0	2	0	0	0	0	0	2	12:00	0	2	0	0	0	0	0	2	12:00	0	4	0	0	0	0	0	4
13:00	0	2	0	0	0	0	0	2	13:00	0	0	0	0	0	0	0	0	13:00	0	2	0	0	0	0	0	2
14:00	0	2	0	0	0	0	0	2	14:00	0	2	0	0	0	0	0	2	14:00	0	4	0	0	0	0	0	4
15:00	0	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0	0
16:00	0	0	2	0	0	0	0	2	16:00	0	0	0	0	0	0	0	0	16:00	0	0	2	0	0	0	0	2
17:00	0	0	3	0	0	0	0	3	17:00	0	2	3	0	0	0	0	5	17:00	0	2	6	0	0	0	0	8
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
19:00	0	2	0	0	0	0	0	2	19:00	0	0	0	0	0	0	0	0	19:00	0	2	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	2	0	0	0	0	0	2	21:00	0	2	0	0	0	0	0	2	21:00	0	4	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**2**	**24**	**12**	**0**	**0**	**0**	**0**	**38**

Combined Forecast Activity

Wednesday 08/06/2022																												
Inbound									Outbound										Two-Way									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	1	0	0	0	0	0	0	1	04:00	0	0	0	0	0	0	0	0	04:00	1	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	1	05:00	0	0	0	2	0	0	0	2	05:00	0	1	0	2	0	0	0	3
06:00	10	15	0	0	0	0	1	26	06:00	0	0	0	0	0	0	0	0	06:00	10	15	0	0	0	0	1	26
07:00	8	1	0	1	0	1	2	13	07:00	2	4	0	2	0	0	0	8	07:00	10	5	0	3	0	1	2	21
08:00	2	2	0	1	0	0	0	5	08:00	0	2	4	0	0	0	0	6	08:00	2	4	4	1	0	0	0	11
09:00	4	2	0	0	0	0	0	6	09:00	3	5	0	1	0	0	0	9	09:00	7	7	0	1	0	0	0	15
10:00	4	7	4	0	0	0	0	14	10:00	5	3	1	0	0	0	0	9	10:00	9	10	5	0	0	0	0	23
11:00	1	1	0	1	0	0	0	3	11:00	1	2	0	0	0	0	0	3	11:00	2	3	0	1	0	0	0	6
12:00	2	6	0	0	0	0	0	8	12:00	2	6	0	2	0	0	0	10	12:00	4	12	0	2	0	0	0	18
13:00	4	3	0	0	0	0	0	7	13:00	4	1	0	1	0	0	0	6	13:00	8	4	0	1	0	0	0	13
14:00	1	4	1	0	0	0	0	6	14:00	2	4	0	0	0	0	0	6	14:00	3	8	1	0	0	0	0	12
15:00	0	1	0	1	0	0	0	2	15:00	2	0	0	0	0	0	0	2	15:00	2	1	0	1	0	0	0	4
16:00	3	1	3	2	0	0	0	9	16:00	6	4	0	0	0	0	1	11	16:00	9	5	3	2	0	0	1	20
17:00	2	1	5	1	0	0	0	9	17:00	16	13	4	0	0	1	1	35	17:00	18	14	9	1	0	1	1	44
18:00	2	0	0	0	0	0	0	2	18:00	2	2	0	0	0	0	0	4	18:00	4	2	0	0	0	0	0	6
19:00	1	3	0	0	0	0	0	4	19:00	2	0	0	0	0	0	1	3	19:00	3	3	0	0	0	0	1	7
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	1	3	0	0	0	0	0	4	21:00	0	3	0	0	0	0	0	3	21:00	1	6	0	0	0	0	0	7
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**47**	**49**	**12**	**7**	**0**	**1**	**3**	**119**	**Total**	**48**	**49**	**9**	**8**	**0**	**1**	**3**	**118**	**Total**	**95**	**98**	**21**	**15**	**0**	**2**	**6**	**237**

