



Falling Lane, Yiewsley

Transport Statement

Client: London Borough of Hillingdon

i-Transport Ref: SJ/RW/ITB14707-002C

Date: 10 September 2021

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## Quality Management

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## Contents

SECTION 1	INTRODUCTION	1
SECTION 2	POLICY CONTEXT	3
SECTION 3	EXISTING CONDITIONS AND ACCESSIBILITY	10
SECTION 4	DEVELOPMENT PROPOSALS	18
SECTION 5	TRAFFIC IMPACT	21
SECTION 6	SUMMARY AND CONCLUSION	25

## Figures

FIGURE 1	Site location plan
FIGURE 2	Local services and facilities plan

## Drawings

ITB14707-GA-002B	Estate car parking tracking
ITB14707-GA-007	Site access visibility splays
M9534-APL106	Proposed site plan by Hunters
M9534-APL107	Proposed ground floor plan by Hunters

## Appendices

APPENDIX A.	Personal Injury Accident Data
APPENDIX B.	PTAL Assessment
APPENDIX C.	TIM Assessment
APPENDIX D.	Falling Lane Car park and traffic data (2019)
APPENDIX E.	Falling Lane In/Out Parking Survey Data (2021)
APPENDIX F	TRICS Output
APPENDIX G.	Fairfield Road car park data

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## SECTION 1 INTRODUCTION

### 1.1 Background

1.1.1 The London Borough of Hillingdon (LBH) has appointed i-Transport LLP to provide transport and highways advice with regard to a planning application for a mixed-use scheme at Falling Lane, Yiewsley. The development proposal is for 50 apartments.

1.1.2 The site is currently occupied by Yiewsley Library and the Falling Lane Car Park. It is located adjacent to the High Street / Falling Lane junction and is bound by Yiewsley Recreation Ground to the east and south. It is located in the London Borough of Hillingdon.

### 1.2 Background

1.2.1 LBH has previously prepared plans for a similar scale of development and for a new library on the site. The applicant engaged in pre-application discussions with officers at LBH and the final proposal will provide 50 new apartments with associated parking provision. The library is no longer included in the proposals for this site, instead the library will be provided on a site on the eastern side of the recreation ground. The library proposal is part of a separate planning application.

1.2.2 Vehicular and pedestrian access to the site will be taken from Falling Lane via a vehicular crossover. Pedestrian access will also be provided onto Falling Lane and onto High Street.

### 1.3 Scope

1.3.1 Pre-Application discussions with LBH highways officers took place in the form of a Transport Statement Scoping Note (i-Transport Report Ref: ITB14706-001) which was prepared in June 2019. This document set out the proposed scope of the Transport Statement. Further pre-application discussions took place with LBH highways officers in May, June and July 2020 with regard to options for servicing of the library element of the earlier scheme.

1.3.2 This TS has been prepared by i-Transport on the basis outlined in the Transport Statement Scoping Note and in line with discussions with LBH and it assesses the transport impacts of the development proposals with respect to national, regional and local policy and guidance. A separate Travel Plan Statement (TPS) has been prepared for the planning application.

## 1.4 **Structure of Report**

1.4.1 The remainder of the TS is set out as follows:

- Section 2 summarises the relevant national, regional and local policies and guidance;
- Section 3 summarises the existing conditions, including site location, local highway network, walking and cycling, public transport and the accessibility of the site;
- Section 4 sets out the development proposals including access arrangements, servicing and parking provision;
- Section 5 provides an analysis of the traffic impact of the site; and
- Section 6 provides a summary and conclusions.

## SECTION 2 POLICY CONTEXT

2.1 To provide context for the Transport Statement, this section of the report provides an overview of the relevant national and local transport planning policy.

### 2.2 National Policy

#### National Planning Policy Framework (NPPF) (July 2021)

2.2.1 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

2.2.2 The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and a Travel Plan (ref: NPPF, paragraph 113).

2.2.3 It is stated that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***safe and suitable access to the site can be achieved for all users;***
- ***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*** (ref: NPPF, paragraph 110)

2.2.4 In addition, it is stated that:

- ***“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*** (ref: NPPF, paragraph 111)

#### National Planning Practice Guidance (NPPG) 2014

2.2.5 The NPPG provides guidance on promoting sustainable transport (Section 4), and paragraph 32 states that a Transport Assessment or Statement is required to support proposals that generate significant amounts of movement.

## 2.3 Regional Policy

### The London Plan 2021 (March 2021)

- 2.3.1 The London Plan sets out the strategic targets for the spatial development of London for the next 20-25 years. From a transport perspective, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling. Furthermore, the Mayor wishes to strike an appropriate balance between promoting new development and preventing excessive parking provision that can undermine the use of sustainable travel modes.
- 2.3.2 **Policy T1 – Strategic Approach to Transport** states that all development should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. Developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.
- 2.3.3 **Policy T4 – Assessing and Mitigating Transport Impacts** states that transport assessments should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.
- 2.3.4 **Policy T5 – Cycling** requires that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This is achieved through supporting the delivery of a London-wide network of cycle routes, and appropriate cycle parking, that is designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (LCDS), and that meets the minimum standards set out in Table 10.2.
- 2.3.5 **Policy T6 – Car Parking** states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled



persons parking. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing and emergency access. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed.

- 2.3.6 Policy T7 – Deliveries, Servicing and Construction** states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

#### **Car and Cycle Parking Standards**

- 2.3.7** The current car and cycle parking standards set out in the London Plan 2021 relevant to the site are summarised in **Tables 2.1** and **2.2** respectively.

**Table 2.1: London Plan Car Parking Standards**

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	<p>1-2 Beds = 0.75 spaces per dwelling (Outer London PTAL 2-3)</p> <p>3+ Beds = Up to 1 space per dwelling (Outer London PTAL 2-3)</p> <p>Notes: Developments must ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset. At least 20 per cent of spaces should have active electric vehicle charging facilities, with passive provision for all remaining spaces.</p>

Source: The London Plan 2021

**Table 2.2: London Plan Cycle Parking Standards**

Land Use	Minimum Cycle Parking	
	Long Stay	Short Stay
Residential (Land Use C3)	<p>1 space per studio or 1 person 1-bedroom dwelling;</p> <p>1.5 spaces per 2 person 1-bedroom dwelling;</p> <p>2 spaces per all other dwellings.</p>	<p>5 to 40 dwellings: 2 spaces;</p> <p>Thereafter; 1 space per 40 dwellings</p>

Source: The London Plan 2021

## 2.4 Local Transport Policies

### London Borough of Hillingdon Local Plan: Part 1 – Strategic Policies (November 2012) and London Borough of Hillingdon Unitary Development Plan (1998) Saved – September 2007

- 2.4.1 The Hillingdon Local Plan - Part 1 - Strategic Policies is the key strategic planning document for Hillingdon and will support delivery of the spatial elements of the Sustainable Community Strategy. It sets out a long-term vision and objectives for the Borough. The primary matter relating to Transport notes an overall aim of improving quality of life and reducing private car dependency.
- 2.4.2 The LBH Unitary Development Plan (UDP) contains 'saved' policies from 1998 and sits alongside the Local Plan Part 1. Once adopted, the Local Plan Part 2 will replace these policies, although until then the following transport policies are still relevant to this proposal.

#### **Policy**

- The Local Planning Authority will consider whether the traffic generated by proposed developments is acceptable in terms of the capacity and functions of existing and AM1- Development will only be permitted where the existing/proposed public transport network has sufficient capacity to meet demand and/or the development makes the development more accessible through finding improvements;
- *Policy AM2* – All proposals for development will be assessed against their contribution to traffic generation and their impact on congestion;
- *Policy AM6* committed principal roads only – development will be refused if development will result in unacceptable increases in demand on roads/through junctions already at capacity, prejudice the free flow of traffic or conditions of general highway or pedestrian safety or diminish materially the environmental benefits brought about by new or improved roads;
- *Policy AM13* - The Local Planning Authority will seek to ensure that proposals for development increase ease and spontaneity of movement for elderly people, the frail and people with disabilities by (amongst other things) seeking adequate and convenient parking spaces for people with disabilities;

- *Policy AM14* - New development will only be permitted where it is in accordance with the council's adopted car parking standards as set out in annex 1;
- *Policy AM15* - All car parks provided for new development shall contain conveniently located reserved spaces for disabled persons in accordance with the council's adopted car parking standards.

2.4.3 The current relevant adopted car and cycle parking standards are summarised in **Tables 2.3** and **2.4**.

**Table 2.3: LBH Local Plan 1 Car Parking Standards**

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	Up to 1.5 spaces per dwelling

Source: London Borough of Hillingdon Unitary Development Plan Saved Policies 2007

**Table 2.3: LBH Local Plan 1 Cycle Parking Standards**

Land Use	Maximum Cycle Standards
Residential (Land Use C3)	Studio/1 bed/2 beds: 1 space 3 beds +: 2 spaces

Source: London Borough of Hillingdon Unitary Development Saved Policies 2007

Note: Visitor parking forms part of the standard unless otherwise stated

### [London Borough of Hillingdon Local Plan: Part 2 – Development Management Policies \(January 2020\)](#)

2.4.4 The Local Plan Part 2 provides revised development management policies replaces the UDP in its entirety. The relevant policies within the adopted version are as follows:

- *Policy DMT 1* – Managing Transport Impacts – Development will be required to be accessible by sustainable modes of travel, adequately address delivery, servicing and drop-off requirements and have no significant adverse transport or associated air quality and noise impacts on the local and wider environment. Developments of more than 80 units will be required to prepare a Transport Assessment and Travel Plan.
- *Policy DMT 2* – Highways Impacts – Development must provide safe and suitable access for all users, and impacts on local amenity and congestion are minimised by routing traffic appropriately, with suitable mitigation measures if necessary.

- *Policy DMT 4 – Public Transport* - The Council may require developers to mitigate transport impacts from development proposals by improving local public transport facilities and services;
- *Policy DMT 5 – Pedestrians and Cyclists* - Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.
- *Policy DMT 6 – Vehicle Parking* – Development must comply with the standards outlined at Appendix C in order to facilitate sustainable development. All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council’s Accessible Hillingdon SPD.

2.4.5 The proposed parking standards from the document are set out in **Tables 2.5** and **2.6** below.

**Table 2.5: LBH Local Plan 2 Car Parking Standards**

Land Use	Vehicle Parking Standards (Maximum)
Residential (Land Use C3)	3-4 or more bedrooms: 2 spaces per unit 1-2 bedrooms: 1-1.5 spaces per unit Studio: 1 space per 2 units  Notes: Proposals must also accommodate visitor’s car parking on-site additional to the above Car parks must be allocated to dwellings

Source: London Borough of Hillingdon Local Plan Part 2 2020 Appendix C

**Table 2.6: LBH Local Plan 2 Cycle Parking Standards**

Land Use	Maximum Cycle Standards
Residential (Land Use C3)	Studio/1 bed/2 beds: 1 space 3+ beds: 2 spaces

Source: London Borough of Hillingdon Local Plan Part 2 2020 Appendix C

Note: Visitor parking forms part of the standard unless otherwise stated

## 2.5 Summary

2.5.1 The London Plan 2021 recommends a car parking level of a *maximum* up to 1 space per unit in Outer London PTAL 2-3 areas, whilst the residential parking standards in the LBH Local Plan seek *maximum* standards of between 1.0-1.5 spaces per unit for 1-2 beds and 2 spaces per 3-bed units. Regional and local parking standards both require adequate disabled parking on-site.

- 2.5.2 It is important to note that the London Plan requires all developments in areas of good public transport accessibility in all parts of London to aim for significantly less than 1 space per unit.
  
- 2.5.3 There is slight lack of alignment between the parking policies of LBH and those set by the Mayor of London and a balance should be sought.

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## SECTION 3 EXISTING CONDITIONS AND ACCESSIBILITY

### 3.1 Overview

3.1.1 The section of the TS sets out the existing conditions and accessibility of the site, including the site location, local walking and cycling infrastructure, the local highway network and accessibility of the site.

### 3.2 Site Location

3.2.1 The site is located at the current Yiewsley library and the Falling Lane car park. The site is bounded to the north by Falling Lane and to the west by Yiewsley High Street. The site is also located adjacent to the High Street / Falling Lane signal junction and bound by Yiewsley Recreation Ground to the east and south. A site location plan is shown at **Figure 1**.

### 3.3 Walking and Cycling

#### Pedestrian Environment

3.3.1 Wide footways are provided on both sides of Falling Lane with street lighting on both sides of the carriageway, it is subject to a 30mph speed limit. There is a formal zebra crossing point with dropped kerbs and tactile paving circa 85m north east of the site on Falling Lane which provides a safe crossing point linking to Gordon Road for pedestrian access to Rabbsfarm Primary School. Falling Lane is street lit.

3.3.2 To the west of the site, Falling Lane links to the High Street and Trout Road via a four-arm signal-controlled junction where formal pedestrian crossing points with dropped kerbs and tactile paving are provided for all arms. This crossing allows pedestrians to access to the bus stops on both Falling Lane and on the western side of the high street. This allows pedestrians to cross the High Street and access the local services and facilities provided on the western side of the carriageway.

3.3.3 Yiewsley High Street benefits from wide, good quality footways with street lighting on both sides of the carriageway providing access to the bus stops and local facilities. The High Street also provides a pedestrian link heading south towards West Drayton Station.

### Cycle Network

- 3.3.4 The local area benefits from an extensive network of cycle routes which provide convenient routes to local facilities and train and London Underground stations as well as Heathrow Airport to the southwest. These are detailed in the TfL Local Cycling Guide 6. In the vicinity of the site there are a number of routes signed or marked for the use of cyclists. Yiewsley High Street is identified as a route for use by cyclists on a mixture of quieter or busier routes. This route provides a direct connection to the north with Uxbridge and links to West Drayton Station to the south of the site.
- 3.3.5 Surrounding the site there are a number of roads identified on TfL Local Cycling Guide 6 that have been recommended by cyclists. Some of these routes connect to other off-road routes or routes signed and marked for the use of cyclists.
- 3.3.6 Another off-road cycle route has been designated alongside the Grand Union Canal and can be joined west of the site and provides a connection to Uxbridge to the north and Hayes to the southeast.

## 3.4 Public Transport

### Bus

- 3.4.1 The closest bus stops to the site are located on Yiewsley High Street adjacent to the site for southbound services and 120m north on the High Street for northbound services. These bus stops provide access to bus services 222, U1, U3 and U5. Additional bus stops on Falling Lane provide access services to the U1, U3 and U5 services only. All stops are provided with shelters, timetabling information and lighting.
- 3.4.2 A summary of the buses that serve the site is provided in **Table 3.1**.

**Table 3.1: Local Bus Services**

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
222	Uxbridge – West Drayton - Hounslow	Service every 9-13 minutes	Service 9-13 minutes	Service every 10-13 minutes
U1	Ruislip – Uxbridge – West Drayton	4 services an hour	4 services an hour	2 services an hour
U3	Uxbridge – West Drayton – Heathrow Airport	Service every 9-12 minutes	Service every 12 minutes	Every 20 minutes

Bus No.	Route	Typical Frequency (per hour, per direction)		
		Mon - Fri	Sat	Sun
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Park – Hayes & Harlington Station	Service every 11-12 minutes	Service every 12 minutes	Every 20 minutes

Source: TfL – Assessed August 2021

3.4.3 In summary, the bus stops located on Yiewsley High Street, adjacent to the site provide regular and frequent bus services to destinations such as Uxbridge, West Drayton, Ruislip and Hounslow. This provision will clearly provide future residents, employees and visitors of the site with excellent travel opportunities by bus.

### **Rail**

3.4.4 National Rail services can be accessed from West Drayton Station, operated by TfL Rail and Great Western Railway. West Drayton Station is located 700m south of the site which equates to an 8-minute walk or 3-minute cycle journey. Approximately 5 services to Reading and 4 services to London Paddington operate per hour.

3.4.5 West Drayton Station will benefit from the introduction of the Elizabeth Line. The Elizabeth Line is a significant piece of new railway infrastructure adding approximately 10% of new railway capacity and new/easier journey opportunities.

3.4.6 Stations along the route are also being upgraded with West Drayton station to benefit from the following upgraded features:

- A new entrance canopy across the existing building and extension;
- Platform extensions to accommodate new Elizabeth Line trains;
- A new lift to provide step-free access;
- New lighting in the station and on the platforms; and
- Improved customer information screens, station signage, help points and CCTV.

3.4.7 When the full route opens, up to six Elizabeth line services an hour will allow passengers from West Drayton to travel Reading or Heathrow in the west or through the central London tunnels to Essex and southeast London via Liverpool Street and Canary Wharf.



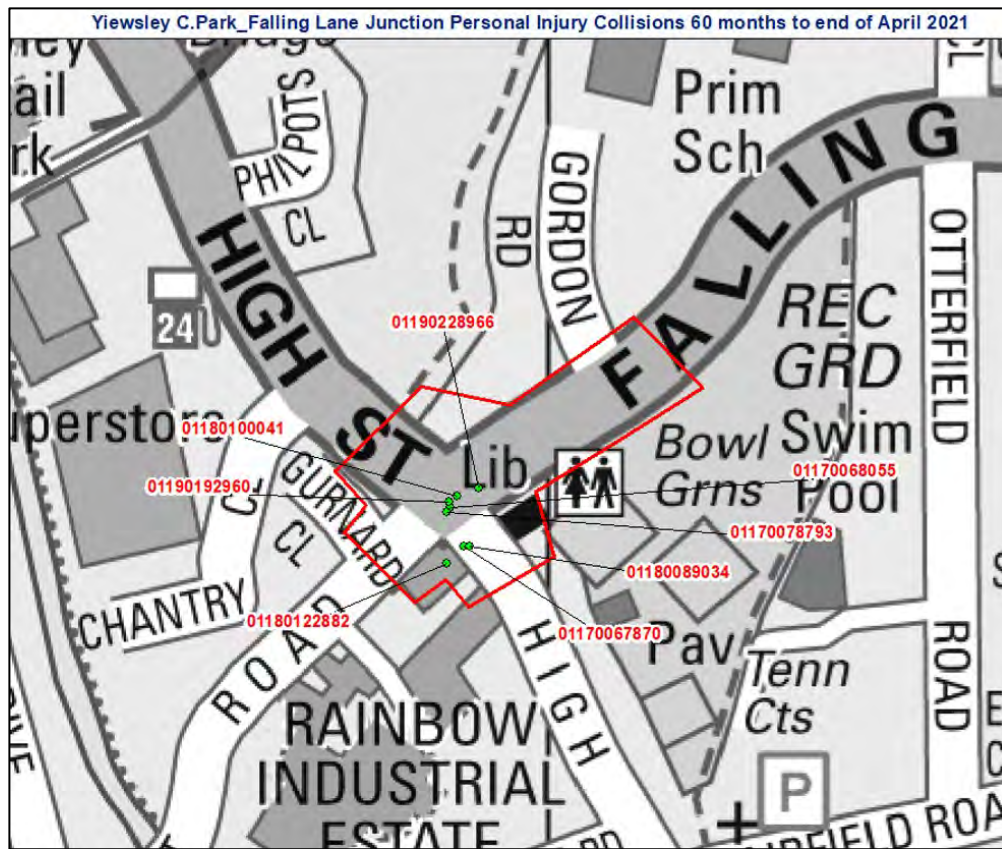
### 3.5 Local Highway Network

- 3.5.1 Falling Lane bounds the north of the site and splits westbound traffic into three lanes on approach to a four-arm signal-controlled junction with the High Street and Trout Road. Eastbound traffic on Falling Lane has a single lane arrangement.
- 3.5.2 Heading north the High Street remains in a two-lane arrangement towards Cowley and Uxbridge. Heading south into Yiewsley, the High Street merges into a single carriageway. Yellow lines on the High Street are present on both sides of the carriageway, with no stopping restrictions between 08:00 and 18:30, Monday to Saturday as well as no loading restrictions between 08:00-09:30 and 16:30- 18:30, Monday to Friday.
- 3.5.3 Trout Road is a single carriageway road with double yellow lines on the southern side of the carriageway and for the majority of the northern side of the carriageway. There are some permit holder only parking bays on the northern side of the carriageway which are subject to restrictions 09:00-18:00, Monday to Saturday.

