Falling Lane, Yiewsley

Transport Statement

Client: London Borough of Hillingdon

i-Transport Ref: SJ/RW/AH/ITB14707-002E

Date: 28 July 2023

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB14707-002	Draft	17/06/2019	EF	SJ
ITB14707-002A	For Planning	26/07/2019	EF	SJ
ITB14707-002B	Minor Amends	23/08/2018	SJ	SJ
ITB14707-002C	Updated Scheme	10/09/2021	RW	SJ
ITB14707-002D	Minor Edits	04/02/2022	RW	SJ
ITB14707-002E	Minor Edits	28/07/2023	RW/AH	SJ

File Ref: T:\Projects\14000 Series\14707ITB Falling Lane, Yiewsley\Admin\Report and Tech Notes\ITB14707-002E R Transport Statement Falling Lane.docx

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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)	1-2 Beds = 0.75 spaces per dwelling (Outer London PTAL 2-3) 3+ Beds = Up to 1 space per dwelling (Outer London PTAL 2-3) 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.

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)	1 space per studio or 1 person 1-bedroom dwelling; 1.5 spaces per 2 person 1-bedroom dwelling; 2 spaces per all other dwellings.	5 to 40 dwellings: 2 spaces; Thereafter; 1 space per 40 dwellings

Source: The London Plan 2021

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.

SECTION 3 EXISTING CONDTIONS 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.

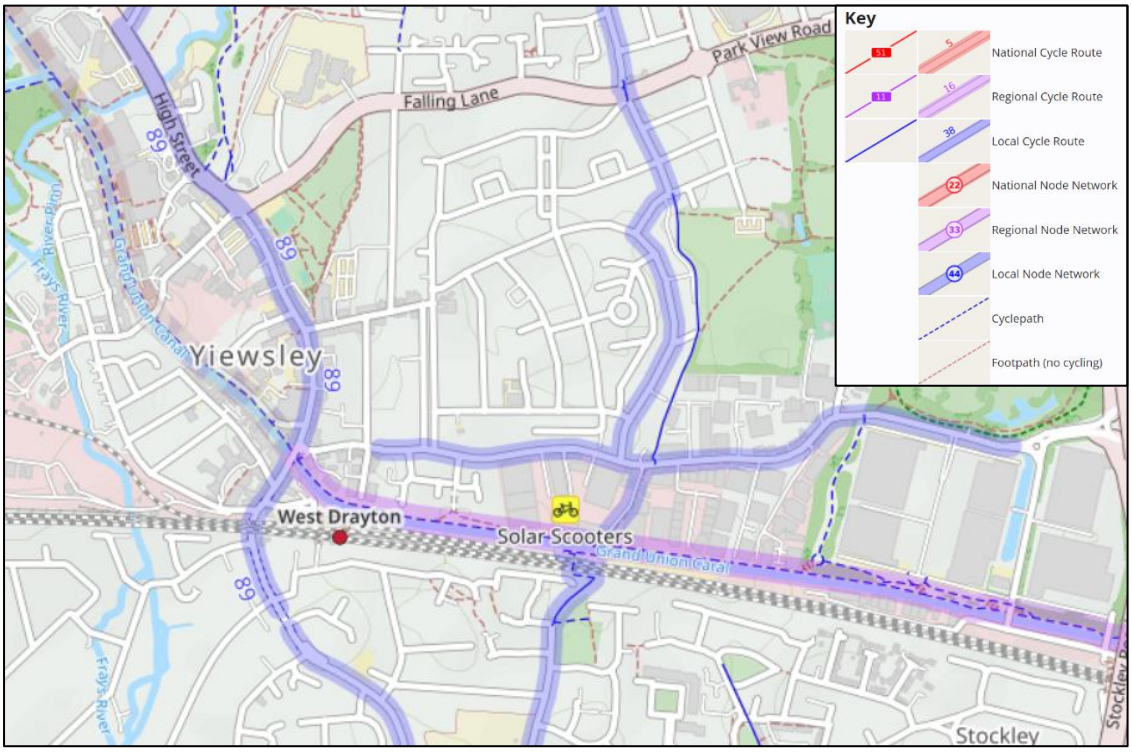
3.3.2 To the west of the site, Falling Lane links to the High Street and Trout Road via a four-arm signal-controlled junction where formal pedestrian crossing points with dropped kerbs and tactile paving are provided for all arms. This crossing allows pedestrians to access to the bus stops on both Falling 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 local cycle route (89) 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. Image 3.1 shows the local cycle routes close to the site.

Image 3.1: Local Cycle Routes



Source: OpenCycleMap

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 10 minutes	Service 10 minutes	Service every 12 minutes
U1	Ruislip – Uxbridge – West Drayton	Service every 15 minutes	Service every 20 minutes	Service every 20 minutes
U3	Uxbridge – West Drayton – Heathrow Airport	Service every 12 minutes	Service every 12-15 minutes then every 20 minutes in the evening	Every 20 minutes
U5	Uxbridge – Cowley – Hillingdon Hospital – West Drayton – Stockley Park – Hayes & Harlington Station	Service every 12 minutes then every 20 minutes in the evening	Service every 12 minutes then every 20 minutes in the evening	Every 20 minutes

Source: TfL – Assessed June 2023

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 West Drayton Station is located 700m south of the site which equates to an 8-minute walk or 3-minute cycle journey, providing access to the Elizabeth Line to key destinations such as Reading Abbey Wood, Maidenhead and London Paddington and Heathrow. **Table 3.2** summarises the

frequency of services at peak and off peak times to key destinations accessible directly from the site.

Table 3.2: Local Rail Services

Route	Typical Journey Time	Typical Frequency	
		Peak	Off- Peak
London Paddington	22 minutes	4 per hour	4 per hour
Reading	29 minutes	4 per hour	2 per hour
Abbey Wood	51 minutes	4 per hour	4 per hour
Canary Wharf	39 minutes	4 per hour	4 per hour
Liverpool Street	33 minutes	4 per hour	4 per hour
Maidenhead	17 minutes	6 per hour	4 per hour
Heathrow Airport	25 minutes	4 per hour	4 per hour

Source: Trainline

3.4.5 As part of the Elizabeth Line, West Drayton station has benefited from significant improvements including a new glass and steel extension of the station building; a covered walkway between the existing building and a new footbridge; and three new lifts to provide step-free access to every platform. New lighting, customer information screens, station signage, help points and CCTV has been enhanced. The introduction of cross-London Elizabeth Line trains provides for direct connections to areas such as Liverpool Street (in 33 minutes) and Canary Wharf (in 39 minutes).

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.

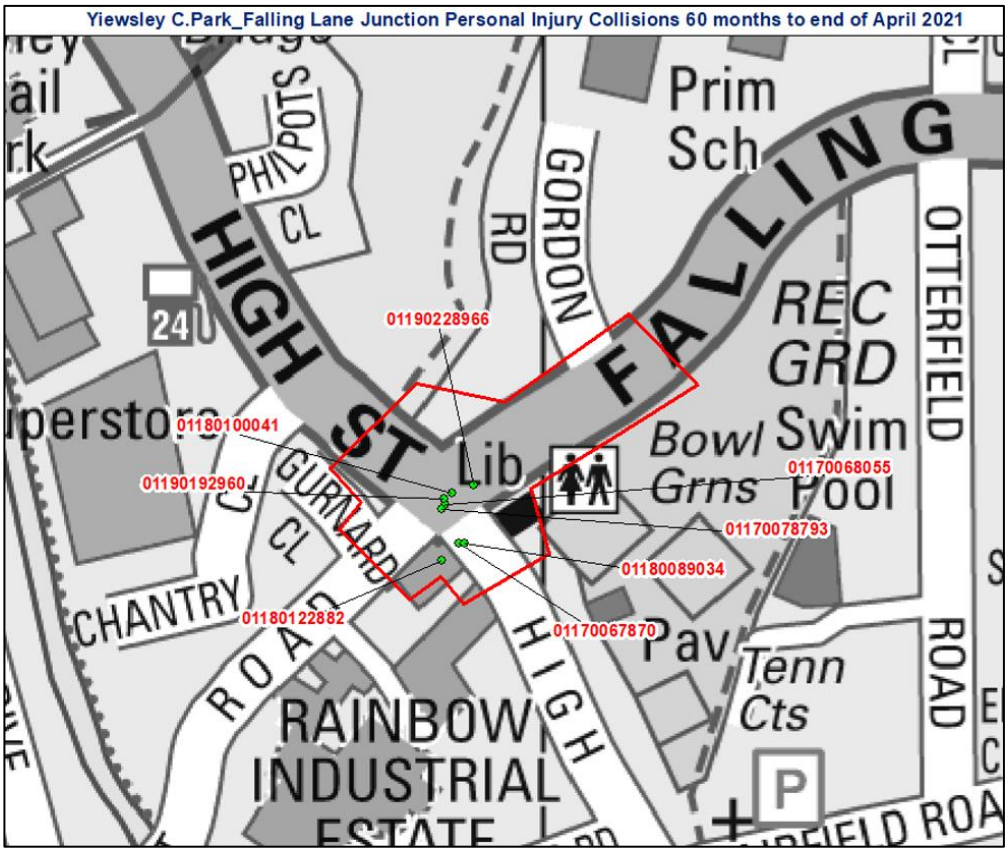
3.5.3 Trout Road is a single carriageway road with double yellow lines on the southern side of the carriageway and for the majority of the northern side of the carriageway. There are some permit

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 3.2**.

Image 3.2: 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 3.3** 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 3.3: 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**
TOTAL	**6**	**0**	**2**	**0**	**8**

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 3.4** 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 3.4: 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
	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: ITB14707-003C).

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.

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-APL104**, and extract of which is provided at Image 4.1 below.

Image 4.1: Proposed Site Plan

Source: Hunters

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 28 car parking spaces at street level as shown on Hunters **drawing M9534-APL104**. 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-007A**.

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-APL104**.

4.5 Parking

Car Parking

4.5.1 Car parking will be delivered in accordance with the London Plan with 13 car parking spaces (including 5 disabled) provided on site for the residential units, all at ground level[1]. Swept path analysis of a large estate car entering and exiting some of the spaces is shown on **drawing ITB14707-GA-002 Rev D**.

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, with a safe pedestrian access zone provided in the car park.

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

[1] 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.

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 bin storage areas provided within the building which will have internal access doors. 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. A temporary storage area will be located to the north of bin store 2, on Falling Lane and will be used for managed refuse collection, minimising 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 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 13 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 the 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
Total	**57**	**36**	**93**	**16**	**13**	**29**

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)	**2**	**4**	**6**	**5**	**3**	**9**

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 in 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	**-36**	**-16**	**-52**	**-9**	**-10**	**-16**

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 28 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 a temporary storage area on Falling Lane provided in close proximity to where the refuse vehicle will momentarily wait.