MOTT MACDONALD

Ashford Site Activity

Thursday 09/06/2022

Inbound									Outbound									Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	2	05:00	0	0	0	0	0	0	0	0	05:00	1	1	0	0	0	0	0	2
06:00	5	12	0	0	0	2	1	20	06:00	0	1	0	0	0	0	0	1	06:00	5	13	0	0	0	2	1	21
07:00	7	4	0	0	0	0	1	12	07:00	1	1	0	0	0	0	0	2	07:00	8	5	0	0	0	0	1	14
08:00	2	0	0	0	0	0	0	2	08:00	2	4	2	0	0	0	0	8	08:00	4	4	2	0	0	0	0	10
09:00	2	3	0	1	0	0	0	6	09:00	1	1	0	1	0	0	0	3	09:00	3	4	0	2	0	0	0	9
10:00	1	1	0	0	0	1	0	3	10:00	0	1	1	0	0	1	0	3	10:00	1	2	1	0	0	2	0	6
11:00	0	3	0	0	0	0	0	3	11:00	0	3	0	0	0	0	0	3	11:00	0	6	0	0	0	0	0	6
12:00	0	2	1	0	0	0	0	3	12:00	0	2	0	0	0	0	0	2	12:00	0	4	1	0	0	0	0	5
13:00	0	2	0	0	0	0	0	2	13:00	0	2	0	0	0	0	0	2	13:00	0	4	0	0	0	0	0	4
14:00	2	1	3	0	0	0	0	6	14:00	3	0	1	0	0	0	0	4	14:00	5	1	4	0	0	0	0	10
15:00	2	2	0	0	0	0	0	4	15:00	2	2	0	0	0	0	0	4	15:00	4	4	0	0	0	0	0	8
16:00	1	3	0	0	0	0	0	4	16:00	8	7	0	0	0	0	1	16	16:00	9	10	0	0	0	0	1	20
17:00	2	0	0	0	0	0	0	2	17:00	6	8	0	0	0	2	0	16	17:00	8	8	0	0	0	2	0	18
18:00	1	0	0	0	0	0	0	1	18:00	1	0	0	0	0	0	0	1	18:00	2	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	19:00	2	0	0	0	0	0	1	3	19:00	2	0	0	0	0	0	1	3
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**26**	**34**	**4**	**1**	**0**	**3**	**2**	**70**	**Total**	**26**	**32**	**4**	**1**	**0**	**3**	**2**	**68**	**Total**	**52**	**66**	**8**	**2**	**0**	**6**	**4**	**138**

West Drayton Site Activity

Thursday 09/06/2022

Inbound									Outbound									Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	1	0	0	0	0	0	1	04:00	0	1	0	0	0	0	0	1
05:00	1	0	0	0	0	0	0	1	05:00	0	0	0	0	0	0	0	0	05:00	1	0	0	0	0	0	0	1
06:00	1	1	0	0	0	0	0	2	06:00	0	0	0	0	0	0	0	2	06:00	1	1	0	2	0	0	0	4
07:00	4	0	1	0	0	0	1	6	07:00	0	1	2	0	0	0	0	3	07:00	4	1	3	0	0	0	1	9
08:00	0	0	1	0	0	0	0	1	08:00	0	0	0	0	0	0	0	0	08:00	0	0	1	0	0	0	0	1
09:00	3	0	1	0	0	0	0	4	09:00	1	1	0	0	0	0	0	2	09:00	4	1	1	0	0	0	0	6
10:00	1	0	0	0	0	0	0	1	10:00	1	0	1	0	0	0	0	2	10:00	2	0	1	0	0	0	0	3
11:00	0	1	0	3	0	0	0	4	11:00	0	0	0	2	0	0	0	2	11:00	0	1	0	5	0	0	0	6
12:00	0	1	1	1	0	0	0	3	12:00	0	1	1	1	0	0	0	3	12:00	0	2	2	2	0	0	0	6
13:00	0	0	1	0	0	0	0	1	13:00	0	0	0	1	0	0	0	1	13:00	0	0	1	1	0	0	0	2
14:00	2	0	0	0	0	0	0	2	14:00	3	0	0	0	0	0	0	3	14:00	5	0	0	0	0	0	0	5
15:00	0	0	1	0	0	0	0	1	15:00	1	0	1	0	0	0	0	2	15:00	1	0	2	0	0	0	0	3
16:00	0	0	1	1	0	0	0	2	16:00	1	0	0	0	0	0	0	1	16:00	1	0	1	1	0	0	0	3
17:00	0	0	0	0	0	0	0	0	17:00	5	0	0	0	0	0	1	6	17:00	5	0	0	0	0	0	1	6
18:00	0	0	0	0	0	0	0	0	18:00	2	0	0	0	0	0	0	2	18:00	2	0	0	0	0	0	0	2
19:00	2	2	0	0	0	0	0	4	19:00	1	0	0	0	0	0	1	2	19:00	3	2	0	0	0	0	0	5
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**14**	**5**	**7**	**5**	**0**	**0**	**1**	**32**	**Total**	**15**	**4**	**5**	**6**	**0**	**0**	**1**	**31**	**Total**	**29**	**9**	**12**	**11**	**0**	**0**	**2**	**63**