#### Road Safety

- 3.5.4 Personal Injury Accident (PIA) data has been obtained from TfL for the most recently available five-year period up to end of April 2021. The area of search included the site access and the major junction of Falling Lane and High Street. The full data is provided as **Appendix A**, and an extract is shown in **Image 3.1**.

Image 3.1: Personal Injury Accident Plot



Source: TfL

3.5.1 A total of 8 PIAs have been recorded during the 60 months to end of April 2021 within the study area, all accidents were classified as ‘slight’ in severity, i.e. there were no serious or fatal accidents.

3.5.2 **Table 3.** summarises the location and severity of each PIA and the full data is included in **Appendix A.** Further detail of the recorded PIAs is summarised in the following paragraphs.

Table 3.2: Summary of PIA Data

Year	Motorised Vehicles		Pedestrians and Cyclists		Total
	Slight	Serious	Slight	Serious	
2016	0	0	0	0	0
2017	3	0	0	0	3
2018	1	0	2	0	3
2019	2	0	0	0	2
2020	0	0	0	0	0
2021	0	0	0	0	0
<b>TOTAL</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>

Source: TfL

3.5.3 Three of the eight accidents involved pedestrians, two occurred in wet conditions and one of the accidents occurred in hours of darkness.

3.5.4 Contributory factors to the slight PIAs can be largely attributed to driver/ pedestrian error, including:

- Failed to judge other person's path or speed;
- Poor turn or manoeuvre;
- Careless/ reckless in a hurry;
- Failed to look properly;
- Disobeyed automatic traffic signal;
- Distraction in vehicle; and
- Vision affected – dazzling sun.

#### Summary

3.5.5 A review of the PIA data in the vicinity of the site in the 60 months to the end of April 2021 has been undertaken. Whilst any accident is regrettable, the cause and locations of the accidents do not suggest a specific highway safety problem on the local highway network. This TS nevertheless carefully assesses the impacts of the development to consider whether there will be unacceptable safety impacts in line with paragraph 110 of the NPPF.

### 3.6 **Accessibility**

#### Local Facilities

3.6.1 A key aim of national and local policy is the delivery of sustainable development. This in part, is achieved by the accessibility of a site to a good range of everyday services and facilities.

3.6.2 It is clear from **Table 3.3** that a good range of everyday services and facilities will be accessible to future residents of the site, on foot or by bicycle. The services and facilities listed below are also shown on **Figure 2**.

**Table 3.3: Distances and Travel Times to Key Destinations**

	Destination	Approx. Walking Distance from Site (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Education	Magic Steps Nursery	110	1	<1
	St Matthews CofE Primary School	280	3	1
	Rabbsfarm Primary School	290	3	1
	Little Leaf Nursery School	700	8	3
	Park Academy West London	1100	13	4
	The Meadow School	1500	18	6
	Colham Manor Primary School	1900	23	7
	Brunel University	2000	24	8
Retail	Aldi	61	1	<1
	Tesco	220	3	1
	Wilko	280	3	1
	Iceland	280	3	1
	Morrisons	350	4	1
	Yiewsley High Street	550	7	2
Leisure	George and Dragon Public House	50	1	<1
	Yiewsley Recreation Ground	550	7	2
	Panthers Gym	950	11	4
	Packet Boat Marina	1000	12	4
	Uxbridge Football Club	1800	21	7
Health	Yiewsley Pharmacy	400	5	2
	Yiewsley Health Centre	450	5	2
	Otterfield Medical Centre	500	6	2
	Hillingdon Hospital	1600	19	6

Source: i-Transport

### PTAL

- 3.6.3 The accessibility of the site has been assessed using the TfL Public Transport Accessibility Level (PTAL) methodology. PTALs are a detailed measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.
- 3.6.4 The site has a PTAL rating of 3, indicating a satisfactory level of public transport accessibility. This PTAL score is a result of the proximity to West Drayton railway station and local bus stops (the closest within 200m of the site). The PTAL output is provided at **Appendix B**. Full details of the public transport services accessible from the site are provided in the previous section.

### TIM Assessment

- 3.6.5 TfL's WebCAT resource also provides travel time mapping (TIM) which reflects the travel time from the site to other areas in London by public transport during a morning peak hour. Considering this, the site is accessible to a large area of west London within a 30-45-minute journey. The output is provided at **Appendix C**.

### Car Clubs

- 3.6.6 Car clubs provide the opportunity for residents to have access to a car without owning a private vehicle. As this transport option has become established in London, surveys have consistently demonstrated the positive benefits of car clubs – including the fact that car club members drive significantly fewer miles than other London drivers and have lower car ownership than Londoners in general.
- 3.6.7 Car Club services operated by HiyaCar are located throughout Yiewsley and more widely across Hillingdon. The nearest car club is located in West Drayton to the south of the site.

### Travel Plan Statement

- 3.6.8 A separate Travel Plan Statement has been prepared to support the application (i-Transport Report Ref: ITB14707-003A).

## 3.7 **Summary**

- 3.7.1 The site has good overall accessibility with excellent proximity to a wide range of bus routes and the wider London transport network. Pedestrian access is good, and the site has good highway access with no trend or pattern in road safety problems identified in the local vicinity.

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## SECTION 4 DEVELOPMENT PROPOSALS

### 4.1 Overview

4.1.1 This section of the TS describes the development proposal, including the access, parking and servicing arrangements for the development.

### 4.2 Development Proposals

4.2.1 The development proposal is for 50 new apartments associated access, servicing, landscaping and parking. It will replace the existing car park and library.

4.2.2 The proposed accommodation schedule is as follows:

- 18 x 1-bed units;
- 24 x 2-bed units; and
- 8 x 3-bed units.

4.2.3 The proposal site layout is provided on Hunters **drawing M9534-APL107**.

### 4.3 Vehicle Access

4.3.1 The existing car park access will be closed and a new access to the site will be provided from Falling Lane which will serve 38 car parking spaces at street level as shown on Hunters **drawing M9534-APL107**. The new access will provide 2.4m x 43m visibility splays and include a dropped kerb footway crossover to allow for pedestrian activity on Falling Lane. The visibility splays are shown on **drawing ITB14707-GA-007**.

### 4.4 Pedestrian Access

4.4.1 The main pedestrian access to the development will be provided from Yiewsley High Street, at the northwest of the site. A further pedestrian access will be provided on Falling Lane to the west of the vehicular access as shown on Hunters **drawing M9534-APL107**.

## 4.5 Parking

### Car Parking

4.5.1 Car parking will be delivered in accordance with the London Plan with 23 car parking spaces (including 4 disabled) provided on site, all at ground level<sup>1</sup>. Swept path analysis of a large estate car entering and exiting some of the spaces is shown on **drawing ITB14707-GA-002 Rev B**.

4.5.2 In addition, 15 car parking spaces will be provided for the Rabbsfarm School drop-off / pick-up activities (Park & Stride spaces). These will be provided near the vehicular access to Falling Lane to prevent vehicles from parking further into the development and near to pedestrian routes to the school.

### Cycle Parking

4.5.3 Cycle parking for the development will be provided in the form of Sheffield Stands located in two locked and dedicated bicycle stores at the ground floor capable of accommodating 50 and 40 (i.e. a total of 90) bicycles. One of these stores will be accessed from the car park and the other from adjacent to the main entrance on the High Street. A further 3 short stay cycle parking spaces for the are also provided on the High Street.

## 4.6 Refuse Collection and Servicing Arrangements

4.6.1 There will be two refuse storage areas provided within the building which will have internal access doors and will be accessed for refuse collection from Falling Lane. The bin store 1 is located just east of the main pedestrian entrance, and bin store 2 is adjacent to the vehicular entrance on Falling Lane to allow easy access on collection day. The refuse stores are located in close proximity to Falling Lane to minimise the time taken to take the bins from the stores to the refuse vehicle.

4.6.2 Falling Lane is subject to single yellow line parking restrictions with loading and unloading being permitted. Refuse / recycling collection will take place on a weekly basis and the implications of a refuse vehicle momentarily stopping on Falling Lane will be limited. Waste operatives will

---

<sup>1</sup> The London Plan states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). A maximum of 0.75 spaces per 1-2 bed dwelling and 1.0 space for 3 bed dwellings should be provided meaning the maximum parking should be 39.5 spaces.

become quickly become familiar with the arrangements and manage the collection process in an efficient way that limits the time the vehicle will need to wait on Falling Lane.

## 4.7 **Summary**

- 4.7.1 Access to the site is proposed via a new access on Falling Lane that replaces the existing public car park. The access is designed in accordance with Manual for Streets and TfL guidance and in addition, two direct pedestrian accesses will be provided one onto Falling Lane for the residential element and the other onto High Street.
- 4.7.2 The proposal includes sufficient car and cycle parking providing 23 car parking spaces for the development and 15 'park & stride' spaces for the Rabbsfarm School. There will be 90 cycle parking spaces provided in secure locations.
- 4.7.3 Service and delivery access is provided in a safe and sufficient manner with weekly refuse collection accessed from Falling Lane.
- 4.7.4 Against this background, the proposed arrangements are in accordance with local and national policy requirements.



---

## SECTION 5 TRAFFIC IMPACT

### 5.1 Introduction

5.1.1 This section of the TS assesses the likely traffic impact of the proposal.

### 5.2 Existing Site Traffic

5.2.1 The site is currently operating as a 42-space public car park and library, with 16 'park & stride' spaces for the Rabbsfarm School.

5.2.2 Previously, a car parking accumulation survey was undertaken on Thursday 4 July 2019 and Saturday 6 July 2019 to establish the current use of the car parking and a Manual Classified traffic Count (MCC) was also completed to determine the traffic flows using the site during the peak hours. The full traffic data is provided at **Appendix D**.

5.2.3 Further surveys of the car park were undertaken from Tuesday 29 June to Thursday 1 July 2021 to ascertain the car park usage and more specifically the usage of the Rabbsfarm School 'park & stride' spaces between the hours of 07:00 and 19:00. The full traffic data is provided at **Appendix E**.

#### Car Park Usage

5.2.4 The car park accumulation survey undertaken in 2021 showed that during the weekday the main car park rarely reached its capacity, with the busiest periods recorded at around 08:30-08:45 and 14:30-15:00, coinciding with school drop-off and pick-up times. The Rabbsfarm School 'park & stride' spaces were quiet throughout the day but reached capacity at school drop-off and pick-up times. At its busiest, the joint parking stress for both car parks combined was around 84% in the morning. For the remainder of the study period there were many spaces available.

#### Traffic Generation of Existing Use

5.2.5 The results of the In and Out count of the Falling Lane Car Park for the morning and evening peak hours are summarised in **Table 5.1** below.

**Table 5.1: Existing Traffic Generation (Weekday Average)**

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	In	Out	Two Way	In	Out	Two Way
Existing Car Park Traffic	38	20	58	14	13	27
Existing Park & Stride Traffic	19	16	35	2	0	2
<b>Total</b>	<b>57</b>	<b>36</b>	<b>93</b>	<b>16</b>	<b>13</b>	<b>29</b>

Source: Advanced Traffic Research Traffic Surveys (2021)

### 5.3 Proposed Traffic Generation

5.3.1 The TRICS database has been used to extract residential trip rates for privately owned flats to represent the worst-case traffic generation. The sites have been filtered on the following parameters:

- Residential – Flats Privately Owned;
- Sites in Greater London only;
- Sites with a range of 20-100 units;
- Weekday surveys only (Monday to Friday);
- Town Centre and Edge of Town Locations

5.3.2 The full residential TRICS outputs are provided at **Appendix F**. A summary of the trip rates and generation is presented in **Table 5.2**.

**Table 5.2: Flats Privately Owned (50 units)**

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	In	Out	Two Way	In	Out	Two Way
Trip Rate per dwelling	0.036	0.088	0.124	0.104	0.062	0.176
Traffic Generation (50 units)	<b>2</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>9</b>

Source: TRICS

Note: Numbers may not sum due to rounding

## 5.4 Net Traffic Impact

- 5.4.1 Whilst the development proposal will replace the existing car park with residential units, the Rabbsfarm School Park & Stride spaces will be retained on site. These movements are therefore included in the proposed traffic movements.
- 5.4.2 The difference between the vehicular trip generation of the current use of site and the development proposal is presented in **Table 5.3**.

**Table 5.3: Net Impact**

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	In	Out	Two Way	In	Out	Two Way
Existing Traffic	57	36	93	16	13	27
Proposed Traffic	21	20	41	7	3	11
Net Impact	<b>-36</b>	<b>-16</b>	<b>-52</b>	<b>-9</b>	<b>-10</b>	<b>-16</b>

Source: Consultant's calculations

- 5.4.3 The results presented in **Table 5.3** above demonstrate that the proposed residential development will result in a reduction of vehicle trip generation to/from the site when compared to the existing use of the site. There will be a reduction of 52 trips during the morning peak hour and a reduction of 16 trips during the evening peak hour.

## 5.5 Sensitivity Test

- 5.5.1 It is however recognised that the change in vehicle numbers may not be quite as straight forward as this. Some of the existing users of the car park may still require access to the same destinations within Yiewsley with the re-development of the site as they did prior to the development.
- 5.5.2 It is possible that users of the car park would switch to using an alternative and more sustainable mode of transport to access the local facilities when the car park is re-developed, such as walking and cycling or public transport.
- 5.5.3 However, to ensure a robust assessment is undertaken a sensitivity test has been completed to assess capacity of the nearby Fairfield Road car park.

### Fairfield Road car park assessment

- 5.5.4 Two full 12-hour parking accumulation surveys of the existing Fairfield Road Car Park were undertaken on Thursday 4 July 2019 and Saturday 6 July 2019 (both comfortably outside the school holiday period) to assess the weekday and weekend occupancy level of the car park.
- 5.5.5 The parking accumulation survey showed that the car park (which provides 159 spaces in total), did not reach more than 60% full at any time during the weekday and not more than 54% full at any time during the weekend survey, meaning there are ample (i.e. always over 60) spaces available in the car park. The full car park survey results are included in **Appendix F**.

## 5.6 Summary

- 5.6.1 The proposed development will result in a reduction of vehicle trip generation to/from the site when compared to the existing use of the site. There will be a reduction of 52 trips during the morning and 16 trips during the evening peak hours.
- 5.6.2 Any displaced drivers will be able to park in other nearby car parks including the Fairfield Road car park which has been shown to have spare capacity. There is no residual impact of the development on operation and safety of the local highway network surrounding the site and taken together, it is clear that in the context of the site access, its operation and the impact on the surrounding local highway network, the traffic impact arising from the redevelopment be imperceptible to road users and have no measurable impact on traffic, parking capacity or road safety.

---

## SECTION 6 SUMMARY AND CONCLUSION

### 6.1 Summary

6.2 In summary, this TS has been prepared by i-Transport on behalf of the London Borough of Hillingdon to accompany a planning application for a residential-led scheme on the site of the Falling Lane Car Park and Yiewsley Library.

6.3 The proposed development comprises of 50 new apartments. The development will also deliver 38 car parking spaces, of which 15 will be re-provided as Rabbsfarm School Park & Stride spaces, and 90 cycle spaces.

#### Accessibility

6.3.1 Footways are provided on both Falling Lane and High Street and access to the onward footway network in Yiewsley which provides a good range of everyday services and facilities which will be accessible to future residents of the site, on foot or by bicycle. The development proposal will provide pedestrian access to the local area where a large range of bus services can be accessed. Wider accessibility is good, with the site having excellent proximity to a wide range of bus routes and the wider London transport network.

#### Servicing / Parking

6.3.2 Access to the site is proposed via a new access on Falling Lane and in addition, two direct pedestrian accesses will be provided, one onto Falling Lane and the other onto High Street. Sufficient car and cycle parking is included and the scheme provides 15 car parking spaces for drop-off / pick-up activities associated with Rabbsfarm School.

6.3.3 Service and delivery access is provided in a safe and sufficient manner with weekly refuse collection accessed from Falling Lane with the bin stores provided in close proximity to where the refuse vehicle will momentarily wait.

#### Traffic Impact

6.3.1 The re-development will result in a reduction of vehicle trip generation to/from the site with a reduction of 52 trips during the morning and 16 trips during the evening peak hours. Any displaced drivers who previously used the on-site public car park will be able to park in other nearby car parks including the Fairfield Road car park which has been shown to have spare capacity.