Traffic Impact

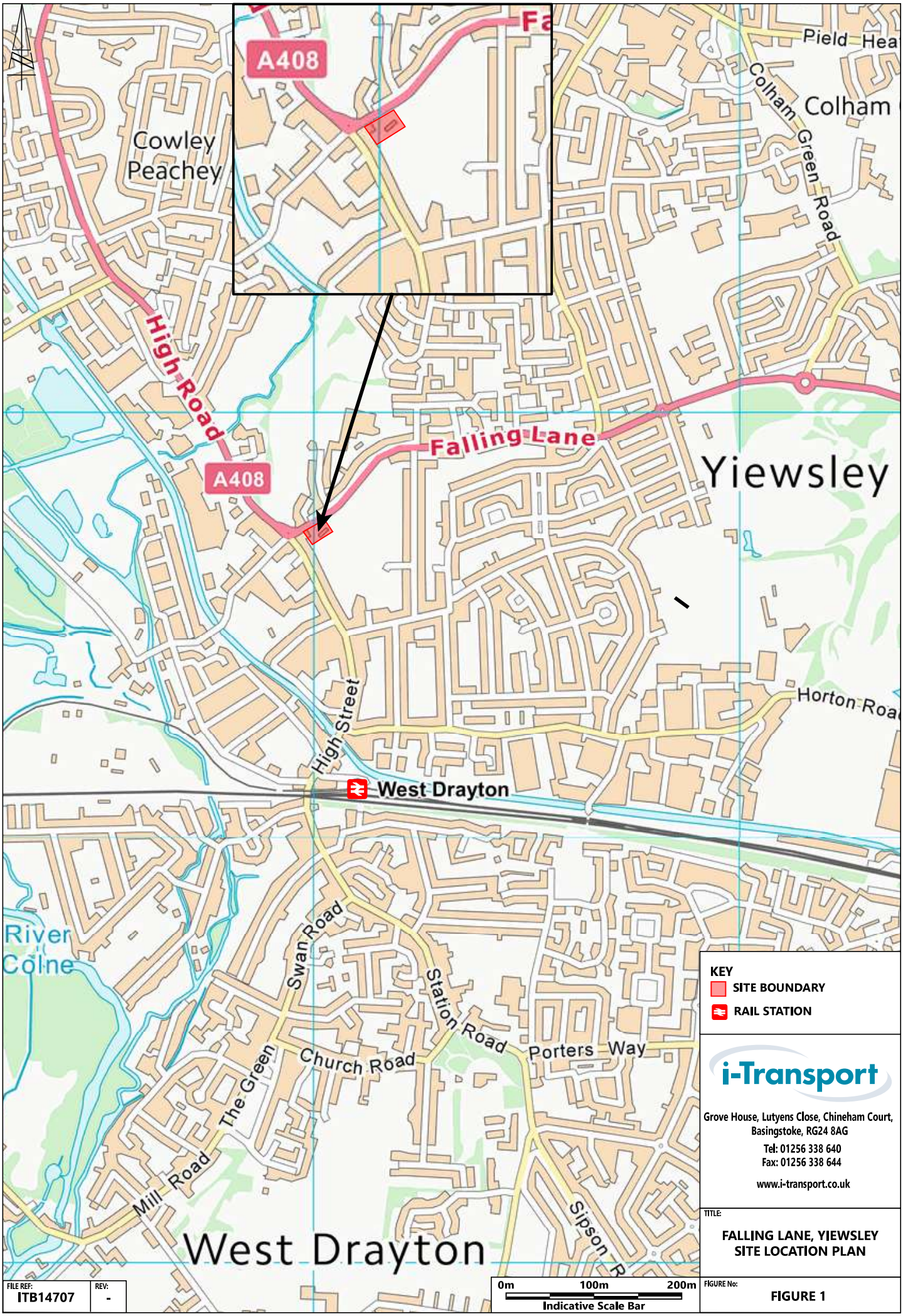
6.3.1 The re-development will result in a reduction of vehicle trip generation to/from the site with a reduction of 52 trips during the morning and 16 trips during the evening peak hours. Any displaced drivers who previously used the on-site public car park will be able to park in other nearby car parks 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: ITB14707-003).

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



i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

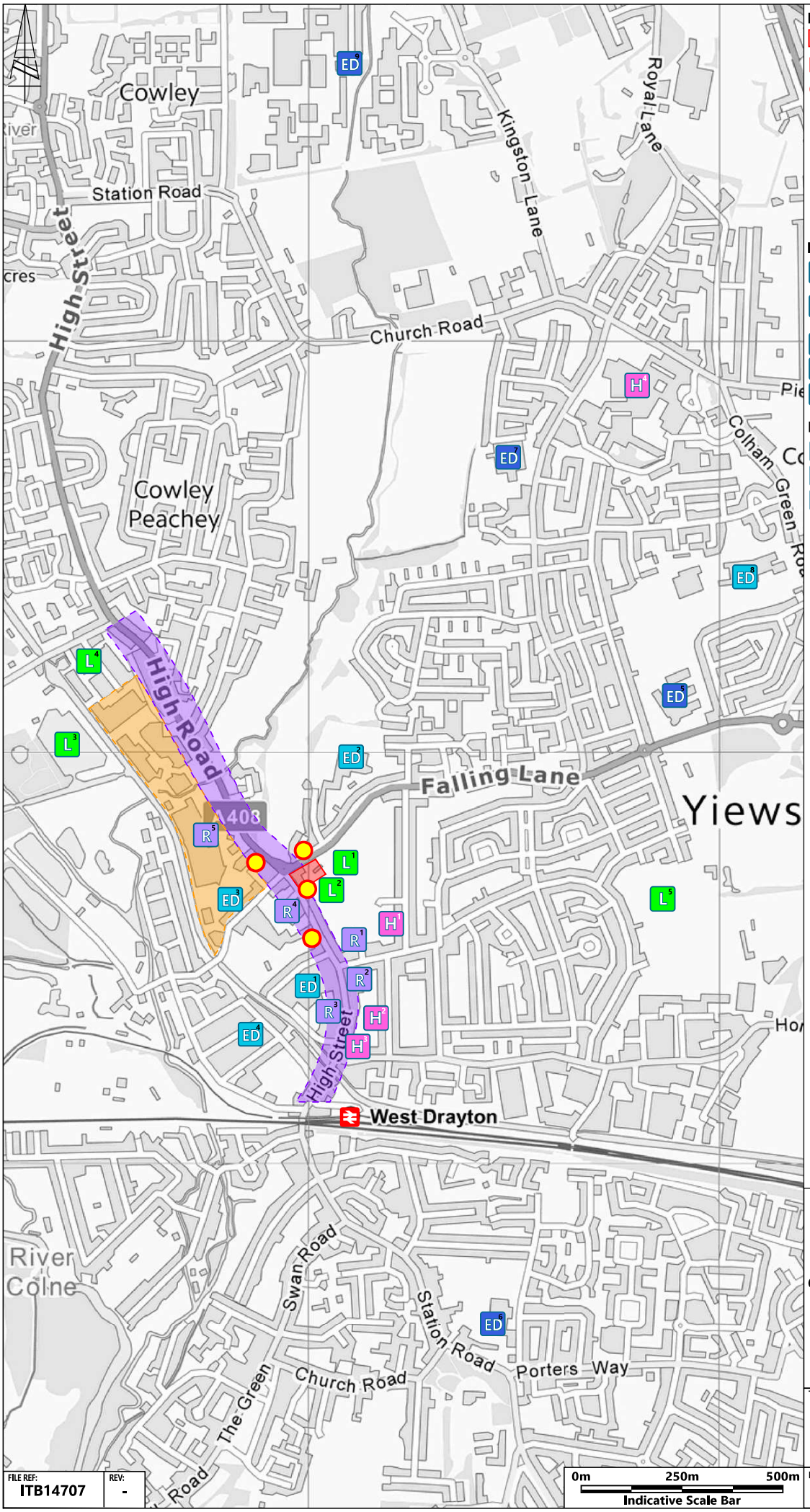
TITLE:

FALLING LANE, YIEWSLEY SITE LOCATION PLAN

FILE REF: ITB14707

REV: -

FIGURE No: **FIGURE 1**



KEY

- INDICATIVE SITE BOUNDARY
- WEST DRAYTON STATION
- BUS STOP
- RETAIL AREA
- YIEWSLEY HIGH STREET INCLUDING:
  - POST OFFICE
  - BANKS
  - COSTA COFEE
  - SUBWAY

LEISURE

- L1 YIEWSLEY RECREATION GROUND
- L2 GEORGE AND DRAGON PUBLIC HOUSE
- L3 PACKET BOAT MARINA
- L4 PANTHERS GYM
- L5 UXBRIDGE FOOTBALL CLUB

RETAIL

- R1 WILKO
- R2 ICELAND
- R3 MORRISONS
- R4 ALDI
- R5 TESCO
- R6 B&M HOME STORES

EDUCATION

- ED1 ST MATTHEWS COFE PRIMARY SCHOOL
- ED2 RABBSFARM PRIMARY SCHOOL
- ED3 MAGIC STEPS NURSERY
- ED4 LITTLE LEAF NURSERY SCHOOL
- ED5 PARK ACADEMY WEST LONDON
- ED6 WEST DRAYTON ACADEMY
- ED7 THE MEADOW SCHOOL
- ED8 COLHAM MANOR PRIMARY SCHOOL
- ED9 BRUNEL UNIVERSITY

HEALTHCARE

- H1 OTTERFIELD MEDICAL CENTRE
- H2 YIEWSLEY PHARMACY
- H3 YIEWSLEY HEALTH CENTRE
- H4 HILLINGDON HOSPITAL

i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG

Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

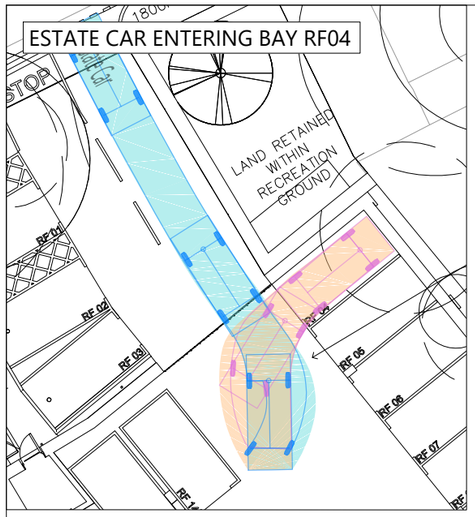
FALLING LANE, YIEWSLEY LOCAL FACILITIES PLAN