Additional Activity

Thursday 09/06/2022

Inbound									Outbound									Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	3	0	0	0	0	0	3	04:00	0	3	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	0	2	06:00	0	0	0	0	0	0	0	0	06:00	0	2	0	0	0	0	0	2
07:00	0	0	1	0	0	0	0	1	07:00	0	3	2	0	0	0	0	5	07:00	0	3	3	0	0	0	0	7
08:00	0	0	1	0	0	0	0	1	08:00	0	0	0	0	0	0	0	0	08:00	0	0	1	0	0	0	0	1
09:00	0	0	1	0	0	0	0	1	09:00	0	3	0	0	0	0	0	3	09:00	0	3	1	0	0	0	0	4
10:00	0	0	0	0	0	0	0	0	10:00	0	0	1	0	0	0	0	1	10:00	0	0	1	0	0	0	0	1
11:00	0	2	0	0	0	0	0	2	11:00	0	0	0	0	0	0	0	0	11:00	0	2	0	0	0	0	0	2
12:00	0	2	1	0	0	0	0	3	12:00	0	3	1	0	0	0	0	4	12:00	0	5	2	0	0	0	0	7
13:00	0	0	1	0	0	0	0	1	13:00	0	0	0	0	0	0	0	0	13:00	0	0	1	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	1	15:00	0	0	1	0	0	0	0	1	15:00	0	0	2	0	0	0	0	2
16:00	0	0	1	0	0	0	0	1	16:00	0	0	0	0	0	0	0	0	16:00	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
19:00	0	5	0	0	0	0	0	5	19:00	0	0	0	0	0	0	0	0	19:00	0	5	0	0	0	0	0	5
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**1**	**12**	**6**	**0**	**0**	**0**	**0**	**19**	**Total**	**2**	**24**	**12**	**0**	**0**	**0**	**0**	**38**

Combined Forecast Activity

Thursday 09/06/2022

Inbound									Outbound									Two-Way								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	04:00	0	4	0	0	0	0	0	4	04:00	0	4	0	0	0	0	0	4
05:00	2	1	0	0	0	0	0	3	05:00	0	0	0	0	0	0	0	0	05:00	2	1	0	0	0	0	0	3
06:00	6	15	0	0	0	2	1	24	06:00	0	1	0	2	0	0	0	3	06:00	6	16	0	2	0	2	1	27
07:00	11	4	2	0	0	0	2	19	07:00	1	5	4	0	0	0	0	10	07:00	12	9	6	0	0	0	2	30
08:00	2	0	2	0	0	0	0	4	08:00	2	4	2	0	0	0	0	8	08:00	4	4	4	0	0	0	0	12
09:00	5	3	2	1	0	0	0	11	09:00	2	5	0	1	0	0	0	8	09:00	7	8	2	2	0	0	0	19
10:00	2	1	0	0	0	1	0	4	10:00	1	1	3	0	0	1	0	6	10:00	3	2	3	0	0	2	0	10
11:00	0	6	0	3	0	0	0	9	11:00	0	3	0	2	0	0	0	5	11:00	0	9	0	5	0	0	0	14
12:00	0	5	3	1	0	0	0	9	12:00	0	6	2	1	0	0	0	9	12:00	0	11	5	2	0	0	0	18
13:00	0	2	2	0	0	0	0	4	13:00	0	2	0	1	0	0	0	3	13:00	0	4	2	1	0	0	0	7
14:00	4	1	3	0	0	0	0	8	14:00	6	0	1	0	0	0	0	7	14:00	10	1	4	0	0	0	0	15
15:00	2	2	2	0	0	0	0	6	15:00	3	2	2	0	0	0	0	7	15:00	5	4	4	0	0	0	0	13
16:00	1	3	2	1	0	0	0	7	16:00	9	7	0	0	0	0	1	17	16:00	10	10	2	1	0	0	1	24
17:00	2	0	0	0	0	0	0	2	17:00	11	8	0	0	0	2	1	22	17:00	13	8	0	0	0	2	1	24
18:00	1	0	0	0	0	0	0	1	18:00	3	0	0	0	0	0	0	3	18:00	4	0	0	0	0	0	0	4
19:00	2	7	0	0	0	0	0	9	19:00	3	0	0	0	0	0	1	4	19:00	5	7	0	0	0	0	1	13
20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0
Total	**41**	**51**	**17**	**6**	**0**	**3**	**3**	**121**	**Total**	**42**	**48**	**15**	**7**	**0**	**3**	**3**	**118**	**Total**	**83**	**99**	**32**	**13**	**0**	**6**	**6**	**239**