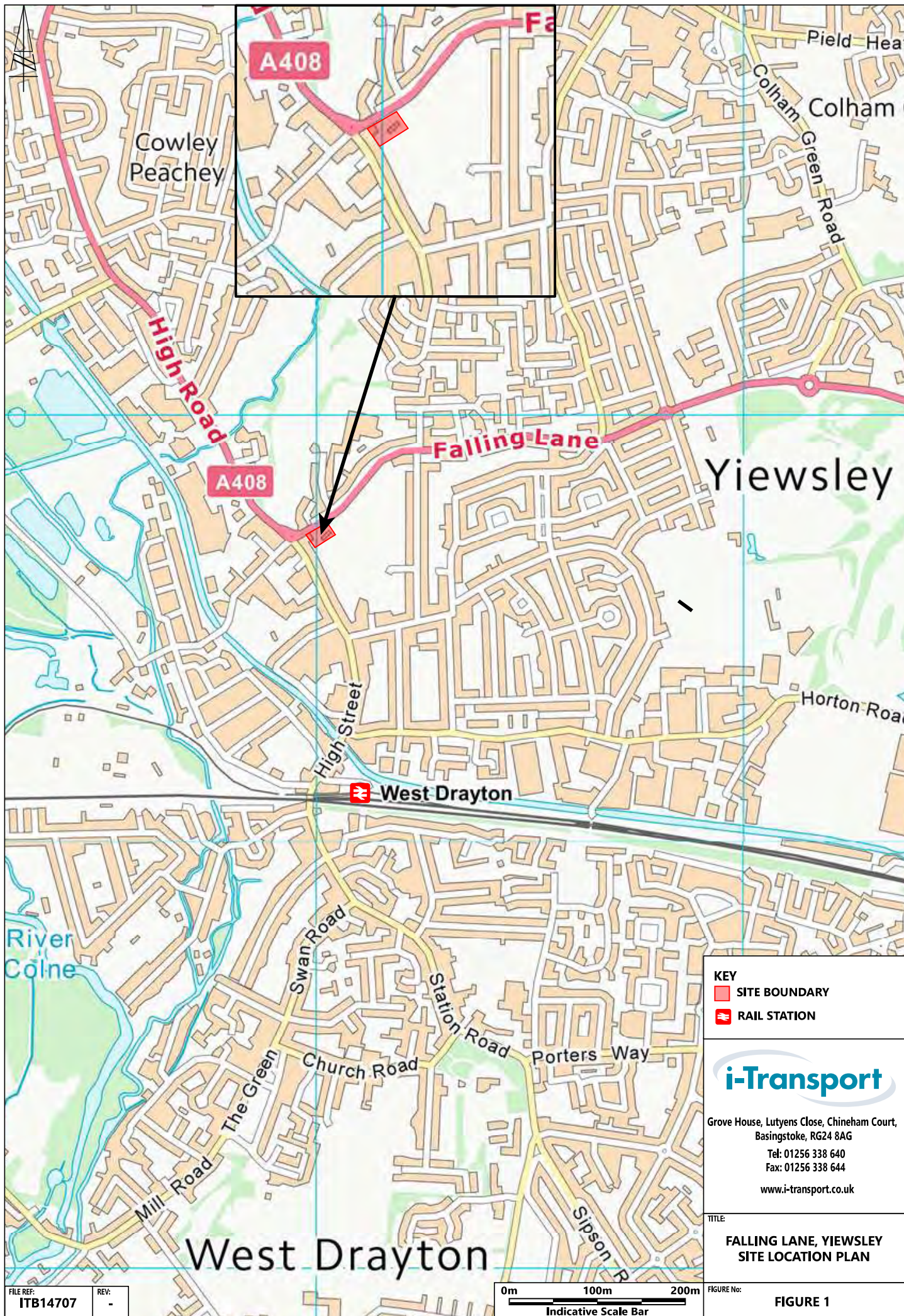
6.3.2 In addition, a Travel Plan Statement has been prepared to accompany the planning application (i-Transport report ref: ITB14707-003A).

## 6.4 **Conclusion**

6.4.1 In conclusion, the proposed development compiles with the relevant national, regional and local policies and is considered acceptable in transport terms.

## FIGURES





- KEY**
- SITE BOUNDARY
  - RAIL STATION

**i-Transport**

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Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE

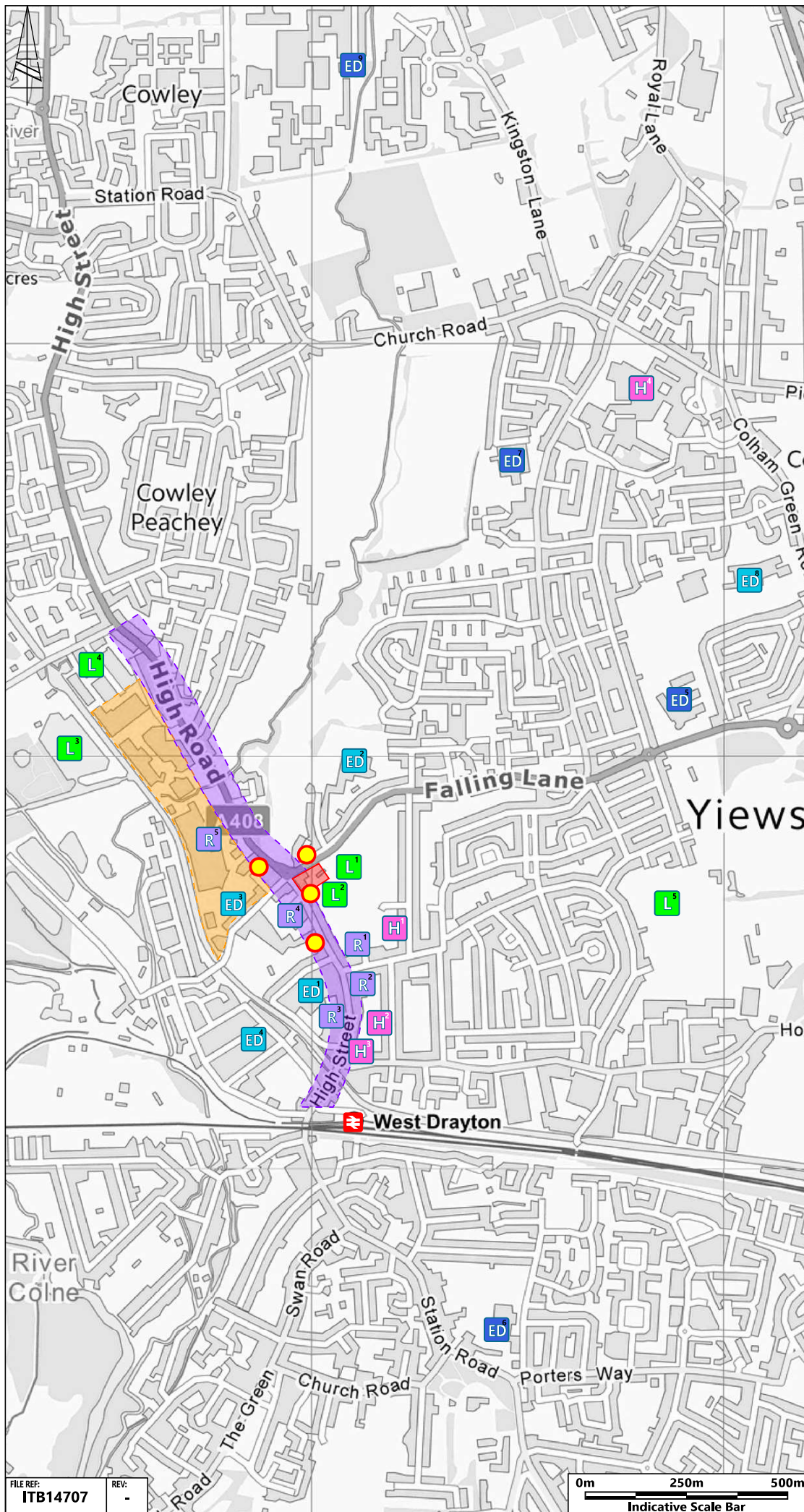
**FALLING LANE, YIEWSLEY  
SITE LOCATION PLAN**

FIGURE No: **FIGURE 1**

FILE REF: **ITB14707** REV: **-**

0m 100m 200m  
Indicative Scale Bar





- KEY**
- INDICATIVE SITE BOUNDARY
  - WEST DRAYTON STATION
  - BUS STOP
  - RETAIL AREA
  - YIEWSLEY HIGH STREET INCLUDING:
    - POST OFFICE
    - BANKS
    - COSTA COFFEE
    - SUBWAY
- LEISURE**
- L YIEWSLEY RECREATION GROUND
  - L GEORGE AND DRAGON PUBLIC HOUSE
  - L PACKET BOAT MARINA
  - L PANTHERS GYM
  - L UXBRIDGE FOOTBALL CLUB
- RETAIL**
- R WILKO
  - R ICELAND
  - R MORRISONS
  - R ALDI
  - R TESCO
  - R B&M HOME STORES
- EDUCATION**
- ED ST MATTHEWS COFE PRIMARY SCHOOL
  - ED RABBSFARM PRIMARY SCHOOL
  - ED MAGIC STEPS NURSERY
  - ED LITTLE LEAF NURSERY SCHOOL
  - ED PARK ACADEMY WEST LONDON
  - ED WEST DRAYTON ACADEMY
  - ED THE MEADOW SCHOOL
  - ED COLHAM MANOR PRIMARY SCHOOL
  - ED BRUNEL UNIVERSITY
- HEALTHCARE**
- H OTTERFIELD MEDICAL CENTRE
  - H YIEWSLEY PHARMACY
  - H YIEWSLEY HEALTH CENTRE
  - H HILLINGDON HOSPITAL



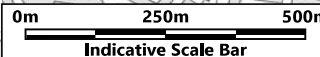
Grove House, Lutyens Close, Chineham Court,  
 Basingstoke, RG24 8AG  
 Tel: 01256 338 640  
 Fax: 01256 338 644  
 www.i-transport.co.uk

TITLE  
**FALLING LANE, YIEWSLEY LOCAL FACILITIES PLAN**

FIGURE No:  
**FIGURE 2**

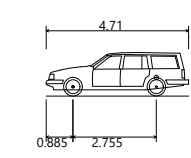
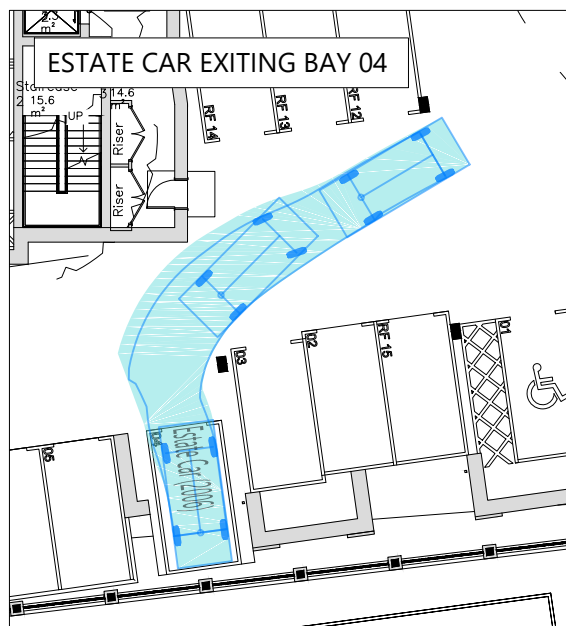
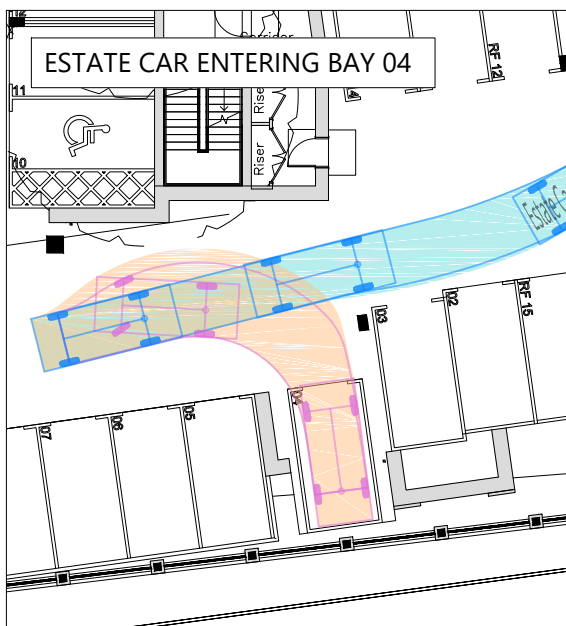
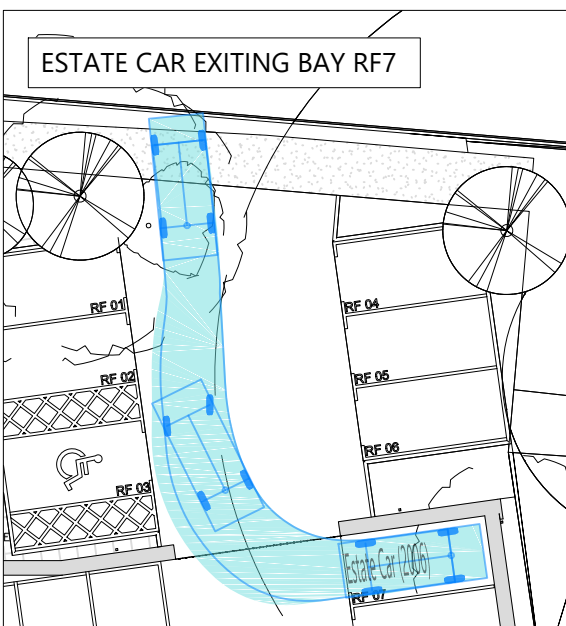
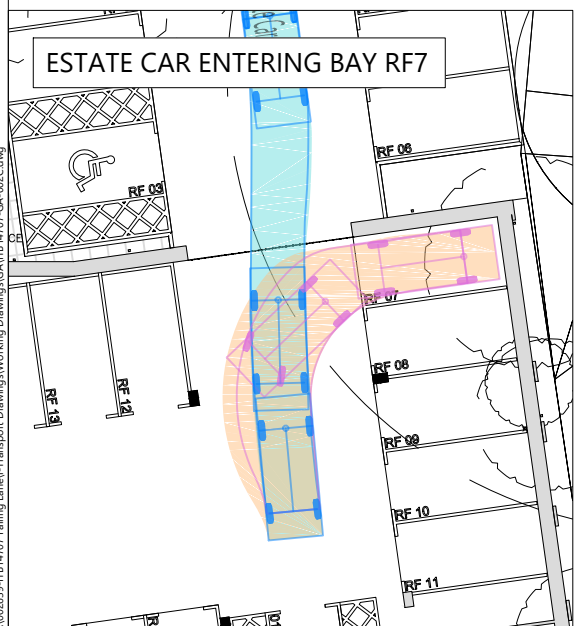
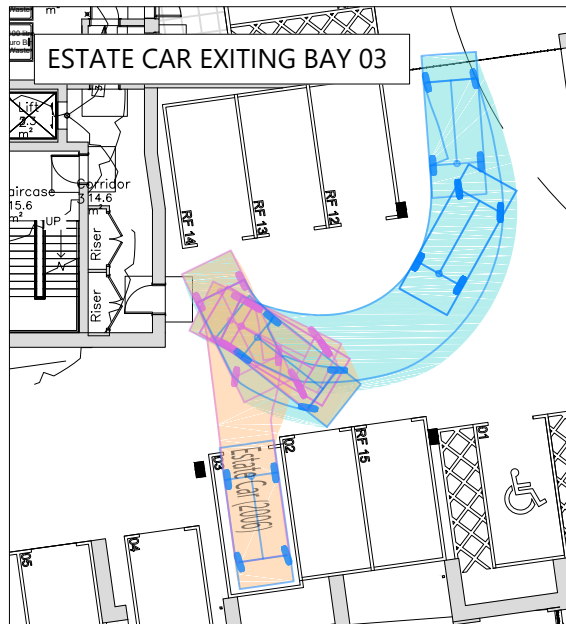
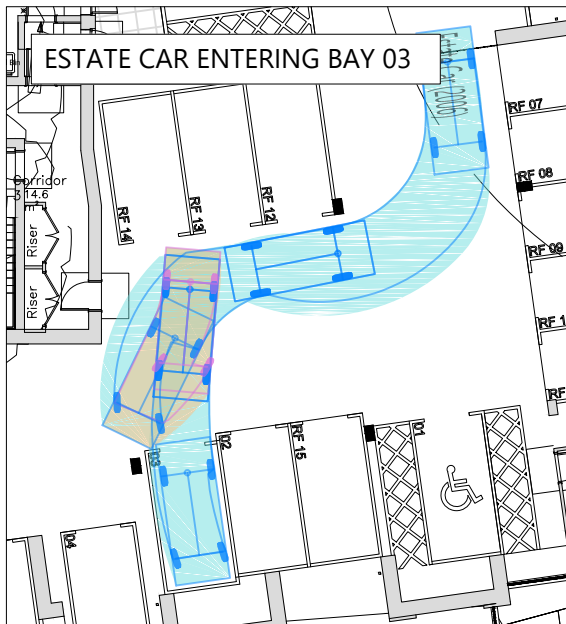
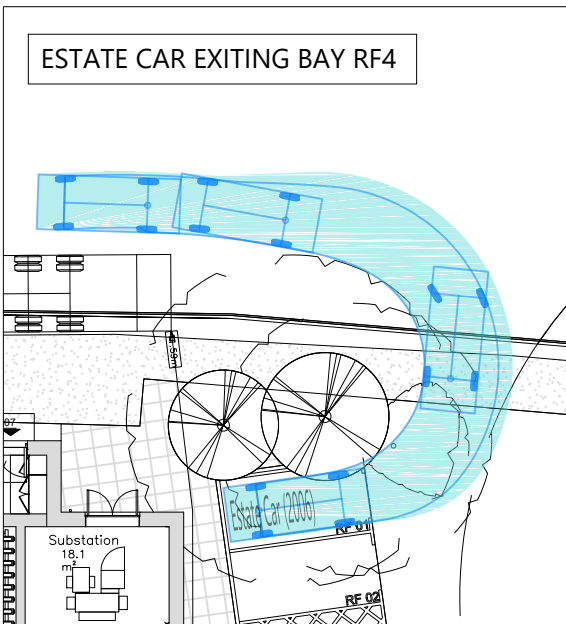
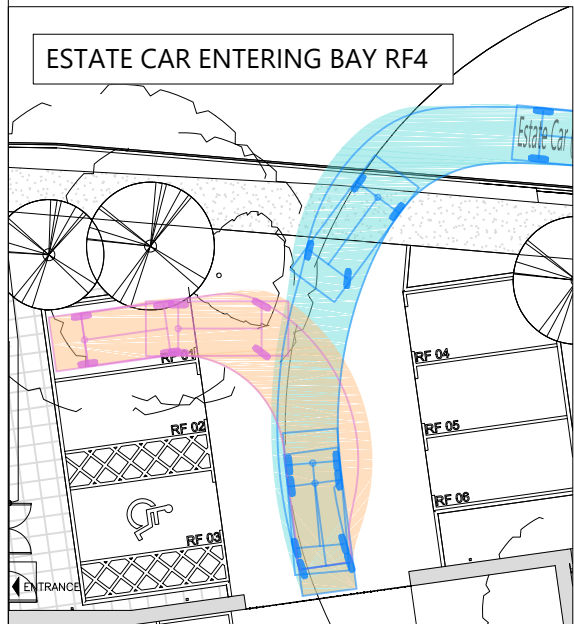
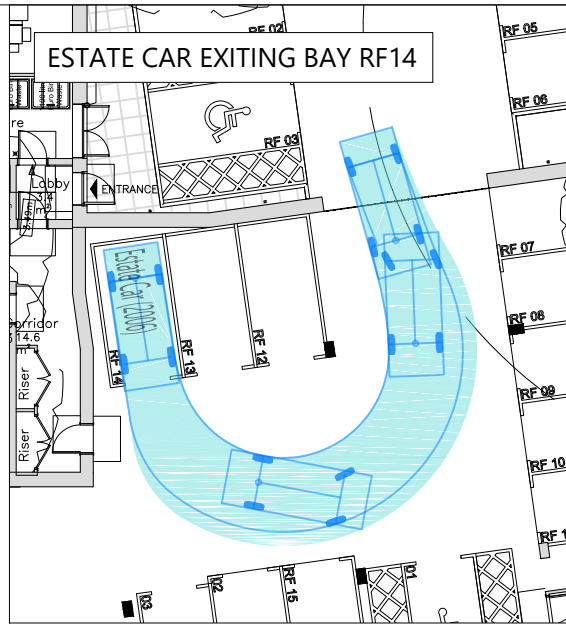
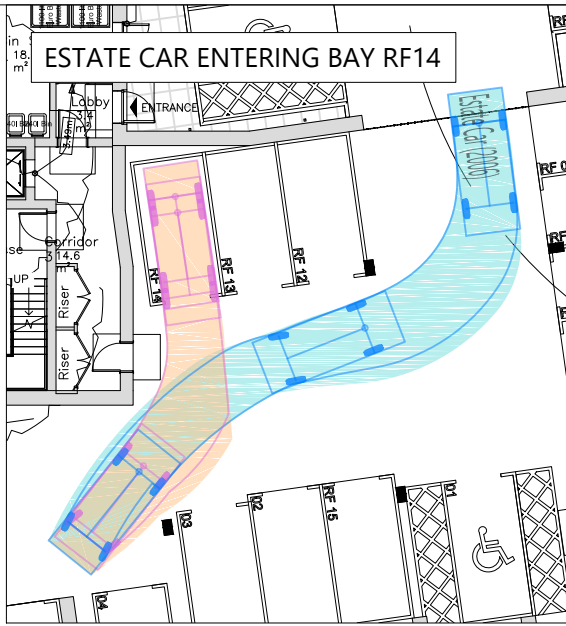
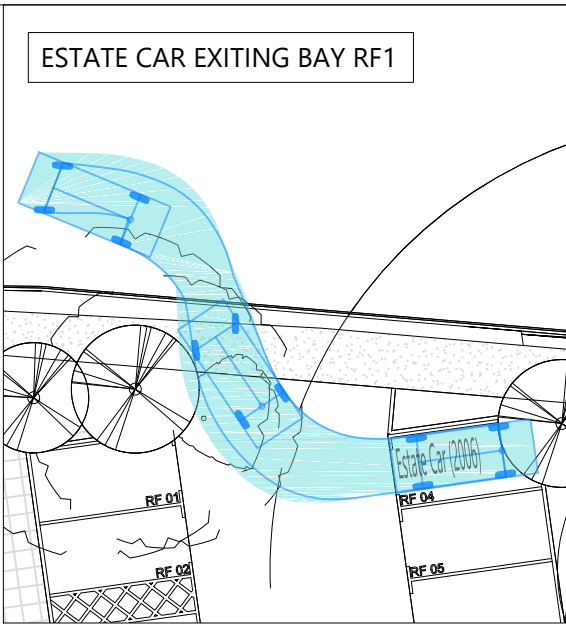
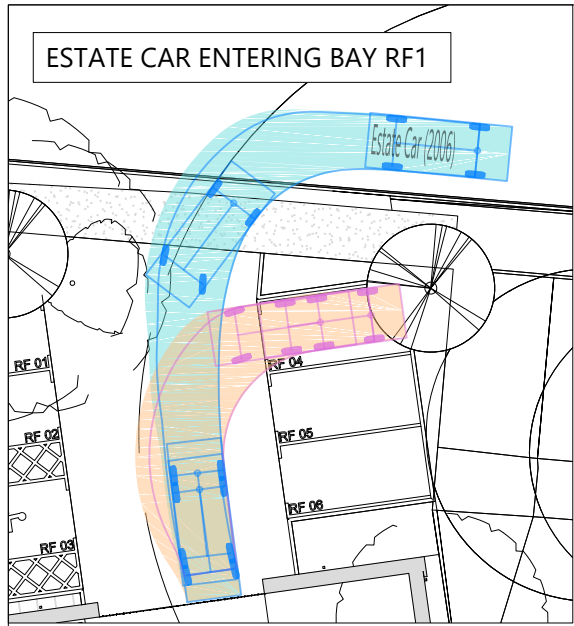
FILE REF:  
**ITB14707**