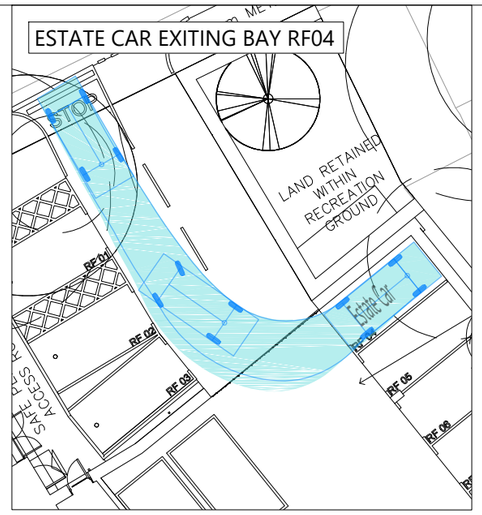
FILE REF: ITB14707 | REV: -

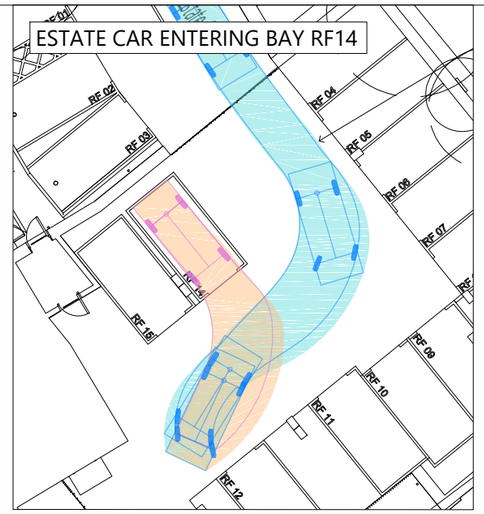
0m 250m 500m
Indicative Scale Bar

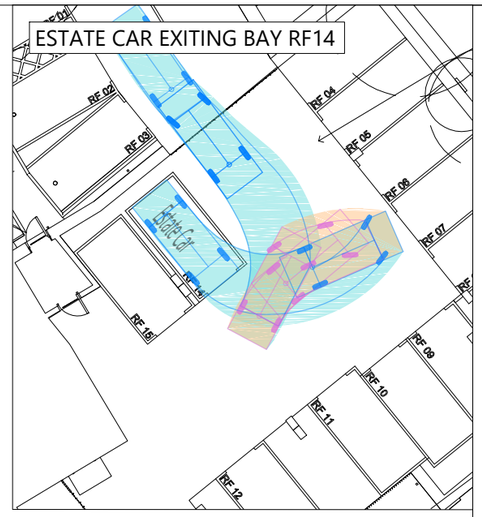
FIGURE No: **FIGURE 2**

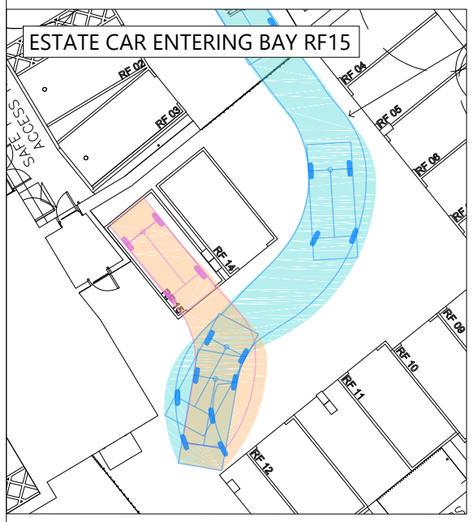
DRAWINGS

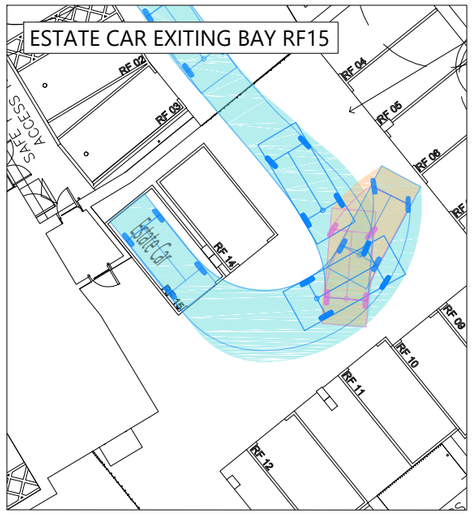


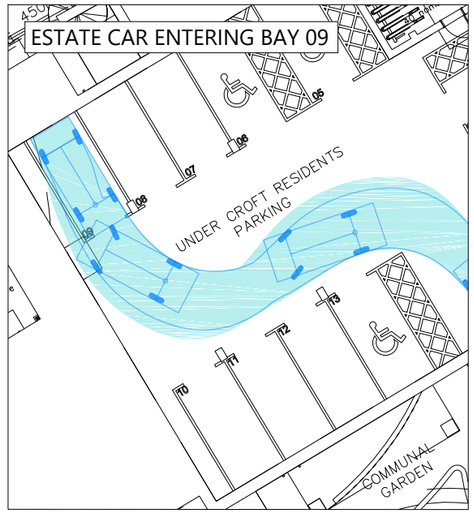


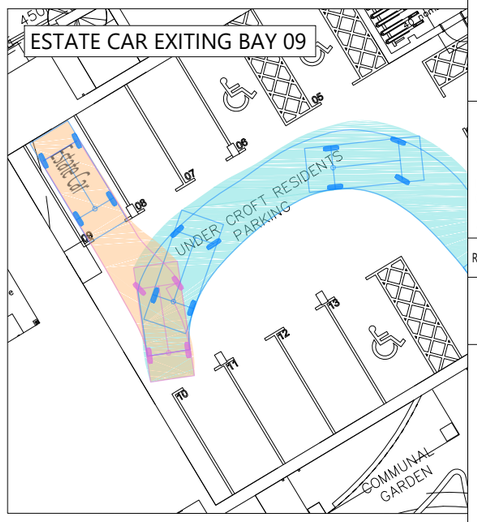


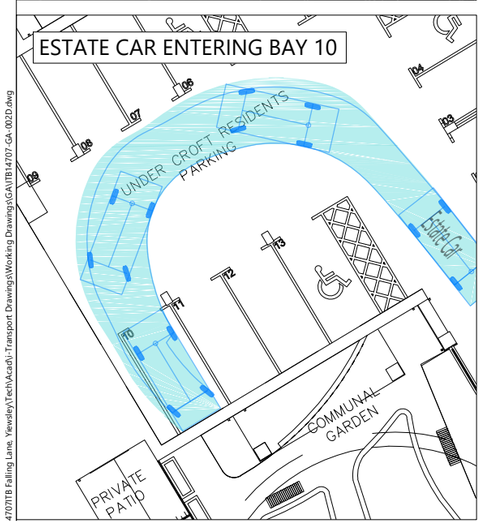


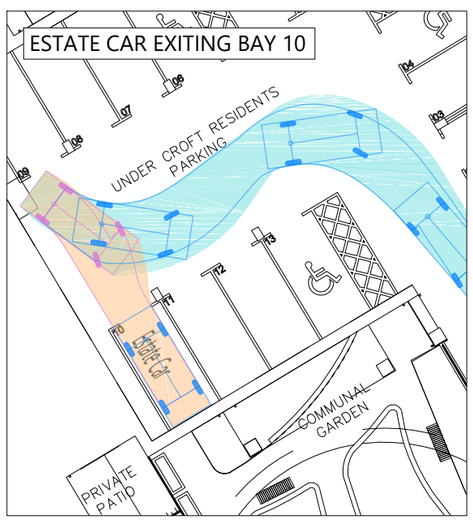


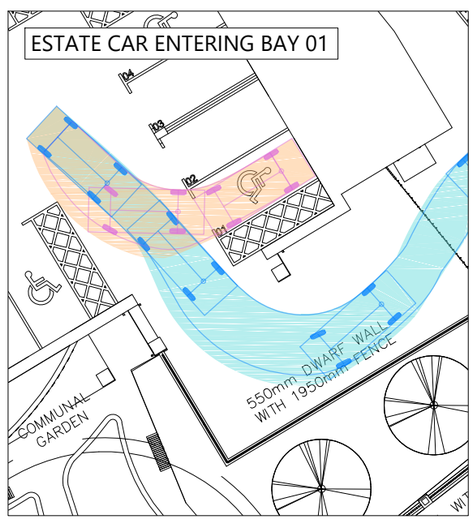


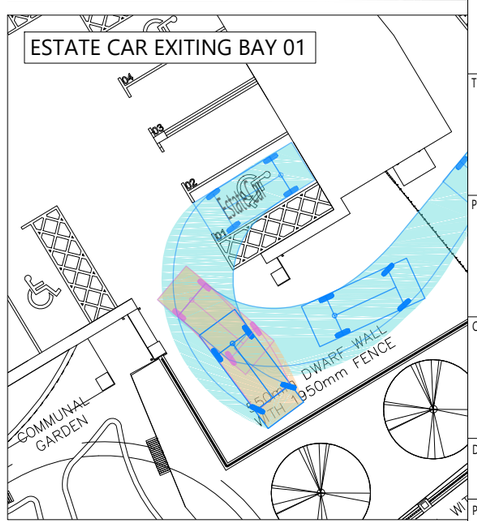


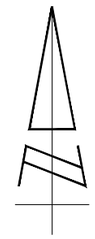


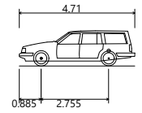












Estate Car	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
D	03.02.22	JD	SITE LAYOUT UPDATED	RW	SJ
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

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE:

SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT:

FALLING LANE, YIEWSLEY

CLIENT:

LONDON BOROUGH OF HILLINGDON

DRAWN:	CHECKED:	APPROVED:
JD	EF	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB14707	1:250	20.06.19
DRAWING No:		REV:
ITB14707-GA-002		D

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

SCALE BAR @ 1:250

0 1 2 5 10 25

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2.4m x 43m VISIBILITY SPLAY

1800mm METAL HOOPED RAILINGS

STOP

LAND RETAINED WITHIN RECREATION GROUND

SAFE PEDESTRIAN ACCESS ROUTE

BLUE HATCHED BAYS INDICATE 15 NO. RABBSFARM ALLOCATED PARKING BAYS

FALLING LANE

07

06

05

04

EXISTING BLOCK PAVING

450mm DWARF WALL

FALL

Substation 18.1 m

Cycle Store 25.6 x 2.5 m Cycle

Bin Store 21.6.3 m

Bin Store 10.9 m

UNDER CROFT RESIDENTS PARKING

2.4m x 43m VISIBILITY SPLAY

SHRUBS

1800mm METAL RAILINGS

SHRUBS

BRICK PIERS

RECR GR

SCALE BAR @ 1:250

0 1 2 5 10 25

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i-Transport

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Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	03.02.22	JD	SITE LAYOUT UPDATED	RW	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS VISIBILITY

PROJECT: FALLING LANE, YIEWSLEY

CLIENT: LONDON BOROUGH OF HILLINGDON

DRAWN:	CHECKED:	APPROVED:
JMc	SJ	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB14707	1:250	10.09.21