Summary of Forecast Activity

Analysis conducted on average and peak (Friday 27/05/22) activity

All Movements

	Thursday 26/05/22			Friday 27/05/22			Tuesday 06/06/22			Wednesday 07/06/22			Thursday 08/06/22			Average		
Time Period	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	1	1	2	0	0	0	1	0	1	0	4	4	0	1	2
05:00	2	1	3	1	3	4	2	1	3	1	2	3	3	0	3	2	1	3
06:00	30	4	34	32	5	37	22	2	24	26	0	26	24	3	27	27	3	30
07:00	15	10	24	21	7	28	21	10	30	13	8	21	19	10	30	18	9	27
08:00	6	11	16	5	8	13	7	7	14	5	6	11	4	8	12	5	8	13
09:00	10	5	14	8	6	14	7	8	15	6	9	15	11	8	19	8	7	16
10:00	10	7	17	23	14	37	9	6	15	14	9	23	4	6	10	12	8	21
11:00	7	11	18	7	11	18	13	7	20	3	3	6	9	5	14	8	7	15
12:00	5	6	10	12	9	21	1	10	11	8	10	18	9	9	18	7	9	16
13:00	11	4	15	15	10	25	4	3	7	7	6	13	4	3	7	8	5	13
14:00	10	19	29	7	12	20	9	11	20	6	6	12	8	7	15	8	11	19
15:00	7	7	14	6	8	13	9	5	14	2	2	4	6	7	13	6	6	12
16:00	8	15	24	12	16	28	11	23	34	9	11	20	7	17	24	9	16	26
17:00	3	22	25	4	25	30	6	28	34	9	35	44	2	22	24	5	27	31
18:00	6	2	8	1	2	3	3	1	4	2	4	6	1	3	4	3	3	5
19:00	0	5	5	0	2	2	6	4	10	4	3	7	9	4	13	4	4	8
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	1	0	1	4	3	7	0	0	0	1	1	2
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**132**	**130**	**262**	**155**	**141**	**296**	**131**	**126**	**257**	**119**	**118**	**237**	**121**	**118**	**239**	**132**	**127**	**258**

Cars & LGVs

	Thursday 26/05/22			Friday 27/05/22			Tuesday 06/07/22			Wednesday 07/07/22			Thursday 08/07/22			Average		
Time Period	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	1	1	2	0	0	0	1	0	1	0	4	4	0	1	2
05:00	2	0	2	1	2	3	2	0	2	1	0	1	3	0	3	2	0	2
06:00	26	2	28	28	4	32	21	1	22	25	0	25	21	1	22	24	2	26
07:00	12	7	18	17	3	19	14	2	16	9	6	15	15	6	21	13	5	18
08:00	5	7	13	4	5	10	6	3	9	4	2	6	2	6	8	4	5	9
09:00	8	4	11	7	5	11	5	4	9	6	8	14	8	7	15	7	6	12
10:00	10	7	17	20	13	33	9	6	15	11	8	19	3	2	5	11	7	18
11:00	4	9	13	5	9	14	13	7	20	2	3	5	6	3	9	6	6	12
12:00	4	6	9	6	4	10	1	10	11	8	8	16	5	6	11	5	7	12
13:00	7	4	11	10	8	17	4	3	7	7	5	12	2	2	4	6	4	10
14:00	5	9	14	3	9	11	9	11	20	5	6	11	5	6	11	5	8	14
15:00	5	6	10	5	7	11	8	5	13	1	2	3	4	5	9	5	5	9
16:00	8	14	22	8	13	21	8	21	29	4	10	14	4	16	20	7	15	21
17:00	3	20	23	4	24	28	5	25	29	3	29	32	2	19	21	3	23	27
18:00	2	2	4	1	2	3	1	1	2	2	4	6	1	3	4	1	3	4
19:00	0	4	4	0	1	1	4	3	7	4	2	6	9	3	12	3	3	6
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	2	0	2	0	0	0	1	0	1	4	3	7	0	0	0	1	1	2
22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**104**	**102**	**207**	**119**	**108**	**228**	**111**	**103**	**214**	**96**	**97**	**193**	**92**	**90**	**182**	**105**	**100**	**205**