REV:  
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# DRAWINGS





Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
C	03.09.21	AS	SITE LAYOUT UPDATED	SJ	SJ
B	29.08.19	JD	SITE LAYOUT UPDATED	SJ	SJ
A	19.07.19	JD	SITE LAYOUT UPDATED	SJ	SJ

STATUS: FOR INFORMATION



The Square, Basing View,  
Basingstoke, Hampshire, RG21 4EB  
Tel: 01256 637940  
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR  
SHEET 1 OF 2

PROJECT: FALLING LANE, YIEWSLEY

CLIENT: LONDON BOROUGH OF HILLINGDON

DRAWN: JD	CHECKED: EF	APPROVED: SJ
PROJECT No: ITB14707	SCALE @ A3: 1:250	DATE: 20.06.19

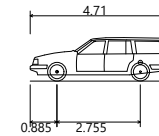
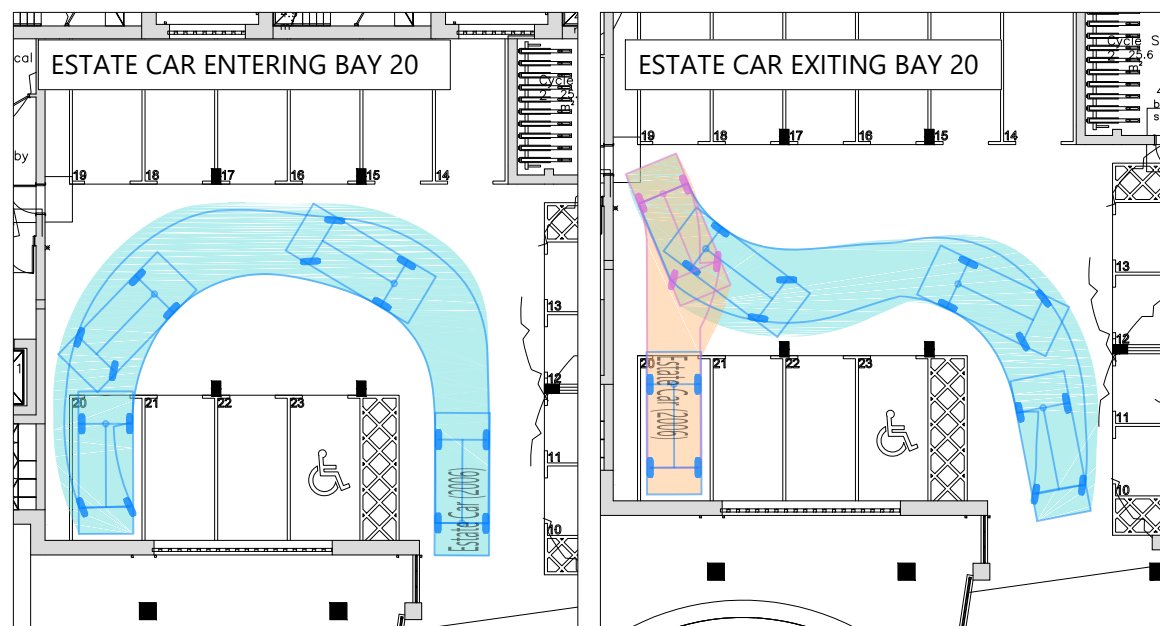
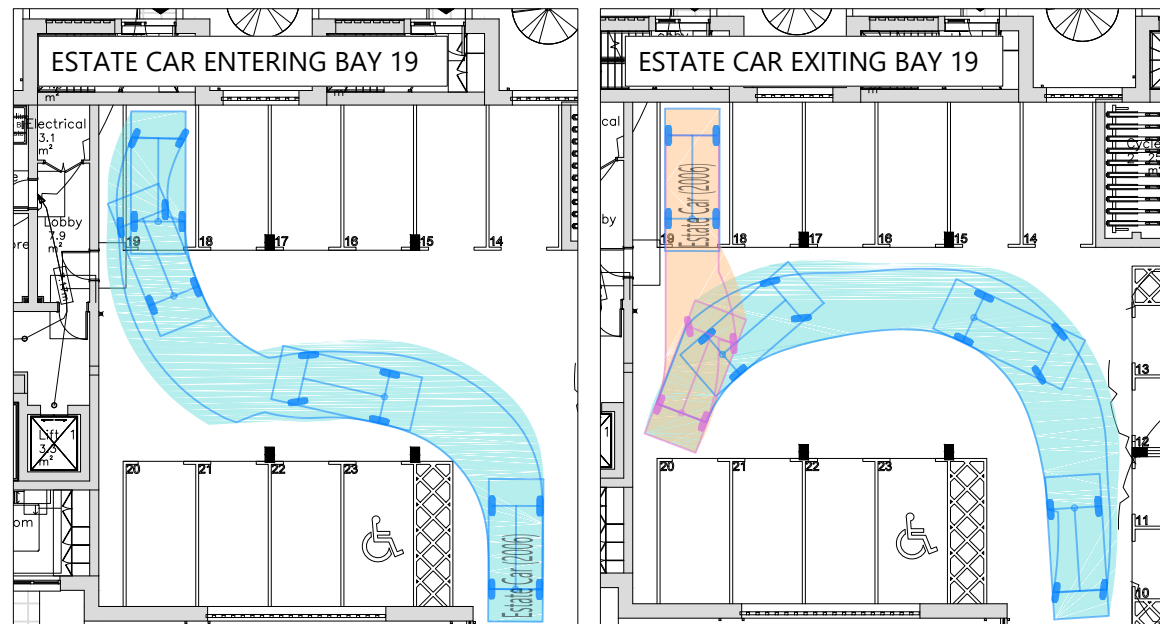
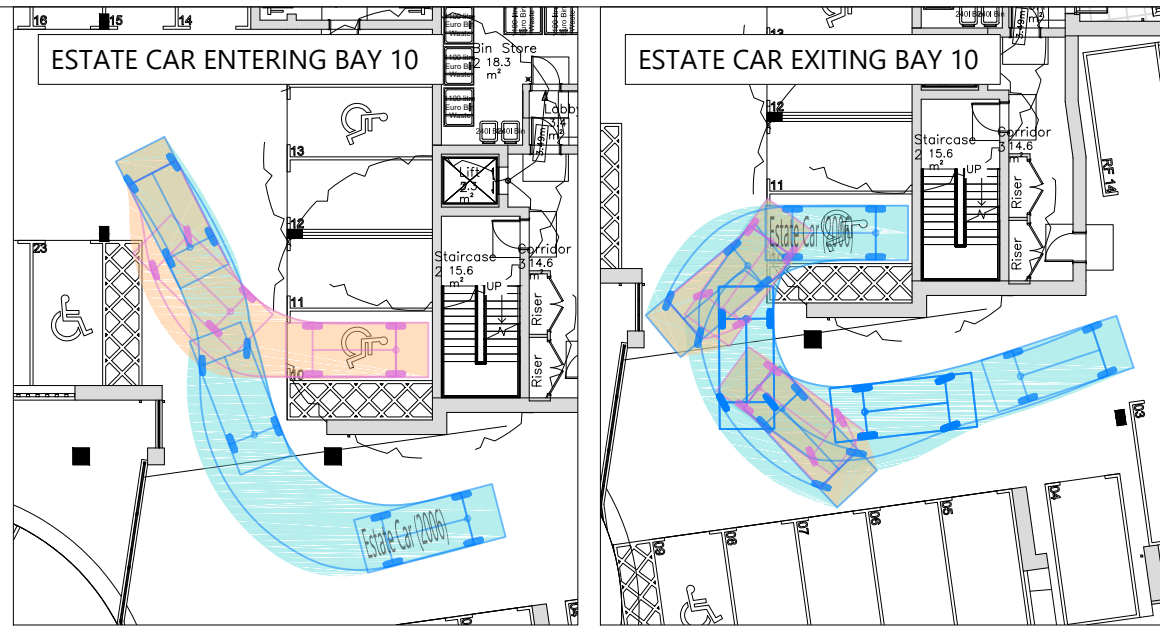
DRAWING No: ITB14707-GA-002 REV: C

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Estate Car (2006)  
 Overall Length 4.710m  
 Overall Width 1.804m  
 Overall Body Height 1.442m  
 Min Body Ground Clearance 0.207m  
 Max Track Width 1.756m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
C	03.09.21	AS	SITE LAYOUT UPDATED	SJ	SJ
B	29.08.19	JD	SITE LAYOUT UPDATED	SJ	SJ
A	19.07.19	JD	SITE LAYOUT UPDATED	SJ	SJ

STATUS: FOR INFORMATION



The Square, Basing View, Basingstoke, Hampshire, RG21 4EB  
 Tel: 01256 637940  
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TITLE: SWEPT PATH ANALYSIS - ESTATE CAR SHEET 2 OF 2

PROJECT: FALLING LANE, YIEWSLEY

CLIENT: LONDON BOROUGH OF HILLINGDON

DRAWN: JD	CHECKED: EF	APPROVED: SJ
PROJECT No: ITB14707	SCALE @ A3: 1:250	DATE: 20.06.19
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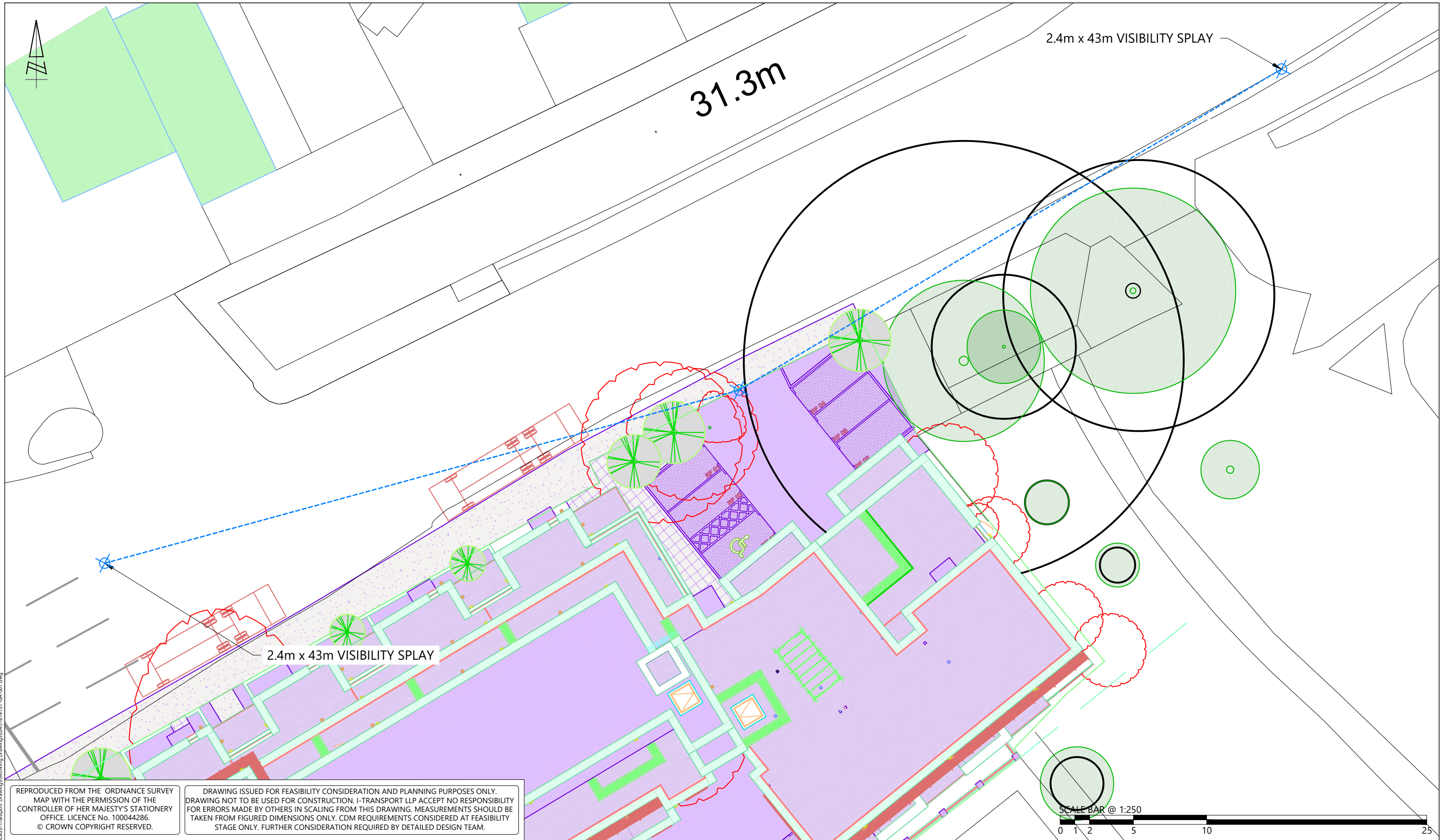