DRAWING No: ITB14707-GA-007 REV: A

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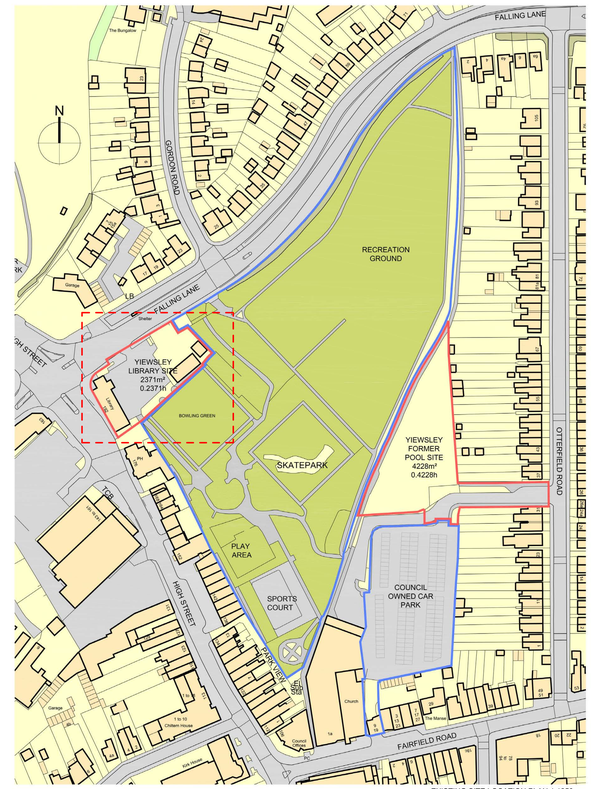
01 XX-Proposed Site Plan
1 : 200



EXISTING SITE LOCATION PLAN 1:1250

PARKING SCHEDULE

Rabbsfarm School	Rabbsfarm Disabled	Residential	Total	Cycle Parking
14	1	13	28	90

- 15 no. Rabbsfarm allocated parking bays
- 13 no. resident car parking spaces including 5 disabled
- 20% active electric parking bays and 80% passive

REFUSE AND RECYCYCING STRATEGY

	Total Units	Projected Weekly Waste per household	Waste Produced from all housholds
1 Bed	18	100 Litres	18 x 100 = 1800 Litres
2 Bed	24	170 Litres	24 x 170 = 4080 Litres
3 Bed	8	240 Litres	8 x 240 = 1920 Litres
TOTAL WEEKLY WASTE ARISING:			7800 Litres

No. of bins required = 7800 Litres / 1100 Litres = 7 x 1100 Litre Bins
As per Hillingdon 'Guidance for Waste and Recycling Storage and Collection'

Shared Amenity Space	
Level	Area
00 Ground Floor FFL	170 m²
03-Third Floor Plan	40.6 m²
04-Fourth Floor FFL	417.2 m²
Grand total	627.7 m²

TOTAL GIA	
Level	Area
00 Ground Floor FFL	656 m²
01 First Floor FFL	1372.8 m²
02 Second Floor FFL	1256.3 m²
03-Third Floor Plan	991.4 m²
04-Fourth Floor FFL	380.6 m²
Grand total	4657 m²

Unit Mix	
Unit Type	Count
1 Bed	18
2 Bed	21
2 Bed Wheelchair	3
3 Bed	6
3 Bed Wheelchair	2
TOTAL	50

- Line of existing building for demolition
- Line of building above
- 600mm dwarf brick wall with 1400mm railings, primed and painted black
- 1800mm metal hooped railings, primed and painted black
- 450mm dwarf brick wall with 750mm railings, primed and painted black
- 450mm dwarf brick wall
- 550mm dwarf brick wall with 1950mm hit and miss timber fence
- Security Gate
- 1800mm metal railings
- 1800mm brick wall
- Existing CAT A, B & C trees to be retained with root protection zone
- Existing trees to be removed
- Proposed new bushes
- Proposed new trees
- Mown Grass
- Wild Flower - seeded meadow grass
- New mixed low level security shrub planting (thorn species)
- New mixed low level shrub planting (no thorn or poisonous species)
- 800mm Mixed Evergreen Species Hedge (no thorn or poisonous species)
- Residential Patio Terrace and Footpaths - Marshalls Concrete paving 450x450. Colour buff
- Footpaths - Tarmac Surface
- Footpaths - Tarmac Surface. Colour beige
- Safe pedestrian access route - Tarmac Surface. Colour green
- Parking Bays allocated for Rabs Farm - Tarmac Surface. Colour blue
- Parking Bays - Herringbone block permeable paving. Colour bracken
- Gate - private access gate with fob/ code entry and release button exit
- RF 15 no. Car Parking Spaces - Rabbsfarm School. White painted markings
- Hatched area for pedestrian safety walkway
- Timber garden bench: 2 & 3 seater
- Tactile paving with drop kerb
- Under croft car parking
- Temporary storage area for managed refuse collection

Revision	Date	Revised by	
B	2023 July	GH	Issued for Planning
A	2023 June	GH	Issued for Coordination

Revision History

0 1m 5m 10m 20m
Scale: 1:200

drawing title:
M9534- APL104

YIEWSLEY LIBRARY SITE
PROPOSED SITE PLAN

Issued for PLANNING

revision	date	revised by
B	2023 July	GH

Issued for Planning

Yiewsley Housing and Library Sites
Space One, Hammersmith,
London, W6 0EA

hunters project number:	client project number:	drawn by	checked by	scale:
M9534	-	GH	JW	As indicated @ A0

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Space One Beadon Road
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www.hunters.co.uk

model ref: C:\Revit Local\M9534-Falling Lane_Central File-2023-06_g honfi.rvt

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	DATE PERIOD	COLLISION COUNT
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.

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)		

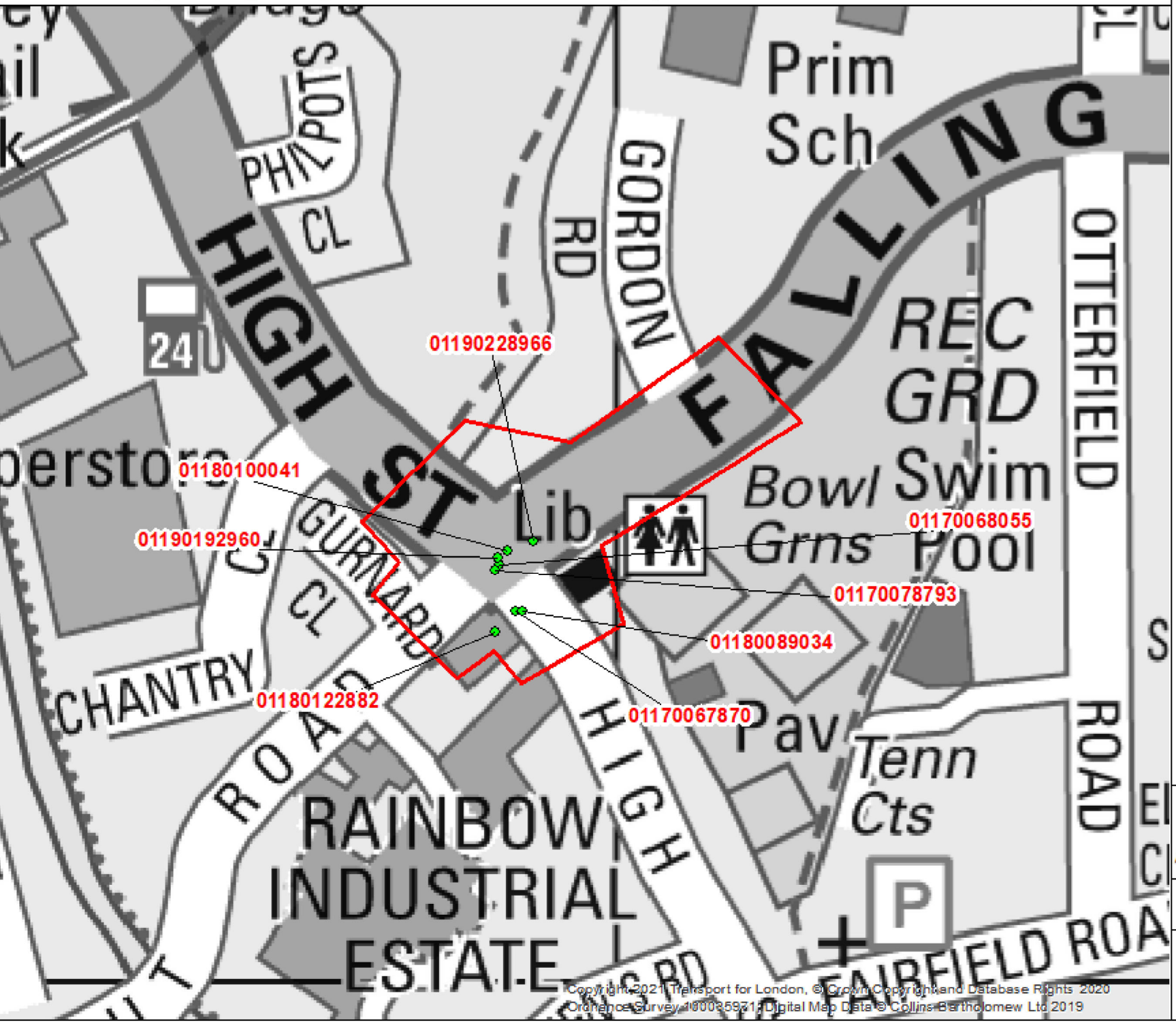
8

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	1 (8)	1 (0)	1 (0)
2	2 (0)	2 (0)	2 (0)
3	3 (0)	3 (0)	3 (0)
4	4 (0)	4 (0)	4 (0)
5	5 (0)	5 (0)	5 (0)

N

0 0.0425 0.085

PRINTED BY:
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

01190228966
01180100041
01190192960
01170068055
01170078793
01180089034
01180122882
01170067870

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)

N

0 0.0425 0.085 Km

PRINTED BY:
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 Site Reference and Description	Date Period	Collision Count
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.