OGV1

	Thursday 26/05/22			Friday 27/05/22			Tuesday 06/07/22			Wednesday 07/07/22			Thursday 08/07/22			Average		
Time Period	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:00	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:00	0	0	0	2	3	5	2	4	6	0	0	0	2	4	6	1	2	3
08:00	0	2	3	0	3	3	1	4	5	0	4	4	2	2	4	1	3	4
09:00	1	0	1	0	2	2	2	3	5	0	0	0	2	0	2	1	1	2
10:00	0	0	0	0	2	2	0	0	0	4	1	5	0	3	3	1	1	2
11:00	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00	1	0	1	4	3	6	0	0	0	0	0	0	3	2	5	2	1	2
13:00	0	0	0	4	2	5	0	0	0	0	0	0	2	0	2	1	0	1
14:00	2	7	9	2	2	4	0	0	0	1	0	1	3	1	4	2	2	4
15:00	3	0	3	0	0	0	0	0	0	0	0	0	2	2	4	1	0	1
16:00	0	0	0	2	2	4	2	0	2	3	0	3	2	0	2	2	0	2
17:00	0	0	0	0	0	0	1	3	4	5	4	9	0	0	0	1	1	3
18:00	3	0	3	0	0	0	2	0	2	0	0	0	0	0	0	1	0	1
19:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**14**	**13**	**28**	**13**	**18**	**32**	**13**	**12**	**25**	**12**	**9**	**21**	**17**	**15**	**32**	**14**	**14**	**27**

OGV2

	Thursday 26/05/22			Friday 27/05/22			Tuesday 06/07/22			Wednesday 07/07/22			Thursday 08/07/22			Average		
Time Period	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	1	1	0	2	2	0	0	0	0	1	1
06:00	0	0	0	1	1	2	0	1	1	0	0	0	0	2	2	0	1	1
07:00	0	3	3	0	1	1	1	4	5	1	2	3	0	0	0	0	2	2
08:00	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
09:00	1	1	2	1	0	1	0	1	1	0	1	1	1	1	2	1	1	1
10:00	0	3	3	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1
11:00	0	0	0	2	1	3	0	0	0	1	0	1	3	2	5	1	1	2
12:00	0	0	0	1	2	3	0	0	0	0	2	2	1	1	2	0	1	1
13:00	4	0	4	2	0	2	0	0	0	0	1	1	0	1	1	1	0	2
14:00	3	3	6	3	2	5	0	0	0	0	0	0	0	0	0	1	1	2
15:00	0	1	1	1	1	2	1	0	1	1	0	1	0	0	0	1	0	1
16:00	0	0	0	2	0	2	1	0	1	2	0	2	1	0	1	1	0	1
17:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
18:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**9**	**10**	**19**	**16**	**8**	**24**	**3**	**7**	**10**	**7**	**8**	**15**	**6**	**7**	**13**	**8**	**8**	**16**

MC

	Thursday 26/05/22			Friday 27/05/22			Tuesday 06/07/22			Wednesday 07/07/22			Thursday 08/07/22			Average		
Time Period	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	2	0	2	0	0	0	0	0	0	2	0	2	1	0	1
07:00	1	0	1	1	0	1	1	0	1	1	0	1	0	0	0	1	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0
11:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	1	0	1	1	0	1	1	0	1	1	0	2	2	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**1**	**3**	**2**	**2**	**5**	**1**	**1**	**2**	**1**	**1**	**2**	**3**	**3**	**6**	**2**	**2**	**3**

Cycles

	Thursday 26/05/22			Friday 27/05/22			Tuesday 06/07/22			Wednesday 07/07/22			Thursday 08/07/22			Average		
Time Period	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1
07:00	2	0	2	2	0	2	2	0	2	2	0	2	2	0	2	2	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	2	2	0	2	2	0	2	2	0	1	1	0	1	1	0	1	1
17:00	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1	0	1	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**3**	**3**	**6**	**4**	**4**	**8**	**3**	**3**	**6**	**3**	**3**	**6**	**3**	**3**	**6**	**3**	**3**	**6**