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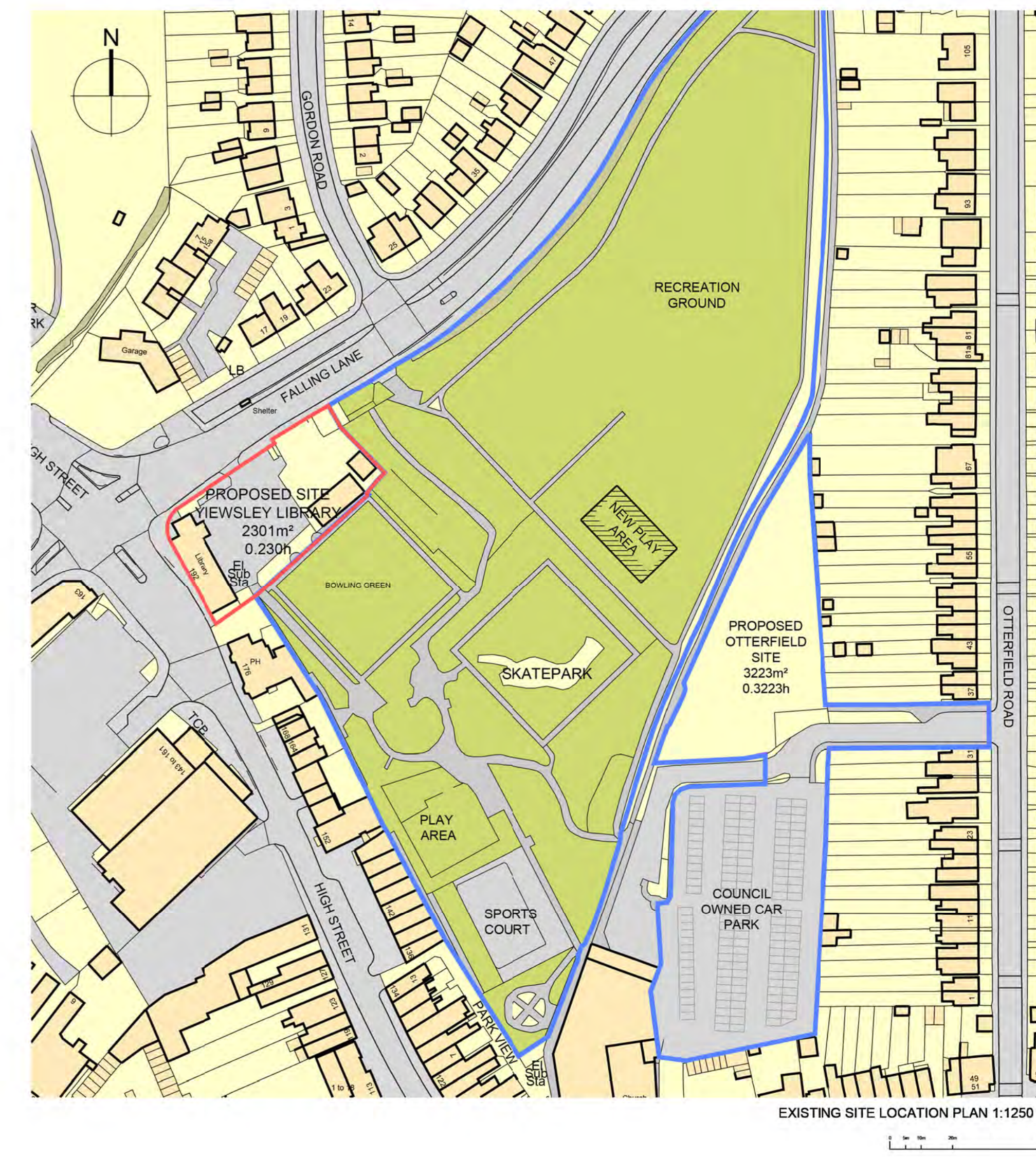
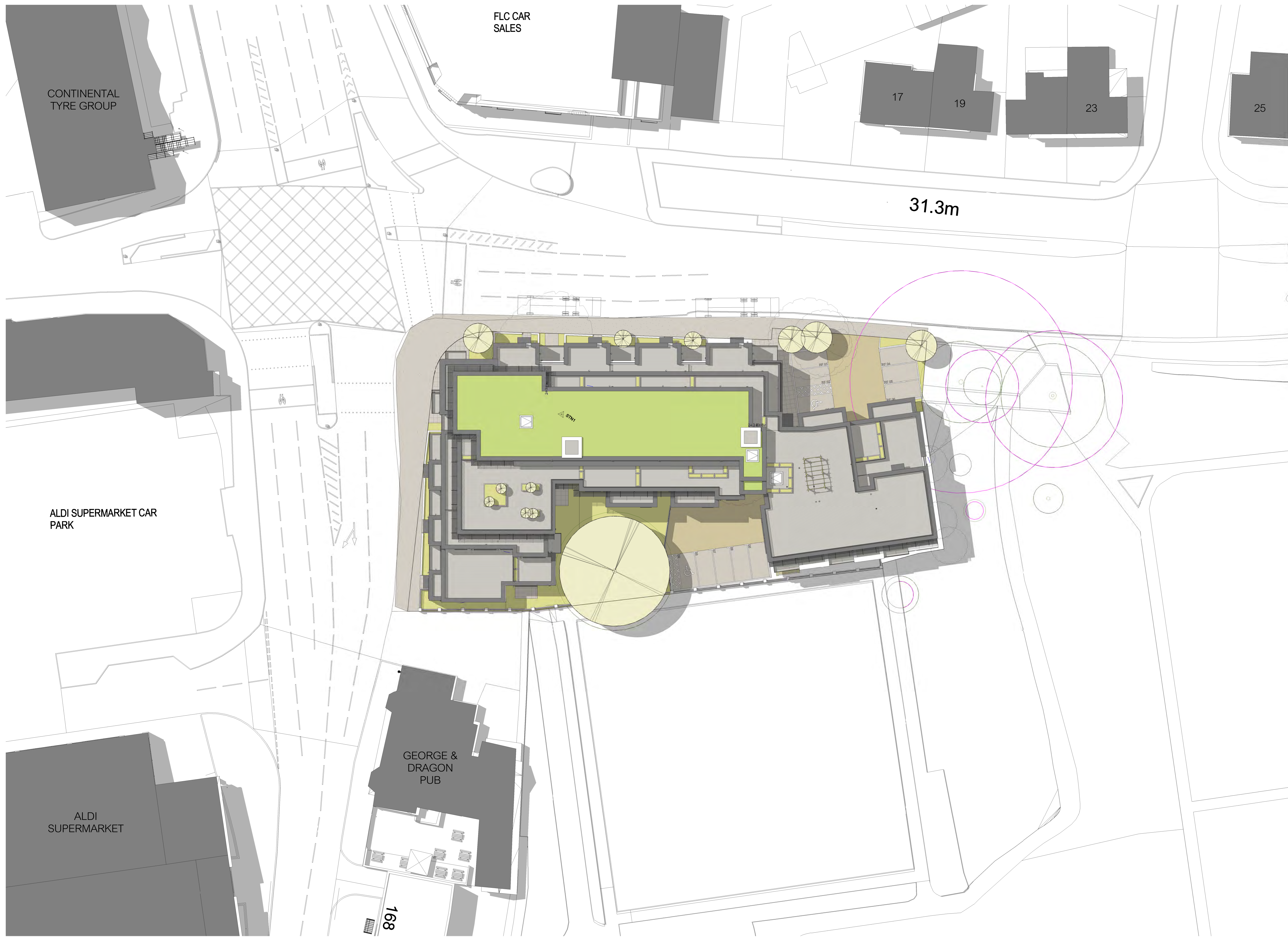
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DRAWN:	JMc	CHECKED:	SJ	APPROVED:	SJ
PROJECT No:	ITB14707	SCALE @ A3:	1:250	DATE:	10.09.21
DRAWING No:	ITB14707-GA-007			REV:	

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01 XX-Proposed Site Plan  
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Scale: 1:200

drawing title:  
**M9534- HUN- A- APL106**

**PROPOSED SITE PLAN**

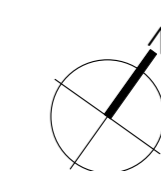
issued for **DRAFT**  
revision date

**Falling Lane Housing**  
Space One, Hammersmith,  
London, W6 0EA

hunters project number: M9534	client project number: A0000	drawn by: Author	checked by: Checker	scale: 1 : 200 @ A0
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model ref: C:\Revit Local\M9534-Falling Lane\_Central File-01.g\_hunt.rvt





01 00-Ground Floor Plan  
1 : 100

Area Schedule (90 GIA)			
Level	Number	Unit Type	Area
00 Ground Floor FFL	08	1Bed	56.2 m²
1Bed: 1			
00 Ground Floor FFL	09	3Bed	94.4 m²
3Bed: 1			
00 Ground Floor FFL: 2			
01 First Floor FFL	14	1Bed	51.5 m²
01 First Floor FFL	18	1Bed	50.3 m²
01 First Floor FFL	16	1Bed	51.5 m²
01 First Floor FFL	10	1Bed	55.9 m²
1Bed: 4			
01 First Floor FFL	15	2Bed	70.5 m²
01 First Floor FFL	17	2Bed	69.5 m²
01 First Floor FFL	11	2Bed	68.6 m²
01 First Floor FFL	02	2Bed	56.5 m²
01 First Floor FFL	03	2Bed	56.5 m²
01 First Floor FFL	04	2Bed	71.9 m²
01 First Floor FFL	05	2Bed	71.9 m²
01 First Floor FFL	06	2Bed	71.9 m²
01 First Floor FFL	07	2Bed	71.9 m²
2Bed: 9			
01 First Floor FFL	13	2Bed	78.5 m²
2Bed Wheelchair: 1			
01 First Floor FFL	01	3Bed	86.9 m²
3Bed: 1			
01 First Floor FFL	12	3Bed	96.9 m²
3Bed Wheelchair: 1			
01 First Floor FFL: 16			
02 Second Floor FFL	19	1Bed	55.9 m²
02 Second Floor FFL	20	1Bed	55.5 m²
02 Second Floor FFL	29	1Bed	51.9 m²
02 Second Floor FFL	31	1Bed	51.9 m²
02 Second Floor FFL	33	1Bed	50.3 m²
1Bed: 5			
02 Second Floor FFL	22	2Bed	67.9 m²
02 Second Floor FFL	23	2Bed	64.6 m²
02 Second Floor FFL	24	2Bed	64.6 m²
02 Second Floor FFL	26	2Bed	64.6 m²
02 Second Floor FFL	28	2Bed	64.6 m²
02 Second Floor FFL	30	2Bed	70.5 m²
02 Second Floor FFL	32	2Bed	69.5 m²
2Bed: 7			
02 Second Floor FFL	27	2Bed	78.5 m²
2Bed Wheelchair: 1			
02 Second Floor FFL	21	3Bed	75.6 m²
3Bed: 1			
02 Second Floor FFL	25	3Bed	96.9 m²
3Bed Wheelchair: 1			
02 Second Floor FFL: 15			
03 Third Floor Plan	35	1Bed	51.2 m²
03 Third Floor Plan	37	1Bed	50.7 m²
03 Third Floor Plan	39	1Bed	50.7 m²
03 Third Floor Plan	41	1Bed	50.7 m²
03 Third Floor Plan	45	1Bed	50.1 m²
1Bed: 5			
03 Third Floor Plan	40	2Bed	72.6 m²
03 Third Floor Plan	42	2Bed	61.2 m²
03 Third Floor Plan	43	2Bed	59.4 m²
03 Third Floor Plan	44	2Bed	62.5 m²
2Bed: 4			
03 Third Floor Plan	38	3Bed	91.5 m²
03 Third Floor Plan	36	3Bed	87.4 m²
03 Third Floor Plan	34	3Bed	84.5 m²
3Bed: 3			
03 Third Floor Plan: 12			
04 Fourth Floor FFL	46	1Bed	56.6 m²
04 Fourth Floor FFL	47	1Bed	48.8 m²
04 Fourth Floor FFL	50	1Bed	55.5 m²
1Bed: 3			
04 Fourth Floor FFL	48	2Bed	64.3 m²
04 Fourth Floor FFL	49	2Bed	62.8 m²
2Bed: 2			
04 Fourth Floor FFL: 5			
Grand total:	50		

**COLOUR KEY**

- 1 Bedroom Flat
- 2 Bedroom Flat
- 3 Bedroom Flat
- Circulation
- Lifts/Stairs
- Services

Unit Mix	
Unit Type	Count
1Bed	16
2Bed	22
2Bed Wheelchair	2
3Bed	6
3Bed Wheelchair	2
Grand total:	50



drawing title:  
**M9534- APL107**

**PROPOSED GROUND FLOOR PLAN**

ISSUED for **DRAFT**

revision:    date:    revised by:

Scale: 1:100 @ A0

hunters project number: M9534    client project number: A0000    drawn by: GH    checked by:    scale: 1:100 @ A0

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## **APPENDIX A.** Personal Injury Accident Data



# Yiewsley C.Park\_Falling Lane Junction Personal Injury Collisions 60 months to end of April 2021

---

## SUMMARY OF COLLISIONS SELECTED

### SITE REFERENCE AND DESCRIPTION

B26 SITE 3 GIS AREA B26 SITE 3(P)

### DATE PERIOD

60MTS TO APR/2021

### COLLISION COUNT

8

---

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

---

---

**1**

01170067870	THU 26/10/2017 13:30	LIGHT	HIGH ST J/W TROUT RD			26 NODE 72	505950/180680
SELF-REPORTED	ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		O/TAKING - MOVING VEH	(SE TO NW) N/S HIT FIRST	J/P - UNKN JCT CLEARED

**2**

01170068055	FRI 03/11/2017 15:15	LIGHT	HIGH ST J/W FALLING LANE			26 NODE 72	505942/180703
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(63 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	STANDING PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(26 YRS - M - REDACT)		MOVING OFF	(N TO S) DID NOT IMPACT	J/P - UNKN JCT CLEARED
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)					

**3**

01170078793	SUN 17/12/2017 20:50	DARK	HIGH ST J/W HIGH RD			26 NODE 72	505940/180700
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (002)	(52 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(51 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(18 YRS - M - REDACT)		TURNING RIGHT	(S TO N) N/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ	(52 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
V001	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			V001	B	405 (FAILED TO LOOK PROPERLY)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001	B	509 (DISTRACTION IN VEHICLE)

**4**

01180089034	FRI 09/02/2018 10:40	LIGHT	HIGH ST WEST DRAYTON J/W FALLING LANE WEST DRAYTON			26 NODE 72	505953/180680
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(59 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(59 YRS - F - REDACT)		WAITING - TURN RIGHT	(N TO S) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(42 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO W) N/S HIT FIRST	J/P - UNKN JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)			V001	B	706 (DAZZLING SUN)

**5**

01180100041	THU 05/04/2018 12:00	LIGHT	HIGH ST J/W FALLING LANE			26 NODE 72	505946/180709
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(77 YRS - F - REDA)	SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS N/SIDE
CASUALTY	002 (002)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ	(17 YRS - UNKNOWN - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		MOVING OFF	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	409 (SWERVED)			V001	A	403 (POOR TURN OR MANOEUVRE)

**6**

01180122882	TUE 24/07/2018 10:02	LIGHT	FALLING LANE J/W YIEWSLEY HIGH ST			26 NODE 72	505940/180670
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(60 YRS - M - REDA)	SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(66 YRS - M - REDACT)	SNGL TRAILER	G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	J/P - UNKN JCT CLEARED
C001	B	802 (FAILED TO LOOK PROPERLY)			V001	B	405 (FAILED TO LOOK PROPERLY)

**7**

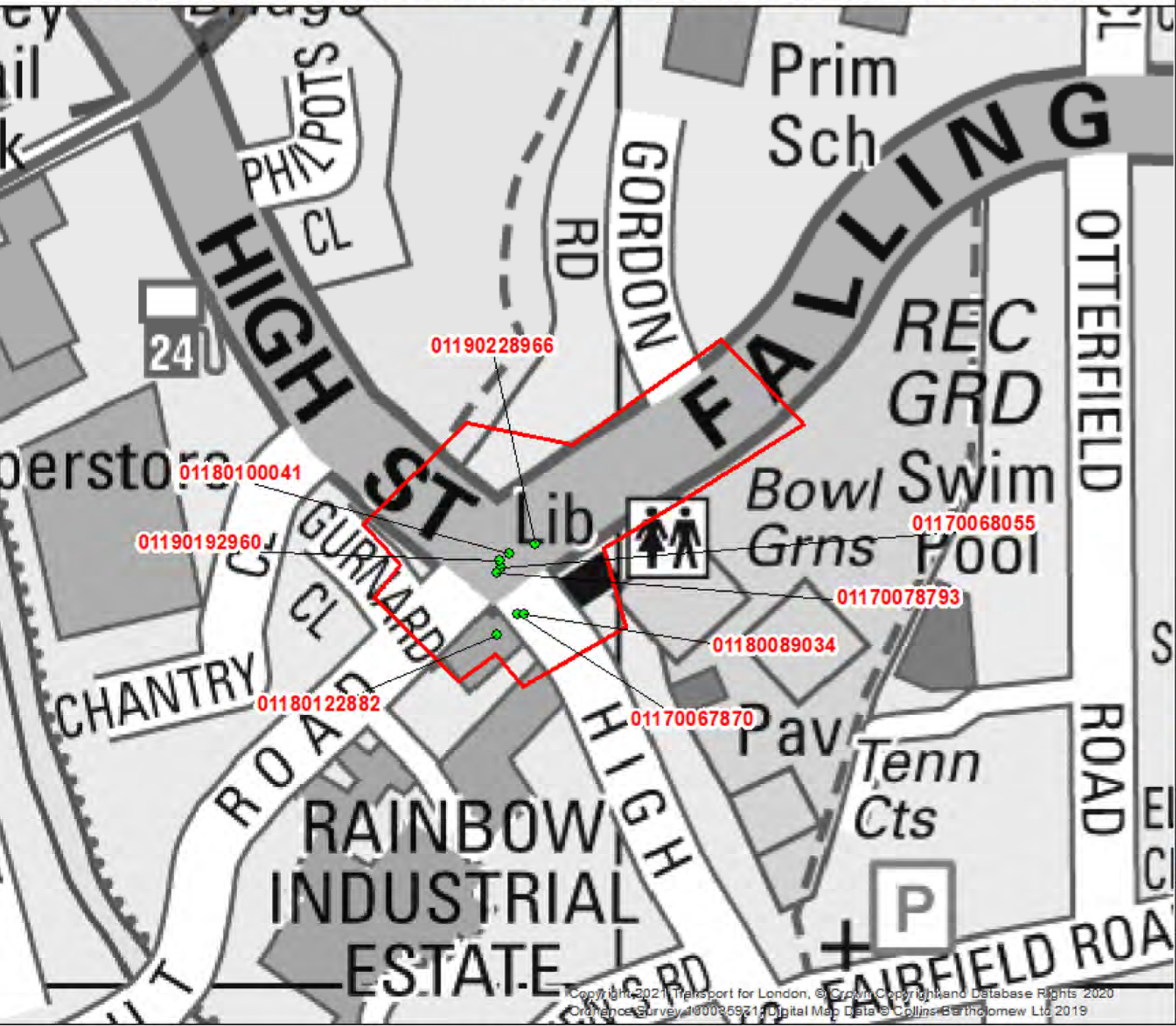
01190192960	THU 11/07/2019 12:45	LIGHT	HIGH ST, NR JUNCT WTH FALLING LANE.	26 NODE 72	505941/180706	
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY CROSSROADS AUTO SIG	PEDN PHASE ATS	NONE IN 50M	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(76 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
CASUALTY	002 (002)	(37 YRS - M - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(76 YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(37 YRS - M - REDACT)	TURNING RIGHT	(N TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)		V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				

**8**

01190228966	TUE 10/12/2019 14:45	LIGHT	FALLING LANE, NR JUNCT WTH FALLING LANE. (DESCRIPTION REFERS TO JUNCT WTH HIGH RD)	26 NODE 72	505958/180714	
SELF-REPORTED	ROAD-WET	RAINING	ONE-WAY ST T/STAG JUN AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R	
NOT KNOWN HOW COLLISION OCCURRED						
CASUALTY	001 (001)	(37 YRS - F - REDA)	SLIGHT DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(37 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

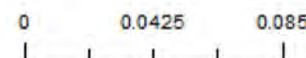


Yiewsley C.Park\_Falling Lane Junction Personal Injury Collisions 60 months to end of April 2021



Severity of collision

Slight	Serious	Fatal
1 (8)	1 (0)	1 (0)
2 (0)	2 (0)	2 (0)
3 (0)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)



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COLLSTATS 3 - TfL City Planning

DATE:  
**09/09/2021**



# Yiewsley C.Park\_Falling Lane Junction Personal Injury Collisions 60 months to end of April 2021

---

Summary of Collisions Selected	Date Period	Collision Count
Site Reference and Description B26 Site 3 GIS AREA B26 Site 3(P)	60MTS TO Apr/2021	8

---

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

---




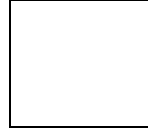
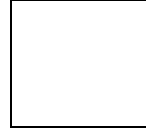



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Pedestrian	2	25%
Wet	3	38%
Dark	1	13%