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

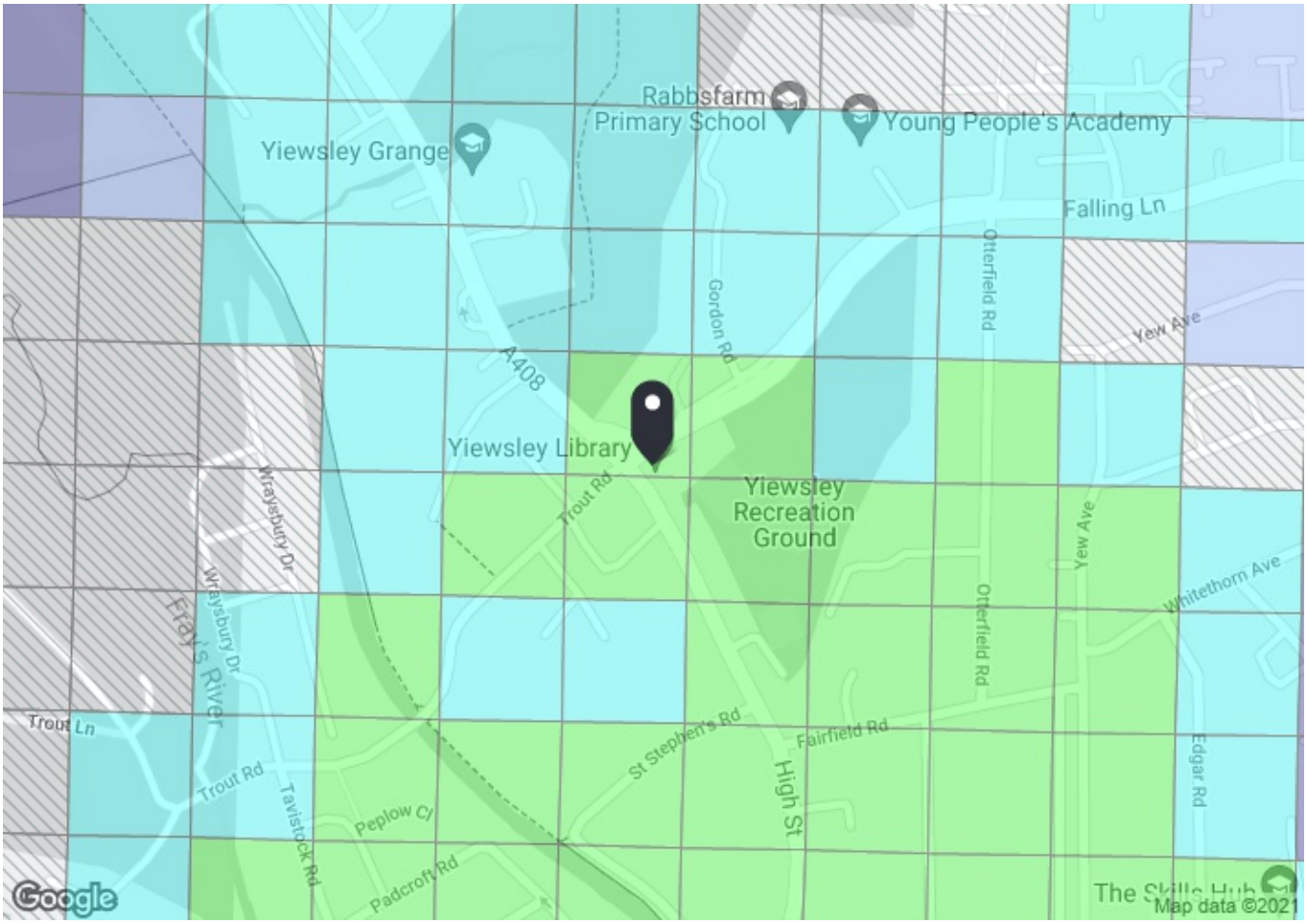
Fatal	0	0%
Serious	0	0%
Slight	8	100%

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

APPENDIX B. PTAL Assessment

TRANSPORT FOR LONDON



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

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

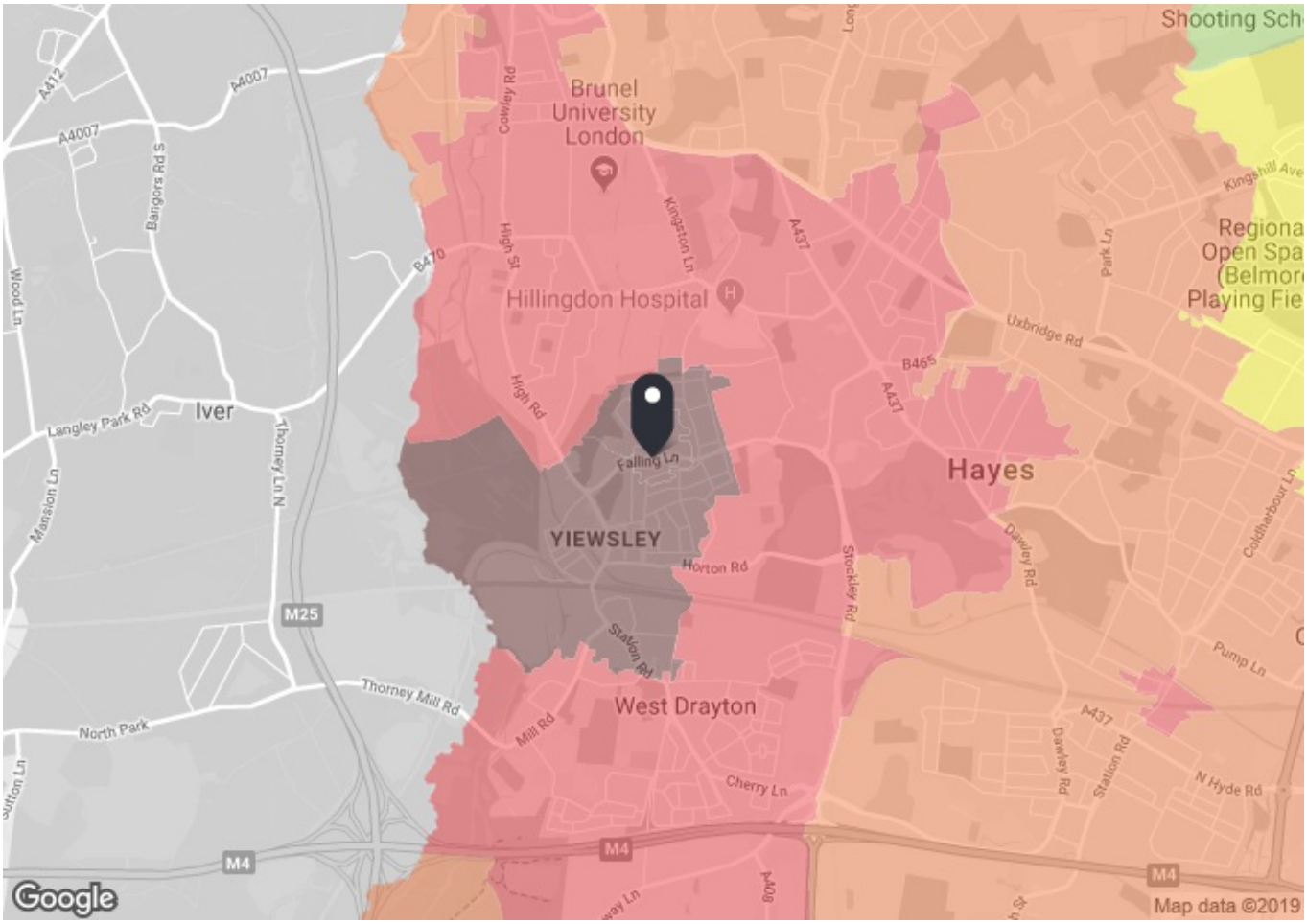
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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

TRANSPORT FOR LONDON



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

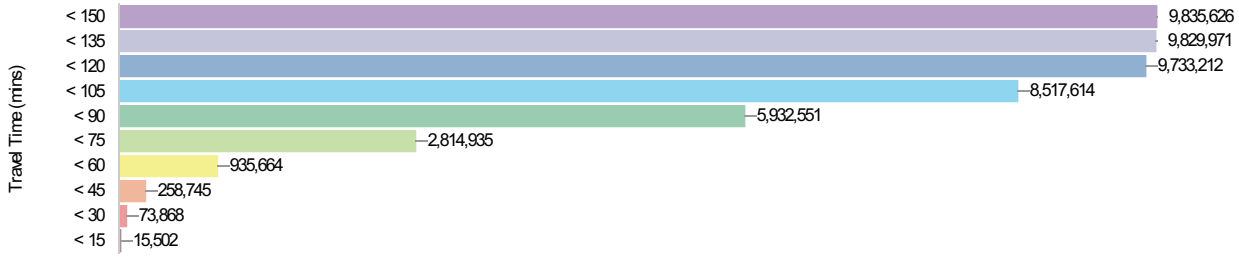
< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

Travel Times

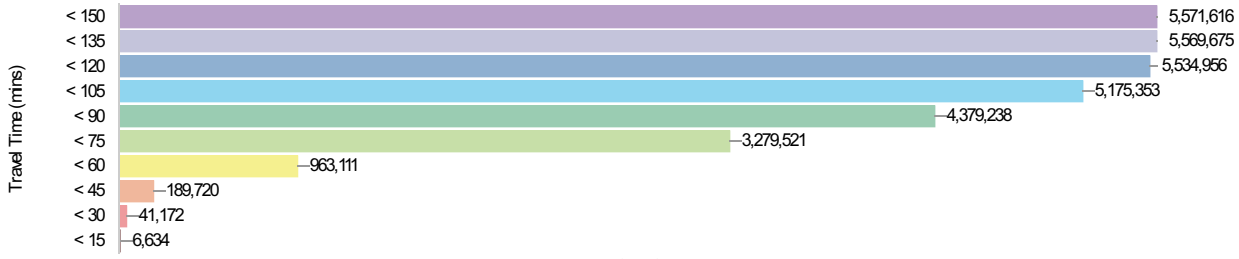
Catchment data for your current selection