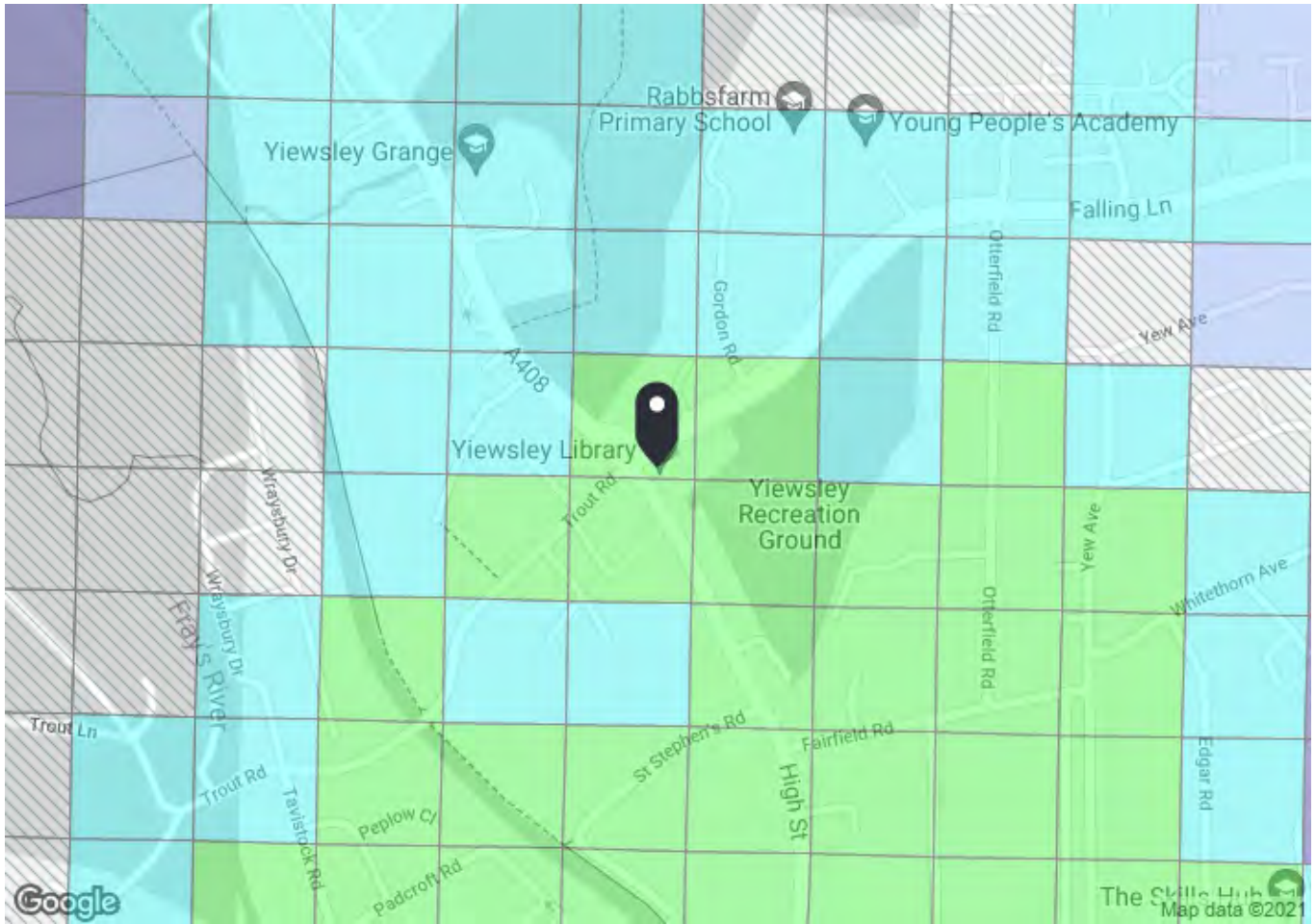
Fatal	0	0%
Serious	0	0%
Slight	8	100%

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

	1	2	3	4	5	6	7	8
<b>Reference</b>	01180100041	01190228966	01190192960	01180089034	01170068055	01170067870	01180122882	01170078793
<b>Day</b>	THURSDAY	TUESDAY	THURSDAY	FRIDAY	FRIDAY	THURSDAY	TUESDAY	SUNDAY
<b>Date</b>	05/04/2018	10/12/2019	11/07/2019	09/02/2018	03/11/2017	26/10/2017	24/07/2018	17/12/2017
<b>Time</b>	12:00	14:45	12:45	10:40	15:15	13:30	10:02	20:50
<b>Light Conds</b>	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
<b>Road Surface</b>	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP
<b>Severity</b>	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
<b>Conflict</b>								
<b>Ped Location</b>	X						50M	
<b>Contributory</b>	409 V001 A		403 V002 A	405 V001 B	808 C001 B	802 C001 B	301 V001 B	405 V001 B
(* denotes pre-2005)	403 V001 A		405 V002 A	706 V001 B		405 V001 B	406 V001 B	509 V001 B
			406 V002 A					
<b>Easting/Northing</b>	505946 180709	505958 180714	505941 180706	505953 180680	505942 180703	505950 180680	505940 180670	505940 180700



## **APPENDIX B. PTAL Assessment**



**PTAL output for Base Year**  
3

London Borough of Hillingdon, 192 High St, West Drayton UB7 7BE, UK  
Easting: 505967, Northing: 180701

Grid Cell: 81570

Report generated: 24/08/2021

---

**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

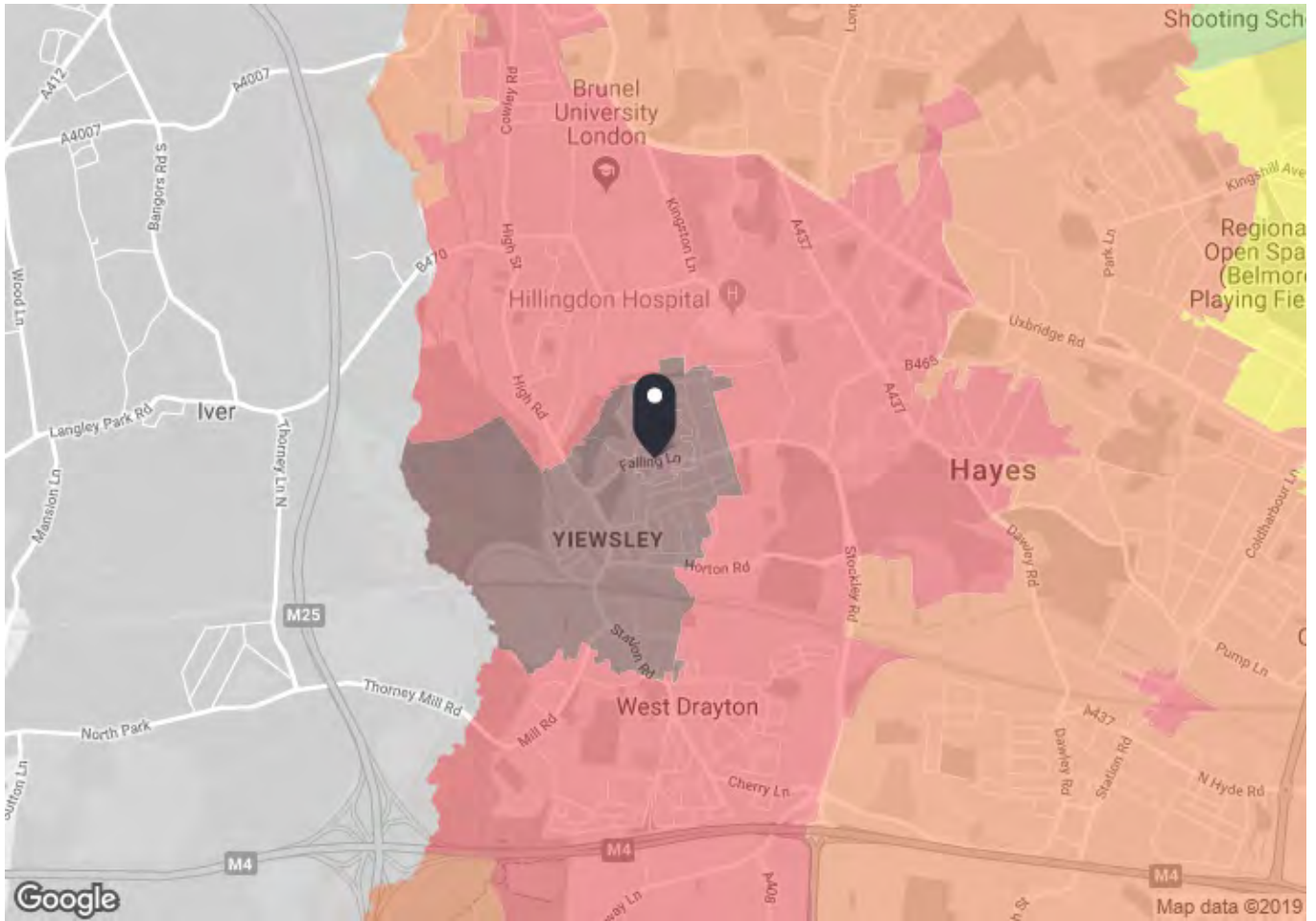
- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH STREET/FALLING LANE	U5	69.77	5	0.87	8	8.87	3.38	0.5	1.69
Bus	HIGH STREET/FALLING LANE	222	69.77	7.5	0.87	6	6.87	4.37	1	4.37
Bus	HIGH STREET/FALLING LANE	U3	69.77	5	0.87	8	8.87	3.38	0.5	1.69
Bus	HIGH STREET/FALLING LANE	U1	69.77	4	0.87	9.5	10.37	2.89	0.5	1.45
Rail	West Drayton	'PADTON-OXFD 2N14'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N16'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N18'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'PADTON-OXFD 2N22'	829.26	0.67	10.37	45.53	55.89	0.54	0.5	0.27
Rail	West Drayton	'PADTON-OXFD 2N24'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P09'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P11'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P12'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'RDNGSTN-PADTON 2P14'	829.26	1.33	10.37	23.31	33.67	0.89	0.5	0.45
Rail	West Drayton	'RDNGSTN-PADTON 2P17'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'OXFD-PADTON 2P18'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'BNBR-PADTON 2P20'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P25'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'SLOUGH-PADTON 2P32'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15
Rail	West Drayton	'PADTON-RDNGSTN 2R13'	829.26	1.67	10.37	18.71	29.08	1.03	1	1.03
Rail	West Drayton	'PADTON-TWYFORD 2R21'	829.26	0.33	10.37	91.66	102.02	0.29	0.5	0.15

Total Grid Cell AI: 12.89

## **APPENDIX C. TIM Assessment**



**TIM output for 2031 (Forecast)**

Scenario: 2031 (Forecast) Mode: All public transport modes, Time of day: AM peak, Direction: From location









Falling Lane  
Falling Ln, West Drayton UB7, UK  
Easting: 506372, Northing: 180924

Report generated: 19/07/2019


This information is produced using forecasting tools and is subject to uncertainty

Population and employment: GLA forecasts 2016  
Town Centres: GLA 2016  
Education: EduBase 2016  
Health: NHS Direct, CQC 2016  
Code: WE089A25E

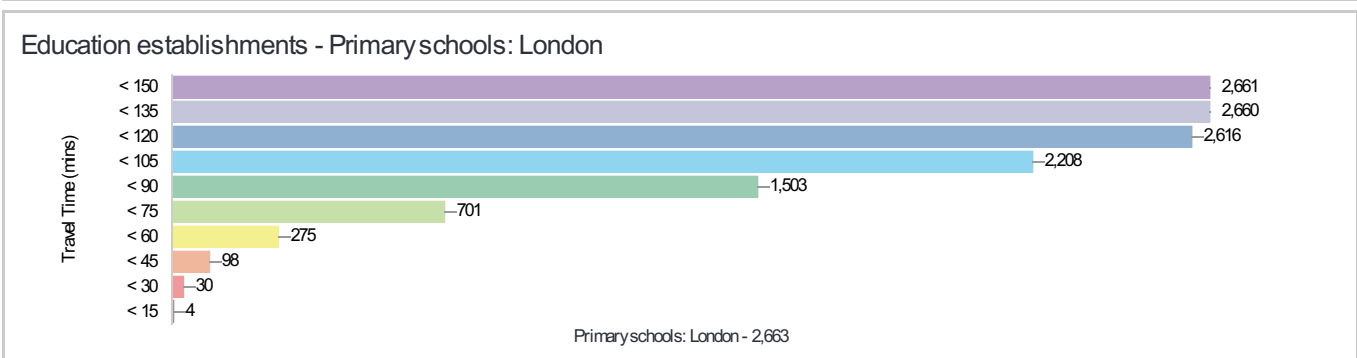
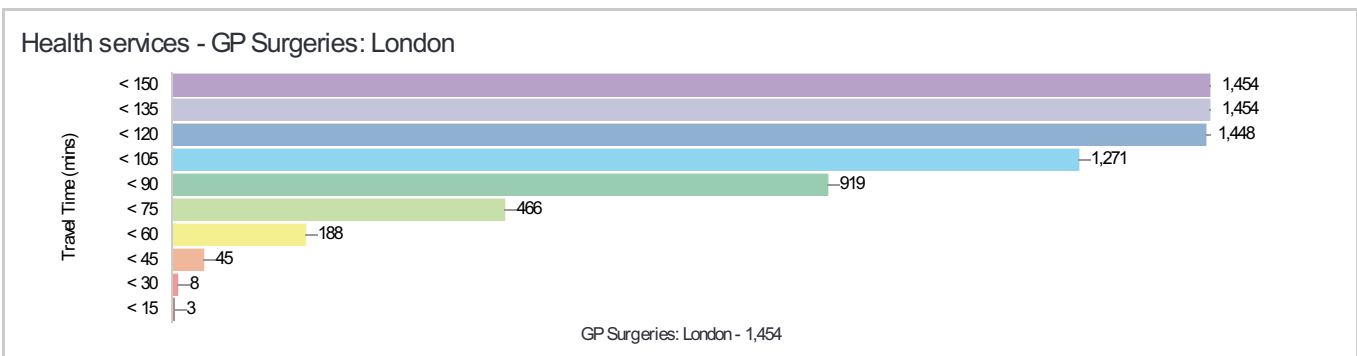
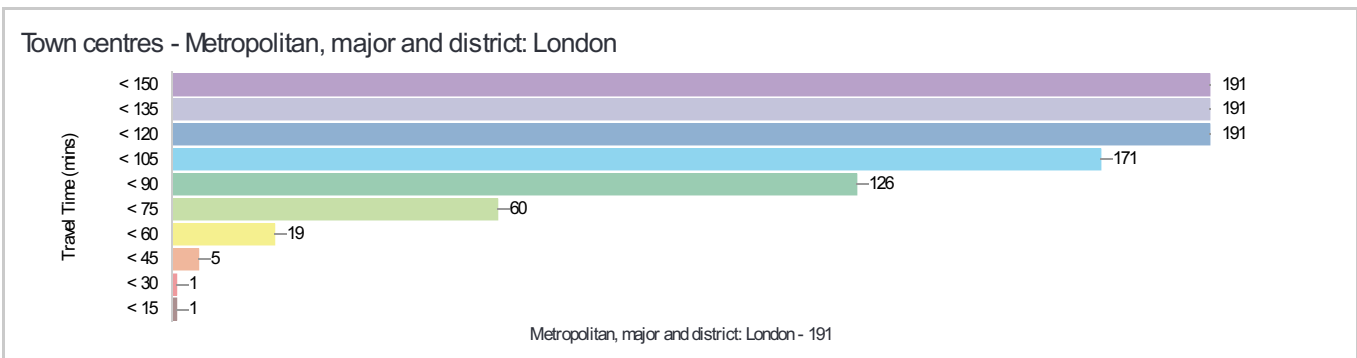
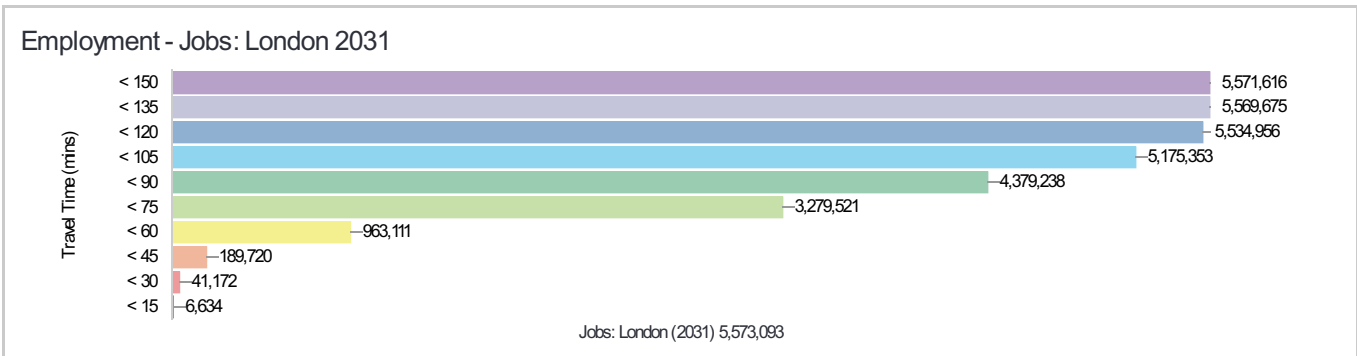
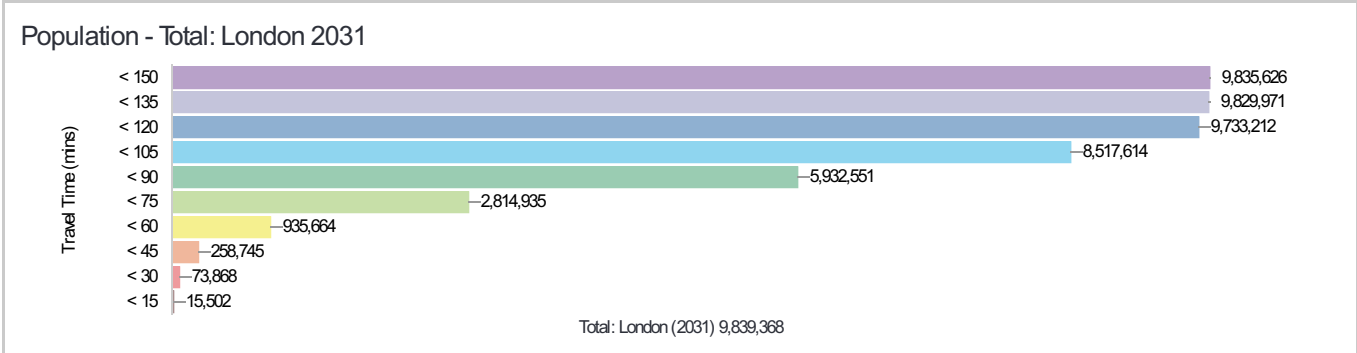
**Map key - Travel Time**

 < 15 mins	 15 - 30 mins
 30 - 45 mins	 45 - 60 mins
 60 - 75 mins	 75 - 90 mins
 90 - 105 mins	 105 - 120 mins
 120 - 135 mins	 135 - 150 mins

**Map layers**

 Travel Times

Catchment data for your current selection





## **APPENDIX D.**Falling Lane Car park and traffic data (2019)

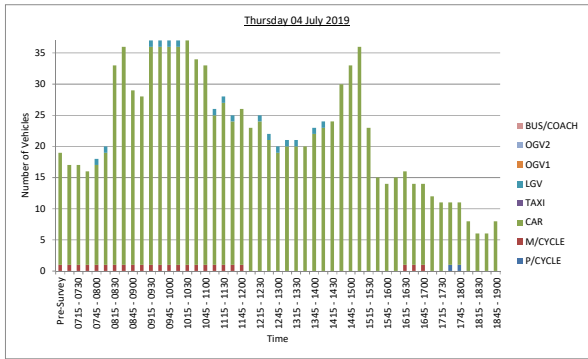
Capacity	
Ordinary	26
Disabled	2
Reserved	9
<b>Total</b>	<b>37</b>

Date  
Thursday 04 July 2019

Weather  
Sunny  
Temp: 18°C

0700 - 1900 (Thursday 12H Session)

TIME	PROCYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	0	1	18	0	0	0	0	0	19	18.40	51.35
0715-0730	0	1	16	0	0	0	0	0	17	16.40	45.95
0730-0745	0	1	15	0	0	0	0	0	16	15.40	42.14
0745-0800	0	1	16	0	1	0	0	0	18	17.40	46.46
0800-0815	0	1	18	0	1	0	0	0	20	19.40	52.16
0815-0830	0	1	32	0	1	0	0	0	34	32.40	86.19
0830-0845	0	1	36	0	0	0	0	0	36	34.40	92.97
0845-0900	0	1	28	0	0	0	0	0	28	28.40	76.38
0900-0915	0	1	27	0	0	0	0	0	27	27.40	73.88
0915-0930	0	1	34	0	1	0	0	0	35	34.40	92.97
0930-0945	0	1	35	0	1	0	0	0	36	34.40	92.97
0945-1000	0	1	36	0	0	0	0	0	36	34.40	92.97
1000-1015	0	1	33	0	0	0	0	0	33	32.40	86.19
1015-1030	0	1	28	0	0	0	0	0	28	28.40	76.38
1030-1045	0	1	26	0	1	0	0	0	27	27.40	73.88
1045-1100	0	1	23	0	0	0	0	0	23	24.40	65.95
1100-1115	0	1	25	0	0	0	0	0	25	25.40	68.64
1115-1130	0	1	26	0	1	0	0	0	27	27.40	73.88
1130-1145	0	1	23	0	0	0	0	0	23	24.40	65.95
1145-1200	0	1	25	0	0	0	0	0	25	25.40	68.64
1200-1215	0	0	23	0	0	0	0	0	23	23.00	62.16
1215-1230	0	0	25	0	0	0	0	0	25	25.00	67.57
1230-1245	0	0	21	0	0	0	0	0	21	22.00	59.46
1245-1300	0	0	19	0	1	0	0	0	20	20.00	54.35
1300-1315	0	0	20	0	1	0	0	0	21	21.00	56.76
1315-1330	0	0	20	0	1	0	0	0	21	21.00	56.76
1330-1345	0	0	20	0	1	0	0	0	21	21.00	56.76
1345-1400	0	0	22	0	1	0	0	0	23	23.00	62.16
1400-1415	0	0	23	0	1	0	0	0	24	24.00	64.86
1415-1430	0	0	24	0	0	0	0	0	24	24.00	64.86
1430-1445	0	0	30	0	0	0	0	0	30	30.00	81.08
1445-1500	0	0	33	0	0	0	0	0	33	33.00	89.19
1500-1515	0	0	36	0	0	0	0	0	36	36.00	97.30
1515-1530	0	0	29	0	0	0	0	0	29	29.00	78.37
1530-1545	0	0	26	0	0	0	0	0	26	26.00	70.27
1545-1600	0	0	15	0	0	0	0	0	15	15.00	40.54
1600-1615	0	0	15	0	0	0	0	0	15	15.00	40.54
1615-1630	0	0	15	0	0	0	0	0	15	15.00	40.54
1630-1645	0	0	13	0	0	0	0	0	13	13.00	35.14
1645-1700	0	0	13	0	0	0	0	0	13	13.00	35.14
1700-1715	0	0	11	0	0	0	0	0	11	11.00	29.73
1715-1730	0	0	10	0	0	0	0	0	10	10.00	27.03
1730-1745	0	0	10	0	0	0	0	0	10	10.00	27.03
1745-1800	0	0	8	0	0	0	0	0	8	8.00	21.62
1800-1815	0	0	8	0	0	0	0	0	8	8.00	21.62
1815-1830	0	0	6	0	0	0	0	0	6	6.00	16.22
1830-1845	0	0	6	0	0	0	0	0	6	6.00	16.22
1845-1900	0	0	6	0	0	0	0	0	6	6.00	16.22

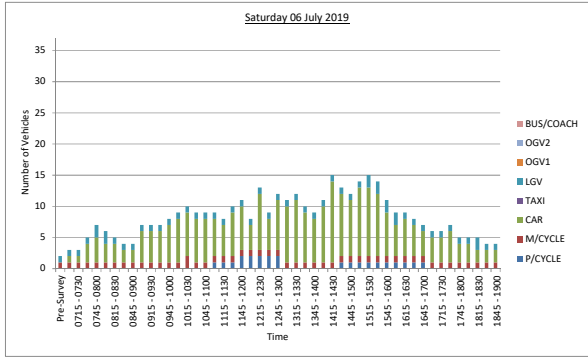


Date  
Saturday 06 July 2019

Weather  
Sunny  
Temp: 19°C

0700 - 1900 (Saturday 12H Session)

TIME	PROCYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	0	1	0	0	1	0	0	0	2	1.40	3.77
0700-0715	0	1	1	0	1	0	0	0	3	2.40	6.48
0715-0730	0	1	1	0	1	0	0	0	3	2.40	6.48
0730-0745	0	1	3	0	1	0	0	0	5	4.40	11.81
0745-0800	0	1	4	0	2	0	0	0	7	6.40	17.32
0800-0815	0	1	3	0	2	0	0	0	6	5.40	14.59
0815-0830	0	1	3	0	2	0	0	0	6	5.40	14.59
0830-0845	0	1	2	0	1	0	0	0	4	3.40	9.11
0845-0900	0	1	2	0	1	0	0	0	4	3.40	9.11
0900-0915	0	1	5	0	1	0	0	0	7	6.40	17.32
0915-0930	0	1	5	0	1	0	0	0	7	6.40	17.32
0930-0945	0	1	5	0	1	0	0	0	7	6.40	17.32
0945-1000	0	1	5	0	1	0	0	0	7	6.40	17.32
1000-1015	0	1	7	0	1	0	0	0	9	8.40	22.43
1015-1030	0	2	7	0	1	0	0	0	10	8.60	22.83
1030-1045	0	1	7	0	1	0	0	0	9	8.40	22.43
1045-1100	0	1	6	0	1	0	0	0	8	7.40	19.74
1100-1115	1	1	6	0	1	0	0	0	9	8.40	22.43
1115-1130	1	1	5	0	1	0	0	0	8	6.60	17.62
1130-1145	2	1	7	0	1	0	0	0	10	8.60	22.83
1145-1200	2	1	7	0	1	0	0	0	10	8.60	22.83
1200-1215	2	1	4	0	1	0	0	0	8	5.80	15.62
1215-1230	2	1	3	0	1	0	0	0	6	5.00	13.51
1230-1245	2	1	5	0	1	0	0	0	8	6.00	16.22
1245-1300	2	1	9	0	1	0	0	0	11	10.40	28.13
1300-1315	0	1	9	0	1	0	0	0	11	10.40	28.13
1315-1330	0	1	10	0	1	0	0	0	12	11.40	30.43
1330-1345	0	1	8	0	1	0	0	0	10	9.40	25.13
1345-1400	0	1	7	0	1	0	0	0	9	8.40	22.43
1400-1415	0	1	8	0	1	0	0	0	10	9.40	25.13
1415-1430	0	1	13	0	1	0	0	0	15	14.40	38.91
1430-1445	0	1	10	0	1	0	0	0	12	11.40	30.43
1445-1500	1	1	8	0	1	0	0	0	11	10.40	28.13
1500-1515	1	1	11	0	1	0	0	0	14	12.60	33.84
1515-1530	1	1	11	0	2	0	0	0	15	13.60	36.54
1530-1545	1	1	10	0	2	0	0	0	14	12.60	33.84
1545-1600	1	1	7	0	2	0	0	0	11	8.60	22.83
1600-1615	1	1	5	0	2	0	0	0	9	7.60	20.24
1615-1630	1	1	6	0	1	0	0	0	8	7.60	20.24
1630-1645	1	1	5	0	1	0	0	0	7	6.60	17.62
1645-1700	1	1	4	0	1	0	0	0	6	5.60	14.81
1700-1715	0	1	4	0	1	0	0	0	6	5.60	14.81
1715-1730	0	1	4	0	1	0	0	0	6	5.60	14.81
1730-1745	0	1	3	0	1	0	0	0	5	4.60	12.31
1745-1800	0	1	3	0	1	0	0	0	5	4.60	12.31
1800-1815	0	1	3	0	1	0	0	0	5	4.60	12.31
1815-1830	0	1	2	0	1	0	0	0	4	3.60	9.51
1830-1845	0	1	2	0	1	0	0	0	4	3.60	9.51
1845-1900	0	1	2	0	1	0	0	0	4	3.60	9.51







## **APPENDIX E.** Falling Lane In/Out Parking Survey Data (2021)



ADVANCED  
TRANSPORT  
RESEARCH

*Job Number & Name:* 28021 Yiewsley

*Site Number/Name:* Yiewsley Library Car Park

*Client:* i-Transport

*Date:* 29/06/2021

*Weather:* **Cloudy, Dry**

*Comments:* None

Advanced Transport Research

Job Number & Name: 28021 Yiewsley

Yiewsley Library Car Park

Date: Tuesday 29 Jun 2021

Job Type: Car Park Count

Co-ordinates: 51° 30' 55.79"N, 0° 28' 26.40"W

Postcode: UB7 7BE

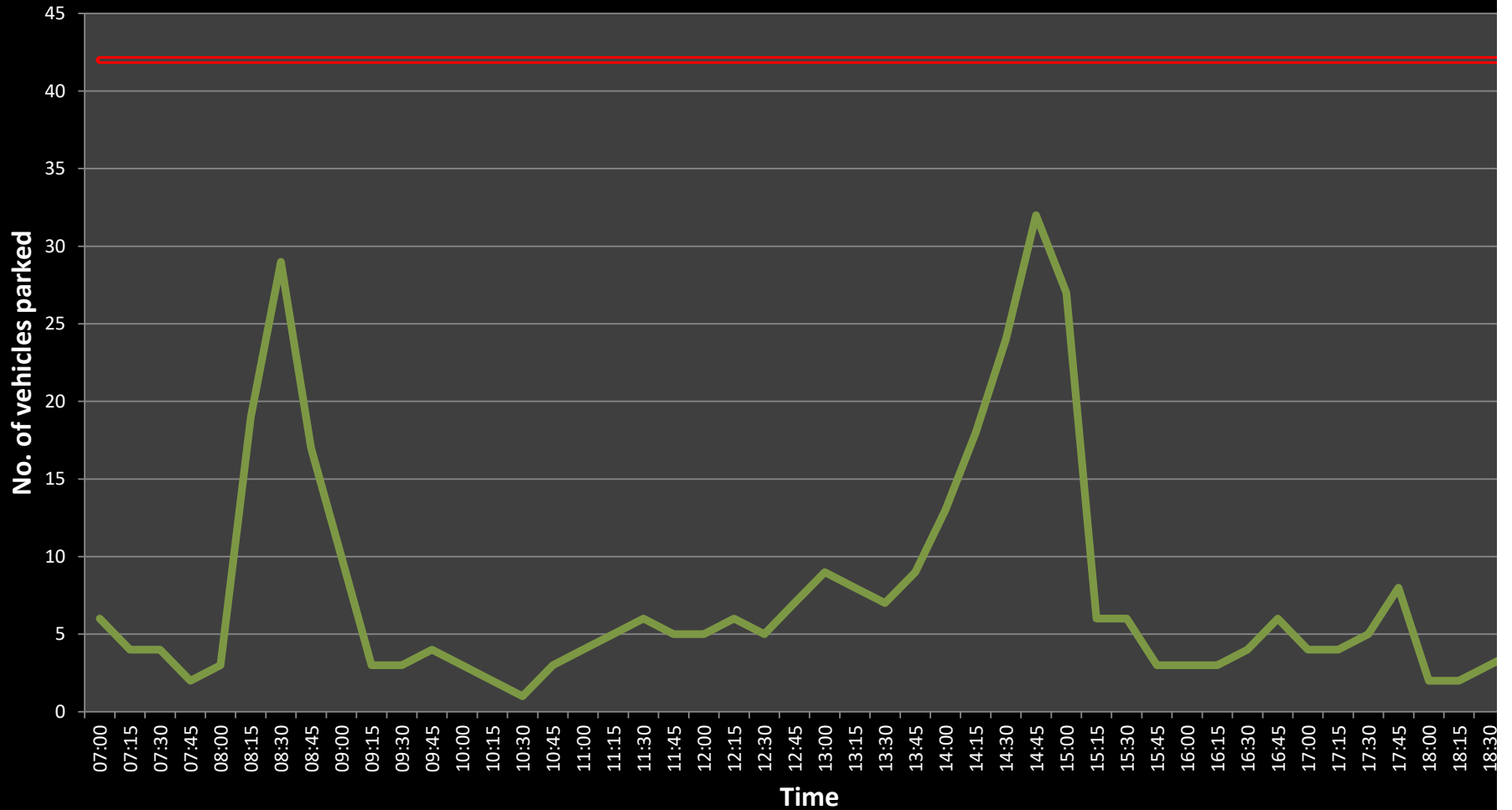
Times: 0700-1900







# 28021 Yiewsley Library Car park Car Park Accumulation - Tuesday 29th June 2021







ADVANCED  
TRANSPORT  
RESEARCH

*Job Number & Name:* 28021 Yiewsley

*Site Number/Name:* Yiewsley Library Car Park

*Client:* i-Transport

*Date:* 30/06/2021

*Weather:* **Cloudy, Dry**

*Comments:* None

Advanced Transport Research

Job Number & Name: 28021 Yiewsley

Yiewsley Library Car Park

Date: Wednesday 30 Jun 2021

Job Type: Car Park Count

Co-ordinates: 51° 30' 55.79"N, 0° 28' 26.40"W

Postcode: UB7 7BE

Times: 0700-1900



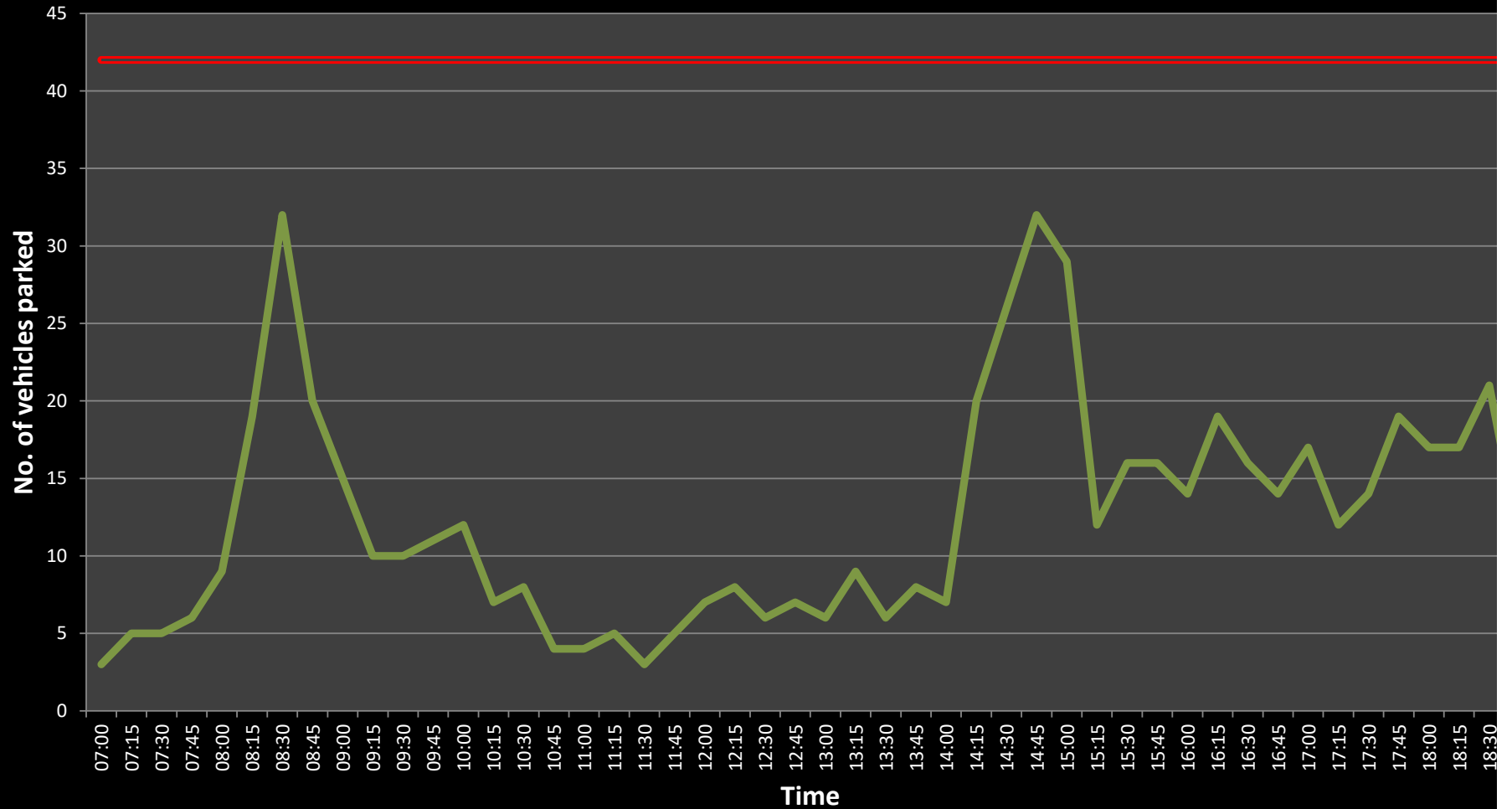
Times	Car Park	
	Entry	Exit
07:00 - 07:15	0	0
07:15 - 07:30	2	0
07:30 - 07:45	0	0
07:45 - 08:00	1	0
08:00 - 08:15	4	1
08:15 - 08:30	15	5
08:30 - 08:45	17	4
08:45 - 09:00	6	18
09:00 - 09:15	4	9
09:15 - 09:30	2	7
09:30 - 09:45	1	1
09:45 - 10:00	4	3
10:00 - 10:15	3	2
10:15 - 10:30	1	6
10:30 - 10:45	3	2
10:45 - 11:00	1	5
11:00 - 11:15	2	2
11:15 - 11:30	2	1
11:30 - 11:45	2	4
11:45 - 12:00	2	0
12:00 - 12:15	4	2
12:15 - 12:30	1	0
12:30 - 12:45	1	3
12:45 - 13:00	4	3
13:00 - 13:15	0	1
13:15 - 13:30	4	1
13:30 - 13:45	1	4
13:45 - 14:00	3	1
14:00 - 14:15	1	2
14:15 - 14:30	14	1
14:30 - 14:45	9	3
14:45 - 15:00	10	4
15:00 - 15:15	6	9
15:15 - 15:30	3	20
15:30 - 15:45	5	1
15:45 - 16:00	5	5
16:00 - 16:15	3	5
16:15 - 16:30	7	2
16:30 - 16:45	3	6
16:45 - 17:00	2	4
17:00 - 17:15	5	2
17:15 - 17:30	1	6
17:30 - 17:45	4	2
17:45 - 18:00	6	1
18:00 - 18:15	5	7
18:15 - 18:30	2	2
18:30 - 18:45	5	1
18:45 - 19:00	2	12