Population - Total: London 2031



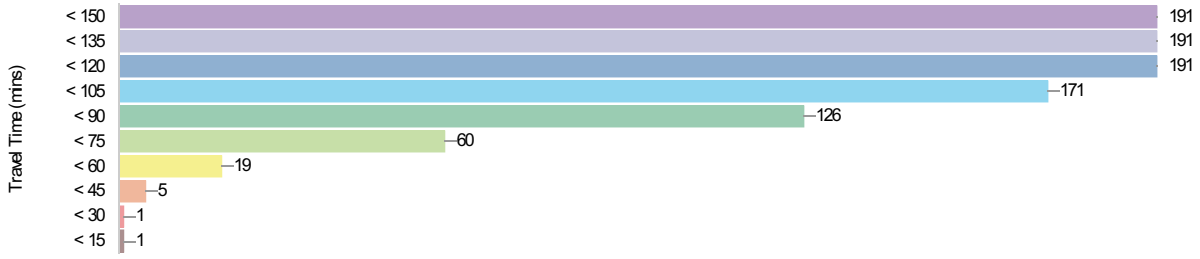
Total: London (2031) 9,839,368

Employment - Jobs: London 2031



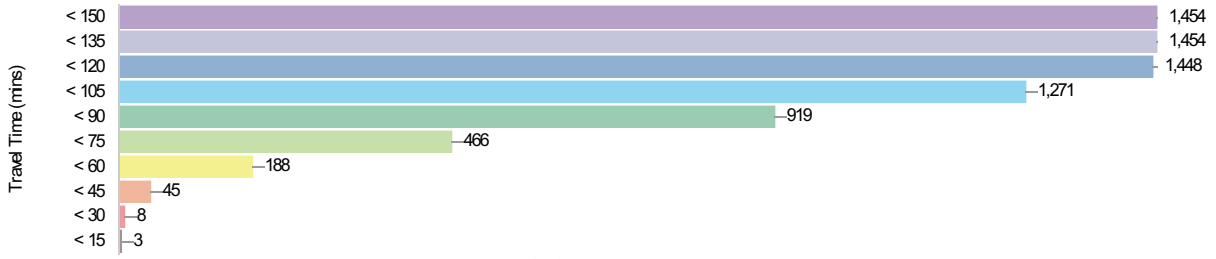
Jobs: London (2031) 5,573,093

Town centres - Metropolitan, major and district: London



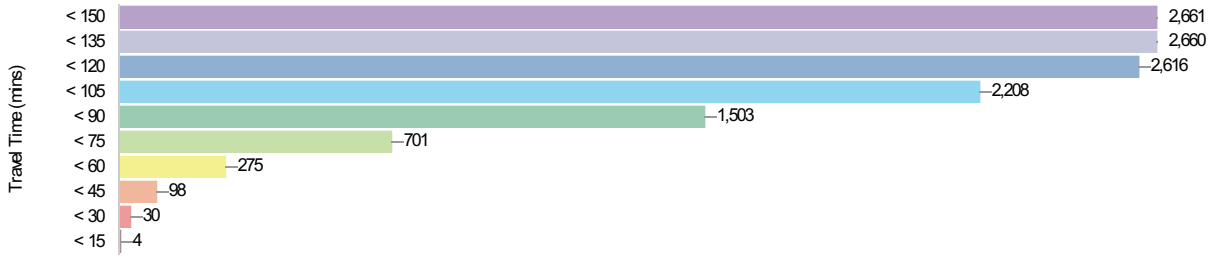
Metropolitan, major and district: London - 191

Health services - GP Surgeries: London



GP Surgeries: London - 1,454

Education establishments - Primary schools: London



Primary schools: London - 2,663

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

Hillingdon, Greater London
Car Park Accumulation Study

Site 1 of 3
Yiewsley Library Car Park

Capacity

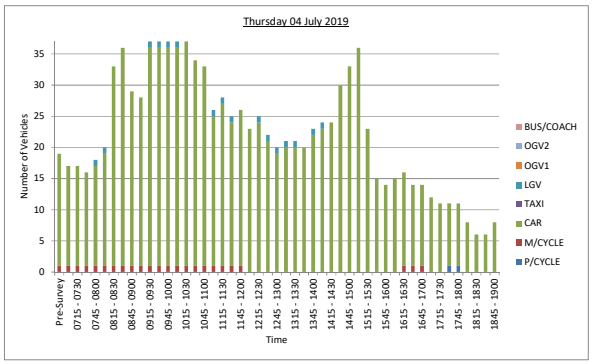
Ordinary	26
Disabled	2
Reserved	9
Total	**37**

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	PCU TOTAL	Capacity %
Pre-Survey	0	1	18	0	0	0	0	0	19	18.40	51.35
0700 - 0715	0	1	16	0	0	0	0	0	17	16.40	45.95
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	43.24
0745 - 0800	0	1	16	0	1	0	0	0	18	17.40	48.65
0800 - 0815	0	1	18	0	1	0	0	0	20	19.40	54.05
0815 - 0830	0	1	32	0	0	0	0	0	33	32.40	89.19
0830 - 0845	0	1	35	0	0	0	0	0	36	35.40	97.30
0845 - 0900	0	1	28	0	0	0	0	0	29	28.40	78.38
0900 - 0915	0	1	27	0	0	0	0	0	28	27.40	75.68
0915 - 0930	0	1	35	0	1	0	0	0	37	36.40	100.00
0930 - 0945	0	1	35	0	1	0	0	0	37	36.40	100.00
0945 - 1000	0	1	35	0	1	0	0	0	37	36.40	100.00
1000 - 1015	0	1	35	0	1	0	0	0	37	36.40	100.00
1015 - 1030	0	1	36	0	0	0	0	0	37	36.40	100.00
1030 - 1045	0	1	33	0	0	0	0	0	34	33.40	91.89
1045 - 1100	0	1	32	0	0	0	0	0	33	32.40	89.19
1100 - 1115	0	1	24	0	1	0	0	0	26	25.40	70.27
1115 - 1130	0	1	26	0	1	0	0	0	28	27.40	75.68
1130 - 1145	0	1	23	0	1	0	0	0	25	24.40	67.57
1145 - 1200	0	1	25	0	0	0	0	0	26	25.40	70.27
1200 - 1215	0	0	23	0	0	0	0	0	23	23.00	62.16
1215 - 1230	0	0	24	0	1	0	0	0	25	25.00	67.57
1230 - 1245	0	0	21	0	1	0	0	0	22	22.00	59.46
1245 - 1300	0	0	19	0	1	0	0	0	20	20.00	54.05
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	0	0	0	0	20	20.00	54.05
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	23	0	0	0	0	0	23	23.00	62.16
1530 - 1545	0	0	15	0	0	0	0	0	15	15.00	40.54
1545 - 1600	0	0	14	0	0	0	0	0	14	14.00	37.84
1600 - 1615	0	0	15	0	0	0	0	0	15	15.00	40.54
1615 - 1630	0	1	15	0	0	0	0	0	16	15.40	43.24
1630 - 1645	0	1	13	0	0	0	0	0	14	13.40	37.84
1645 - 1700	0	1	13	0	0	0	0	0	14	13.40	37.84
1700 - 1715	0	0	12	0	0	0	0	0	12	12.00	32.43
1715 - 1730	0	0	11	0	0	0	0	0	11	11.00	29.73
1730 - 1745	1	0	10	0	0	0	0	0	11	10.20	29.73
1745 - 1800	1	0	10	0	0	0	0	0	11	10.20	29.73
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	8	0	0	0	0	0	8	8.00	21.62

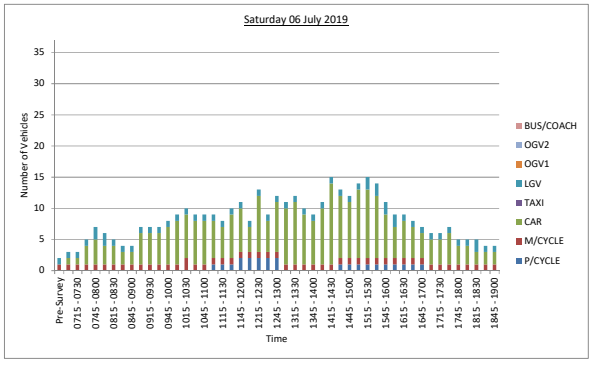


Date
Saturday 06 July 2019

Weather
Sunny
Temp: 19°C

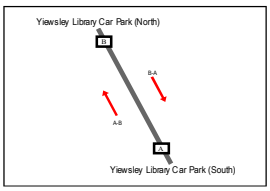
0700 - 1900 (Saturday 12H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	0	1	0	0	1	0	0	0	2	1.40	5.41
0700 - 0715	0	1	1	0	1	0	0	0	3	2.40	8.11
0715 - 0730	0	1	1	0	1	0	0	0	3	2.40	8.11
0730 - 0745	0	1	3	0	1	0	0	0	5	4.40	13.51
0745 - 0800	0	1	4	0	2	0	0	0	7	6.40	18.92
0800 - 0815	0	1	3	0	2	0	0	0	6	5.40	16.22
0815 - 0830	0	1	3	0	1	0	0	0	5	4.40	13.51
0830 - 0845	0	1	2	0	1	0	0	0	4	3.40	10.81
0845 - 0900	0	1	2	0	1	0	0	0	4	3.40	10.81
0900 - 0915	0	1	5	0	1	0	0	0	7	6.40	18.92
0915 - 0930	0	1	5	0	1	0	0	0	7	6.40	18.92
0930 - 0945	0	1	5	0	1	0	0	0	7	6.40	18.92
0945 - 1000	0	1	6	0	1	0	0	0	8	7.40	21.62
1000 - 1015	0	1	7	0	1	0	0	0	9	8.40	24.32
1015 - 1030	0	2	7	0	1	0	0	0	10	8.80	27.03
1030 - 1045	0	1	7	0	1	0	0	0	9	8.40	24.32
1045 - 1100	0	1	7	0	1	0	0	0	9	8.40	24.32
1100 - 1115	1	1	6	0	1	0	0	0	9	7.60	24.32
1115 - 1130	1	1	5	0	1	0	0	0	8	6.60	21.62
1130 - 1145	1	1	7	0	1	0	0	0	10	8.60	27.03
1145 - 1200	2	1	7	0	1	0	0	0	11	8.80	29.73
1200 - 1215	2	1	4	0	1	0	0	0	8	5.80	21.62
1215 - 1230	2	1	9	0	1	0	0	0	13	10.80	35.14
1230 - 1245	2	1	5	0	1	0	0	0	9	6.80	24.32
1245 - 1300	2	1	8	0	1	0	0	0	12	9.80	32.43
1300 - 1315	0	1	9	0	1	0	0	0	11	10.40	29.73
1315 - 1330	0	1	10	0	1	0	0	0	12	11.40	32.43
1330 - 1345	0	1	8	0	1	0	0	0	10	9.40	27.03
1345 - 1400	0	1	7	0	1	0	0	0	9	8.40	24.32
1400 - 1415	0	1	9	0	1	0	0	0	11	10.40	29.73
1415 - 1430	0	1	13	0	1	0	0	0	15	14.40	40.54
1430 - 1445	1	1	10	0	1	0	0	0	13	11.60	35.14
1445 - 1500	1	1	9	0	1	0	0	0	12	10.60	32.43
1500 - 1515	1	1	11	0	1	0	0	0	14	12.60	37.84
1515 - 1530	1	1	11	0	2	0	0	0	15	13.60	40.54
1530 - 1545	1	1	10	0	2	0	0	0	14	12.60	37.84
1545 - 1600	1	1	7	0	2	0	0	0	11	9.60	29.73
1600 - 1615	1	1	5	0	2	0	0	0	9	7.60	24.32
1615 - 1630	1	1	6	0	1	0	0	0	9	7.60	24.32
1630 - 1645	1	1	5	0	1	0	0	0	8	6.60	21.62
1645 - 1700	1	1	4	0	1	0	0	0	7	5.60	18.92
1700 - 1715	0	1	4	0	1	0	0	0	6	5.40	16.22
1715 - 1730	0	1	4	0	1	0	0	0	6	5.40	16.22
1730 - 1745	0	1	5	0	1	0	0	0	7	6.40	18.92
1745 - 1800	0	1	3	0	1	0	0	0	5	4.40	13.51
1800 - 1815	0	1	3	0	1	0	0	0	5	4.40	13.51
1815 - 1830	0	1	2	0	2	0	0	0	5	4.40	13.51
1830 - 1845	0	1	2	0	1	0	0	0	4	3.40	10.81
1845 - 1900	0	1	2	0	1	0	0	0	4	3.40	10.81