42	Total Spaces
3	Cars in at Start
3	7%
5	12%
5	12%
6	14%
9	21%
19	45%
32	76%
20	48%
15	36%
10	24%
10	24%
11	26%
12	29%
7	17%
8	19%
4	10%
4	10%
5	12%
3	7%
5	12%
7	17%
8	19%
6	14%
7	17%
6	14%
9	21%
6	14%
8	19%
7	17%
20	48%
26	62%
32	76%
29	69%
12	29%
16	38%
16	38%
14	33%
19	45%
16	38%
14	33%
17	40%
12	29%
14	33%
19	45%
17	40%
17	40%
21	50%
11	26%
11	Cars in at End

Park & Stride Area			
Entry	No of Vehicles with Cabot	Exit	No of Vehicles with Cabot
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
8	8	0	0
7	7	0	0
3	3	10	0
1	0	6	0
0	0	2	0
0	0	1	0
0	0	0	0
0	0	1	0
1	0	1	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	1	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
2	0	0	0
0	0	0	0
11	0	0	0
2	0	2	0
3	0	2	0
4	0	6	6
0	0	12	13
1	0	0	0
0	0	1	0
3	0	0	0
0	0	1	0
1	0	0	0
0	0	2	0
1	0	0	0
0	0	1	0
0	0	1	0
3	0	0	0
0	0	3	0

16	Total Spaces
0	Cars in at Start
0	0%
0	0%
0	0%
1	6%
2	13%
10	63%
17	106%
10	63%
5	31%
3	19%
2	13%
2	13%
2	13%
1	6%
1	6%
1	6%
2	13%
2	13%
2	13%
2	13%
3	19%
3	19%
2	13%
2	13%
3	19%
3	19%
3	19%
2	13%
4	25%
4	25%
15	94%
15	94%
16	100%
14	88%
2	13%
3	19%
2	13%
5	31%
4	25%
5	31%
3	19%
4	25%
3	19%
1	6%
3	19%
3	19%
2	13%
5	31%
2	13%
2	Cars in at End

# 28021 Yiewsley Library Car park Car Park Accumulation - Wednesday 30th June 2021







ADVANCED  
TRANSPORT  
RESEARCH

*Job Number & Name:* 28021 Yiewsley

*Site Number/Name:* Yiewsley Library Car Park

*Client:* i-Transport

*Date:* 01/07/2021

*Weather:* **Cloudy, Dry**

*Comments:* None



Advanced Transport Research

Job Number & Name: 28021 Yiewsley

Yiewsley Library Car Park

Date: Thursday 01 Jul 2021

Job Type: Car Park Count

Co-ordinates: 51° 30' 55.79"N, 0° 28' 26.40"W

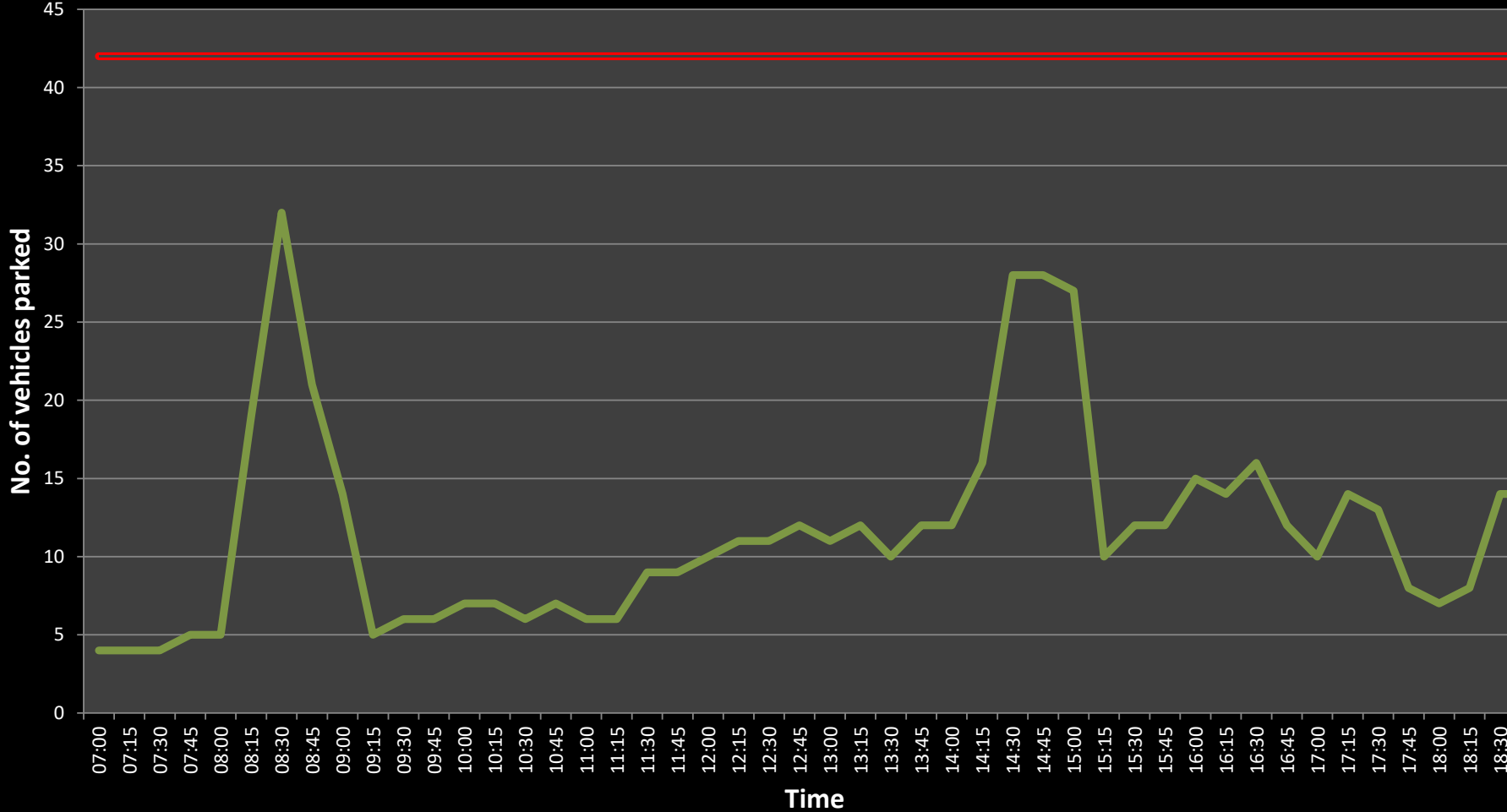
Postcode: UB7 7BE

Times: 0700-1900





# 28021 Yiewsley Library Car park Car Park Accumulation - Thursday 1st July 2021





## **APPENDIX F. TRICS Output**

Calculation Reference: AUDIT-236603-210903-0944

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BK BARKING	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
	KI KINGSTON	1 days
	WF WALTHAM FOREST	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 20 to 86 (units: )  
 Range Selected by User: 20 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 10/09/20

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 6 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®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 3 days  
50,001 to 100,000 2 days  
100,001 or More 1 days

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

Population within 5 miles:

500,001 or More 6 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 5 days  
1.1 to 1.5 1 days

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

Travel Plan:

Yes 1 days  
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:

2 Poor 1 days  
3 Moderate 2 days  
5 Very Good 2 days  
6a Excellent 1 days

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

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>19/09/18</i>	<i>Survey Type: MANUAL</i>
2	BK-03-C-01 NORTH STREET BARKING	BLOCKS OF FLATS		BARKING
	Town Centre No Sub Category Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>10/09/20</i>	<i>Survey Type: MANUAL</i>
3	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total No of Dwellings:		42	
	<i>Survey date: WEDNESDAY</i>		<i>16/07/14</i>	<i>Survey Type: MANUAL</i>
4	HO-03-C-02 HIGH STREET BRENTFORD	BLOCK OF FLATS		HOUNSLOW
	Town Centre Built-Up Zone Total No of Dwellings:		86	
	<i>Survey date: WEDNESDAY</i>		<i>03/09/14</i>	<i>Survey Type: MANUAL</i>
5	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
6	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</i>	<i>Survey Type: MANUAL</i>

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



TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	6	57	0.032	6	57	0.094	6	57	0.126
08:00 - 09:00	6	57	0.044	6	57	0.103	6	57	0.147
09:00 - 10:00	6	57	0.041	6	57	0.056	6	57	0.097
10:00 - 11:00	6	57	0.071	6	57	0.062	6	57	0.133
11:00 - 12:00	6	57	0.074	6	57	0.065	6	57	0.139
12:00 - 13:00	6	57	0.047	6	57	0.053	6	57	0.100
13:00 - 14:00	6	57	0.056	6	57	0.074	6	57	0.130
14:00 - 15:00	6	57	0.044	6	57	0.082	6	57	0.126
15:00 - 16:00	6	57	0.085	6	57	0.053	6	57	0.138
16:00 - 17:00	6	57	0.088	6	57	0.062	6	57	0.150
17:00 - 18:00	6	57	0.118	6	57	0.082	6	57	0.200
18:00 - 19:00	6	57	0.071	6	57	0.053	6	57	0.124
19:00 - 20:00	4	53	0.118	4	53	0.071	4	53	0.189
20:00 - 21:00	4	53	0.057	4	53	0.057	4	53	0.114
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.946			0.967			1.913

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: 20 - 86 (units: )  
 Survey date range: 01/01/13 - 10/09/20  
 Number of weekdays (Monday-Friday): 6  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

## **APPENDIX G.** Fairfield Road car park data

Hillingdon, Greater London  
Car Park Accumulation Study

Site 2 of 3  
Fairfield Road Car Park

Capacity

Ordinary	140
Electric	2
Disabled	11
Reserved	6
<b>Total</b>	<b>159</b>

Date  
Thursday 04 July 2019

Weather  
Sunny

Temp: 18°C

0700 - 1900 (Thursday 12H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PSU TOTAL	Capacity %
Pre-Survey	0	0	14	0	0	0	0	0	14	14.00	8.81
0700 - 0715	0	0	16	0	0	0	0	0	16	16.00	10.06
0715 - 0730	0	0	15	0	0	0	0	0	15	15.00	9.43
0730 - 0745	0	0	16	0	0	0	0	0	16	16.00	10.06
0745 - 0800	0	0	21	0	0	0	0	0	21	21.00	13.24
0800 - 0815	0	0	26	0	0	0	0	0	26	26.00	16.35
0815 - 0830	0	0	38	0	1	0	0	0	39	39.00	24.53
0830 - 0845	0	0	59	0	4	0	0	0	63	63.00	39.61
0845 - 0900	0	0	44	0	1	0	0	0	45	45.00	28.30
0900 - 0915	0	0	44	0	1	0	0	0	45	45.00	28.30
0915 - 0930	0	0	53	0	3	0	0	0	56	56.00	35.22
0930 - 0945	0	0	57	0	2	0	0	0	59	59.00	37.11
0945 - 1000	1	0	60	0	1	0	0	0	62	62.00	38.98
1000 - 1015	1	0	89	0	0	0	0	0	79	79.00	49.67
1015 - 1030	1	0	79	0	1	0	0	0	80	79.00	50.31
1030 - 1045	1	0	73	0	0	0	0	0	74	73.00	46.54
1045 - 1100	1	0	70	0	0	0	0	0	71	70.00	44.05
1100 - 1115	1	0	65	0	1	0	0	0	66	65.00	41.51
1115 - 1130	1	0	64	2	1	0	0	0	67	67.00	42.77
1130 - 1145	1	0	58	0	0	0	0	0	59	58.00	37.11
1145 - 1200	0	0	58	0	0	0	0	0	58	58.00	36.46
1200 - 1215	0	0	59	0	1	0	0	0	59	59.00	37.11
1215 - 1230	0	1	63	0	0	0	0	0	64	63.00	40.25
1230 - 1245	1	0	62	0	3	0	0	0	66	65.00	41.51
1245 - 1300	1	0	60	0	2	0	0	0	63	61.00	38.36
1300 - 1315	1	0	65	0	1	0	0	0	67	66.00	42.14
1315 - 1330	1	0	70	0	1	0	0	0	72	71.00	45.26
1330 - 1345	1	0	83	1	2	0	0	0	87	86.00	53.46
1345 - 1400	1	1	84	3	0	0	0	0	89	87.00	54.66
1400 - 1415	1	1	84	3	0	0	0	0	89	87.00	54.66
1415 - 1430	3	1	84	0	2	0	0	0	90	87.00	54.66
1430 - 1445	3	1	84	1	1	0	0	0	90	87.00	54.66
1445 - 1500	3	1	86	1	1	0	0	0	92	89.00	55.92
1500 - 1515	2	1	84	1	2	0	0	0	90	87.00	54.66
1515 - 1530	2	1	73	1	1	0	0	0	78	75.00	46.86
1530 - 1545	1	1	67	0	2	0	0	0	70	68.00	42.61
1545 - 1600	1	1	68	0	1	0	0	0	71	69.00	43.40
1600 - 1615	1	1	68	0	1	0	0	0	71	69.00	43.40
1615 - 1630	1	1	63	0	1	0	0	0	65	64.00	41.51
1630 - 1645	1	1	79	0	2	0	0	0	82	80.00	50.31
1645 - 1700	1	1	85	0	2	0	0	0	88	87.00	54.66
1700 - 1715	1	1	85	0	2	0	0	0	88	87.00	54.66
1715 - 1730	0	1	83	0	4	0	0	0	88	87.00	54.66
1730 - 1745	0	1	83	0	4	0	0	0	88	87.00	54.66
1745 - 1800	0	1	82	0	2	0	0	0	85	84.00	52.83
1800 - 1815	0	1	45	0	0	0	0	0	46	45.00	28.30
1815 - 1830	0	1	50	1	0	0	0	0	52	51.00	32.70
1830 - 1845	0	1	44	0	0	0	0	0	45	44.00	27.67
1845 - 1900	3	1	32	0	0	0	0	0	36	33.00	22.64

Date  
Saturday 06 July 2019

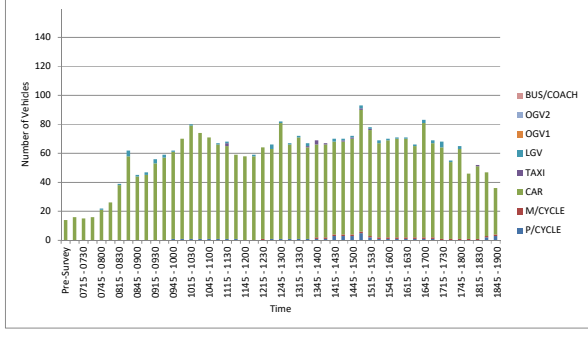
Weather  
Sunny

Temp: 19°C

0700 - 1900 (Saturday 12H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PSU TOTAL	Capacity %
Pre-Survey	2	1	12	1	4	1	0	0	20	19.00	13.21
0700 - 0715	2	1	12	1	3	1	0	0	20	19.00	13.21
0715 - 0730	2	1	14	1	3	1	0	0	22	20.00	13.84
0730 - 0745	2	1	14	1	3	1	0	0	22	20.00	13.84
0745 - 0800	2	1	14	1	3	1	0	0	22	20.00	13.84
0800 - 0815	2	1	13	1	3	1	0	0	21	19.00	13.21
0815 - 0830	2	1	16	1	3	1	0	0	24	22.00	15.09
0830 - 0845	2	1	23	1	4	1	0	0	31	29.00	20.11
0845 - 0900	2	1	29	1	3	1	0	0	37	35.00	23.27
0900 - 0915	2	1	35	1	5	1	0	0	44	42.00	27.67
0915 - 0930	2	1	34	1	4	1	0	0	42	41.00	27.04
0930 - 0945	2	1	38	1	5	2	0	0	46	44.00	29.56
0945 - 1000	2	1	30	1	4	1	0	0	38	37.00	24.53
1000 - 1015	2	1	37	1	4	1	0	0	44	42.00	27.67
1015 - 1030	2	1	39	1	3	1	0	0	46	44.00	29.56
1030 - 1045	1	1	65	1	4	1	0	0	72	71.00	45.26
1045 - 1100	1	1	66	1	5	1	0	0	74	73.00	46.54
1100 - 1115	2	1	63	1	5	1	0	0	72	70.00	45.26
1115 - 1130	2	1	61	1	3	1	0	0	68	65.00	41.51
1130 - 1145	2	1	64	1	3	1	0	0	72	70.00	45.26
1145 - 1200	2	1	64	1	3	1	0	0	72	70.00	45.26
1200 - 1215	2	1	64	1	3	1	0	0	72	70.00	45.26
1215 - 1230	2	1	66	1	4	1	0	0	74	72.00	46.86
1230 - 1245	2	1	66	1	4	1	0	0	74	72.00	46.86
1245 - 1300	2	1	66	1	4	1	0	0	74	72.00	46.86
1300 - 1315	2	1	66	1	4	1	0	0	74	72.00	46.86
1315 - 1330	2	1	66	1	4	1	0	0	74	72.00	46.86
1330 - 1345	2	1	66	1	4	1	0	0	74	72.00	46.86
1345 - 1400	2	1	66	1	4	1	0	0	74	72.00	46.86
1400 - 1415	3	2	46	1	6	2	0	0	54	51.00	32.70
1415 - 1430	3	2	50	1	6	2	0	0	58	54.00	35.89
1430 - 1445	2	2	46	1	6	2	0	0	54	51.00	32.70
1445 - 1500	2	2	37	1	5	2	0	0	49	47.00	30.82
1500 - 1515	1	2	48	3	5	1	0	0	60	56.00	37.11
1515 - 1530	1	2	48	3	5	1	0	0	60	56.00	37.11
1530 - 1545	1	3	69	1	5	1	0	0	79	76.00	48.40
1545 - 1600	2	3	71	1	5	1	0	0	82	79.00	51.57
1600 - 1615	2	3	72	1	6	1	0	0	85	81.00	54.40
1615 - 1630	2	3	64	1	6	1	0	0	76	74.00	48.40
1630 - 1645	4	3	39	1	6	1	0	0	74	69.00	46.54
1645 - 1700	3	3	44	1	7	1	0	0	59	55.00	37.11
1700 - 1715	3	3	33	1	7	1	0	0	48	44.00	30.19
1715 - 1730	3	3	38	1	6	1	0	0	51	48.00	33.33
1730 - 1745	3	3	34	1	7	1	0	0	49	45.00	30.82
1745 - 1800	3	3	33	1	7	1	0	0	48	44.00	30.19
1800 - 1815	3	3	33	1	6	1	0	0	47	43.00	29.56
1815 - 1830	1	3	32	1	6	1	0	0	44	41.00	27.67
1830 - 1845	1	3	34	1	6	1	0	0	46	43.00	29.56
1845 - 1900	1	3	22	1	6	1	0	0	34	31.00	21.38

Thursday 04 July 2019



Saturday 06 July 2019