Hillingdon, Greater London
Classified Junction Count

Site 1 of 4
Yiewsley Library Car Park (South)
Yiewsley Library Car Park (North)



Lat/Long
lat 51.515483° lon -0.473926°

Date
Thursday 04 July 2019

Weather
Sunny
Temp: 18°C

0700 - 1900 (Thursday 12H Session)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	3	3.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.75**	**0.75**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	**0**	**0**	**19**	**0**	**1**	**0**	**0**	**0**	20	20.00
Hourly Average	**0.00**	**0.00**	**4.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**5.00**	**5.00**
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**10**	**0**	**1**	**0**	**0**	**0**	11	11.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.75**	**2.75**
1000 - 1015	0	0	1	0	1	0	0	0	2	2.00
1015 - 1030	0	0	3	0	1	0	0	0	4	4.00
1030 - 1045	0	0	5	0	0	0	0	0	5	5.00
1045 - 1100	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**11**	**0**	**2**	**0**	**0**	**0**	13	13.00
Hourly Average	**0.00**	**0.00**	**2.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**3.25**	**3.25**
1100 - 1115	0	0	12	0	0	0	0	0	12	12.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	**0**	**0**	**20**	**0**	**1**	**0**	**0**	**0**	21	21.00
Hourly Average	**0.00**	**0.00**	**5.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**5.25**	**5.25**
1200 - 1215	0	1	4	0	0	0	0	0	5	4.40
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	4	0	0	0	0	0	4	4.00
1245 - 1300	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	16	15.40
Hourly Average	**0.00**	**0.25**	**3.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.00**	**3.85**
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	1	0	0	0	1	1.00
1345 - 1400	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1400 - 1415	0	0	2	0	1	0	0	0	3	3.00
1415 - 1430	0	0	6	0	1	0	0	0	7	7.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	**0**	**0**	**18**	**0**	**2**	**0**	**0**	**0**	20	20.00
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**5.00**	**5.00**
1500 - 1515	0	0	3	0	0	0	0	0	3	3.00
1515 - 1530	0	0	19	0	0	0	0	0	19	19.00
1530 - 1545	0	0	12	0	0	0	0	0	12	12.00
1545 - 1600	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	37	37.00
Hourly Average	**0.00**	**0.00**	**9.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**9.25**	**9.25**
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	7	0	0	0	0	0	7	7.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	15	15.00
Hourly Average	**0.00**	**0.00**	**3.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.75**	**3.75**
1700 - 1715	0	1	2	0	0	0	0	0	3	2.40
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	9	8.40
Hourly Average	**0.00**	**0.25**	**2.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**2.10**
1800 - 1815	1	0	2	0	0	0	0	0	3	2.20
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**1**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	7	6.20
Hourly Average	**0.25**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.55**

Session Total	1	2	166	0	9	0	0	0	178	176.00
Session Average	**0.02**	**0.04**	**3.46**	**0.00**	**0.19**	**0.00**	**0.00**	**0.00**	**3.71**	**3.67**

Date
Saturday 06 July 2019

Weather
Sunny
Temp: 19°C

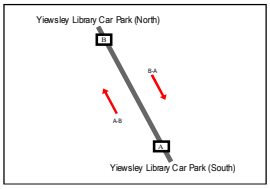
0700 - 1900 (Saturday 12H Session)

	Movement A-B								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	0.00
Hourly Average	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	4	4.00
Hourly Average	**0.00**	**0.00**	**0.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	2	2.00
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	2	0	0	0	0	0	2	2.00
1030 - 1045	0	1	3	0	0	0	0	0	4	3.40
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	7	6.40
Hourly Average	**0.00**	**0.25**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.75**	**1.60**
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	9	9.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	5	0	0	0	0	0	5	5.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	9	9.00
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1300 - 1315	2	0	2	0	0	0	0	0	4	2.40
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**2**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	9	7.40
Hourly Average	**0.50**	**0.00**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.25**	**1.85**
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	10	10.00
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
1500 - 1515	0	0	5	0	0	0	0	0	5	5.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	5	0	0	0	0	0	5	5.00
1545 - 1600	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	17	17.00
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.25**	**4.25**
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	1	0	1	0	0	0	2	2.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**7**	**0**	**1**	**0**	**0**	**0**	8	8.00
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.00**	**2.00**
1700 - 1715	1	0	0	0	0	0	0	0	1	0.20
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	4	3.20
Hourly Average	**0.25**	**0.00**	**0.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**0.80**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**0**	6	6.00
Hourly Average	**0.00**	**0.00**	**1.00**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**

Session Total	3	1	77	1	3	0	0	0	85	82.00
Session Average	**0.06**	**0.02**	**1.60**	**0.02**	**0.06**	**0.00**	**0.00**	**0.00**	**1.77**	**1.71**

Hillingdon, Greater London
Classified Junction Count

Site 1 of 4
Yiewsley Library Car Park (South)
Yiewsley Library Car Park (North)



Lat/Long
lat 51.515483° lon -0.473926°

Date
Thursday 04 July 2019

Weather
Sunny
Temp: 18°C

0700 - 1900 (Thursday 12H Session)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	15	0	0	0	0	0	15	15.00
0830 - 0845	0	0	9	0	0	0	0	0	9	9.00
0845 - 0900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**31**	**31.00**
Hourly Average	**0.00**	**0.00**	**7.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**7.75**	**7.75**
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	9	0	2	0	0	0	11	11.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**17**	**0**	**2**	**0**	**0**	**0**	**19**	**19.00**
Hourly Average	**0.00**	**0.00**	**4.25**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**4.75**	**4.75**
1000 - 1015	0	0	1	0	1	0	0	0	2	2.00
1015 - 1030	0	0	4	0	0	0	0	0	4	4.00
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**9**	**9.00**
Hourly Average	**0.00**	**0.00**	**2.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1100 - 1115	0	0	4	0	1	0	0	0	5	5.00
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**0**	**13**	**0**	**1**	**0**	**0**	**0**	**14**	**14.00**
Hourly Average	**0.00**	**0.00**	**3.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**3.50**	**3.50**
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	3	0	1	0	0	0	4	4.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**9**	**0**	**1**	**0**	**0**	**0**	**10**	**10.00**
Hourly Average	**0.00**	**0.00**	**2.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	3	0	2	0	0	0	5	5.00
Hourly Total	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**9**	**9.00**
Hourly Average	**0.00**	**0.00**	**1.75**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**2.25**	**2.25**
1400 - 1415	0	0	3	0	1	0	0	0	4	4.00
1415 - 1430	0	0	7	0	0	0	0	0	7	7.00
1430 - 1445	0	0	9	0	0	0	0	0	9	9.00
1445 - 1500	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	**0**	**0**	**29**	**0**	**1**	**0**	**0**	**0**	**30**	**30.00**
Hourly Average	**0.00**	**0.00**	**7.25**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**7.50**	**7.50**
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	6	0	0	0	0	0	6	6.00
1530 - 1545	0	0	4	0	0	0	0	0	4	4.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**18**	**18.00**
Hourly Average	**0.00**	**0.00**	**4.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**4.50**	**4.50**
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	1	7	0	0	0	0	0	8	7.40
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	**0**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**15**	**14.40**
Hourly Average	**0.00**	**0.25**	**3.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.75**	**3.60**
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	1	0	2	0	0	0	0	0	3	2.20
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**1**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**6**	**5.20**
Hourly Average	**0.25**	**0.00**	**1.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.30**
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**

Session Total	1	1	156	0	9	0	0	0	167	165.60
Session Average	**0.02**	**0.02**	**3.25**	**0.00**	**0.19**	**0.00**	**0.00**	**0.00**	**3.48**	**3.45**

Date
Saturday 06 July 2019

Weather
Sunny
Temp: 19°C

0700 - 1900 (Saturday 12H Session)

	Movement B-A								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	**0**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
Hourly Average	**0.00**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.25**	**0.25**
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1000 - 1015	0	0	1	0	0	0	0	0	1	1.00
1015 - 1030	0	1	2	0	0	0	0	0	3	2.40
1030 - 1045	0	0	3	0	0	0	0	0	3	3.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**	**8**	**7.40**
Hourly Average	**0.00**	**0.25**	**1.75**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.00**	**1.85**
1100 - 1115	1	0	1	0	0	0	0	0	2	1.20
1115 - 1130	0	0	4	0	0	0	0	0	4	4.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	1	0	2	0	0	0	0	0	3	2.20
Hourly Total	**2**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**11**	**9.40**
Hourly Average	**0.50**	**0.00**	**2.25**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.75**	**2.35**
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	6	0	0	0	0	0	6	6.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**10**	**10.00**
Hourly Average	**0.00**	**0.00**	**2.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.50**	**2.50**
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
Hourly Average	**0.00**	**0.00**	**1.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.50**	**1.50**
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	6	0	0	0	0	0	6	6.00
1430 - 1445	1	0	2	0	0	0	0	0	3	2.20
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**1**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**13**	**12.20**
Hourly Average	**0.25**	**0.00**	**3.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.25**	**3.05**
1500 - 1515	0	0	7	0	0	0	0	0	7	7.00
1515 - 1530	0	0	2	0	1	0	0	0	3	3.00
1530 - 1545	0	0	4	0	0	0	0	0	4	4.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**16**	**16.00**
Hourly Average	**0.00**	**0.00**	**3.75**	**0.00**	**0.25**	**0.00**	**0.00**	**0.00**	**4.00**	**4.00**
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**
Hourly Average	**0.00**	**0.00**	**1.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.00**	**1.00**
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**
Hourly Average	**0.00**	**0.00**	**0.50**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.50**	**0.50**
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	1	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**5**	**5.00**
Hourly Average	**0.00**	**0.00**	**0.75**	**0.25**	**0.25**	**0.00**	**0.00**	**0.00**	**1.25**	**1.25**

Session Total	3	1	79	1	3	0	0	0	87	84.00
Session Average	**0.06**	**0.02**	**1.65**	**0.02**	**0.06**	**0.00**	**0.00**	**0.00**	**1.81**	**1.75**

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

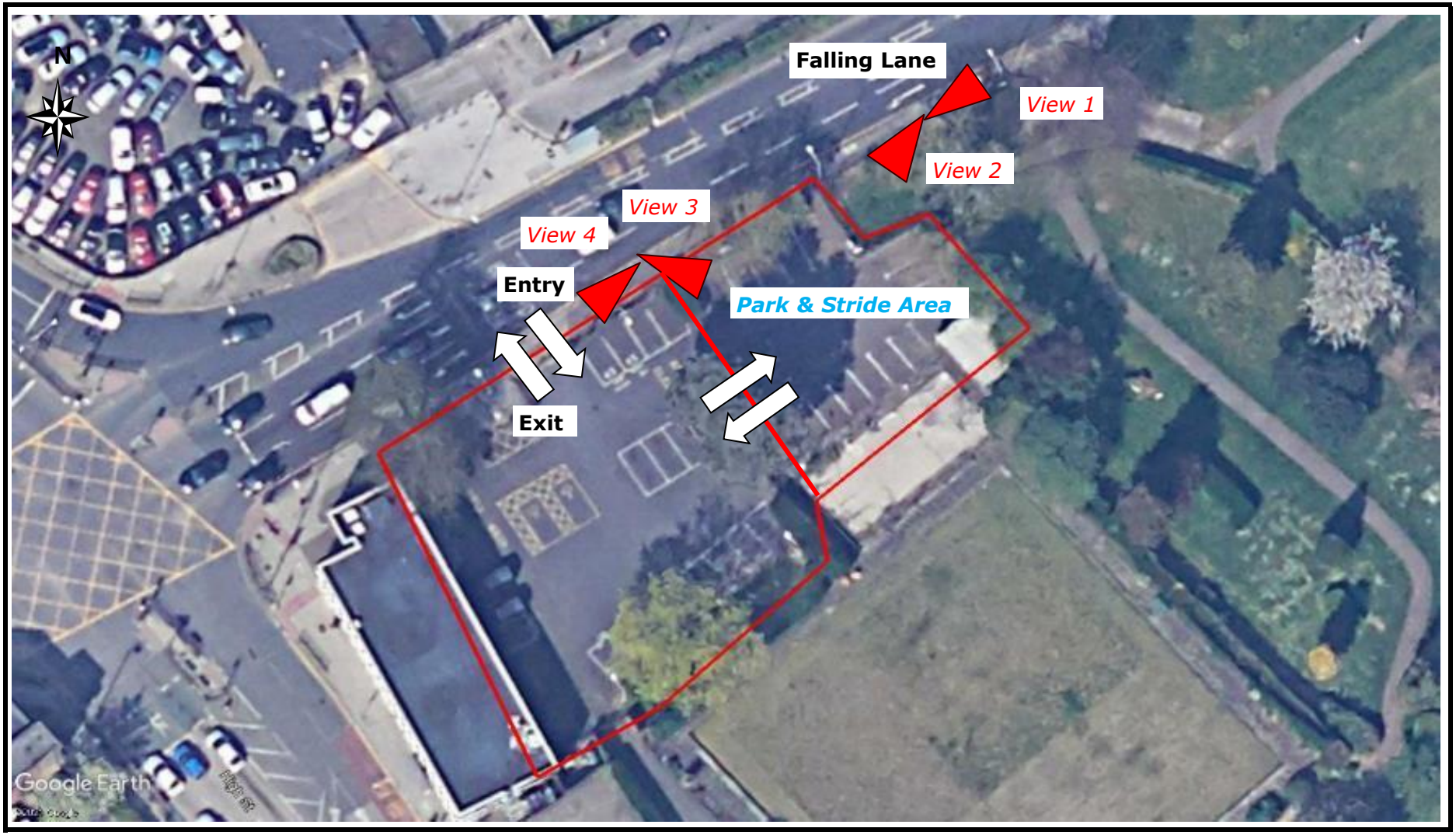
Date: 29/06/2021

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



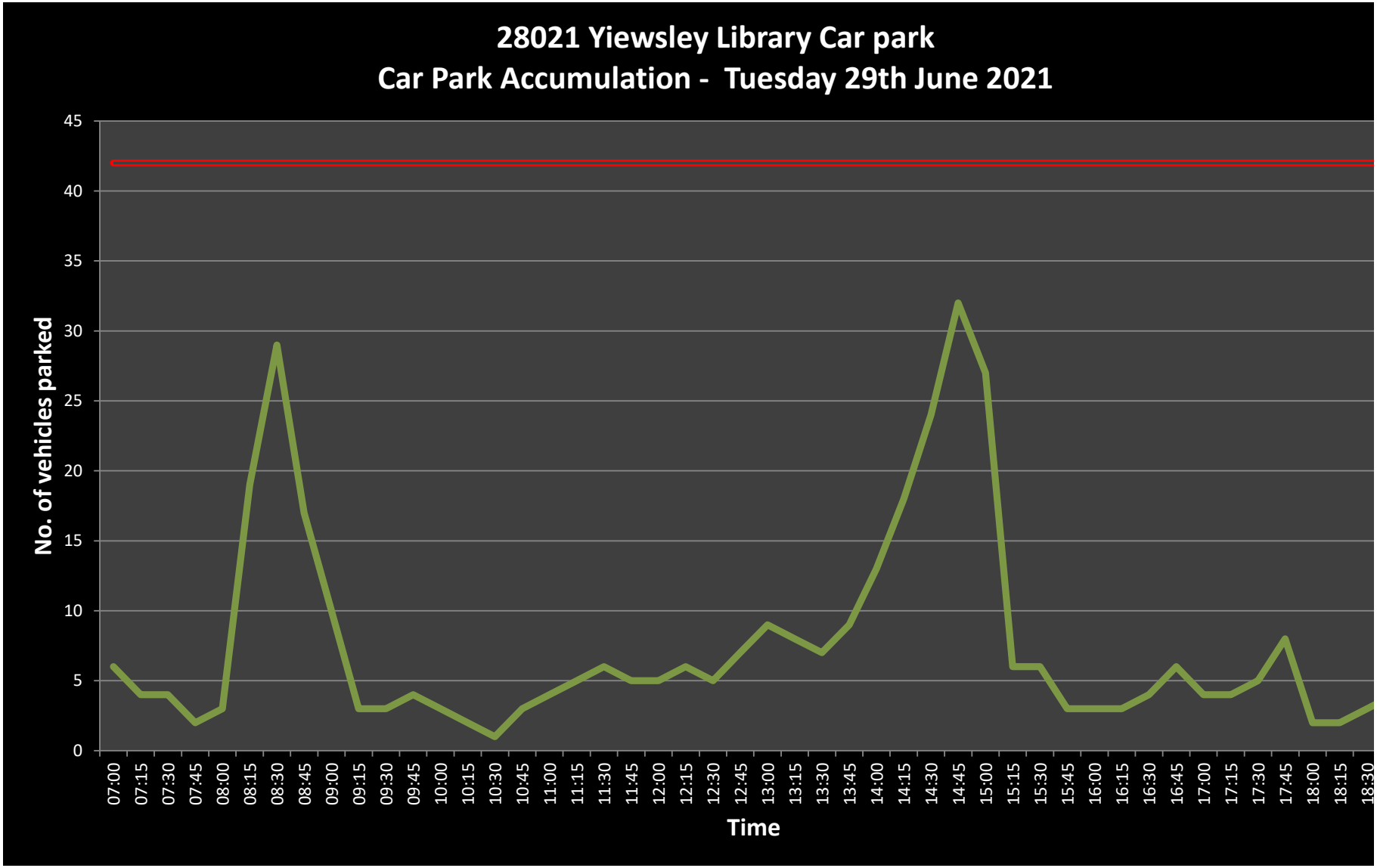
Advanced Transport Research	*Job Number & Name:*	28021 Yiewsley
Yiewsley Library Car Park	*Client:*	i-Transport
Car Park Accumulation	*Date:*	Tuesday 29 June 2021

	Car Park	
Times	Entry	Exit
07:00 - 07:15	2	0
07:15 - 07:30	0	2
07:30 - 07:45	2	2
07:45 - 08:00	1	3
08:00 - 08:15	1	0
08:15 - 08:30	18	2
08:30 - 08:45	13	3
08:45 - 09:00	7	19
09:00 - 09:15	4	11
09:15 - 09:30	0	7
09:30 - 09:45	1	1
09:45 - 10:00	2	1
10:00 - 10:15	2	3
10:15 - 10:30	0	1
10:30 - 10:45	0	1
10:45 - 11:00	2	0
11:00 - 11:15	2	1
11:15 - 11:30	3	2
11:30 - 11:45	4	3
11:45 - 12:00	2	3
12:00 - 12:15	1	1
12:15 - 12:30	4	3
12:30 - 12:45	1	2
12:45 - 13:00	4	2
13:00 - 13:15	2	0
13:15 - 13:30	1	2
13:30 - 13:45	1	2
13:45 - 14:00	2	0
14:00 - 14:15	6	2
14:15 - 14:30	8	3
14:30 - 14:45	10	4
14:45 - 15:00	11	3
15:00 - 15:15	5	10
15:15 - 15:30	8	29
15:30 - 15:45	4	4
15:45 - 16:00	0	3
16:00 - 16:15	2	2
16:15 - 16:30	4	4
16:30 - 16:45	3	2
16:45 - 17:00	3	1
17:00 - 17:15	5	7
17:15 - 17:30	3	3
17:30 - 17:45	1	0
17:45 - 18:00	5	2
18:00 - 18:15	0	6
18:15 - 18:30	0	0
18:30 - 18:45	3	2
18:45 - 19:00	2	1

42	Total Spaces
4	Cars in at Star
6	*14%*
4	*10%*
4	*10%*
2	*5%*
3	*7%*
19	*45%*
29	*69%*
17	*40%*
10	*24%*
3	*7%*
3	*7%*
4	*10%*
3	*7%*
2	*5%*
1	*2%*
3	*7%*
4	*10%*
5	*12%*
6	*14%*
5	*12%*
5	*12%*
6	*14%*
5	*12%*
7	*17%*
9	*21%*
8	*19%*
7	*17%*
9	*21%*
13	*31%*
18	*43%*
24	*57%*
32	*76%*
27	*64%*
6	*14%*
6	*14%*
3	*7%*
3	*7%*
3	*7%*
4	*10%*
6	*14%*
4	*10%*
4	*10%*
5	*12%*
8	*19%*
2	*5%*
2	*5%*
3	*7%*
4	*10%*
4	Cars in at End

Park & Stride Area			
Entry	No of Vehicles with School	Exit	No of Vehicles with School
0	0	0	0
0	0	0	0
1	0	0	0
0	0	1	0
1	0	0	0
12	8	1	0
4	3	0	0
4	3	12	0
3	3	5	0
0	0	4	0
0	0	1	0
0	0	1	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	1	0
0	0	0	0
0	0	0	0
1	0	2	0
1	0	0	0
1	0	0	0
2	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
3	0	0	0
6	0	0	0
2	0	1	0
1	0	0	0
2	0	3	2
1	0	15	11
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

16	Total Spaces
1	Cars in at Start
1	*6%*
1	*6%*
2	*13%*
1	*6%*
2	*13%*
13	*81%*
17	*106%*
9	*56%*
7	*44%*
3	*19%*
2	*13%*
1	*6%*
2	*13%*
2	*13%*
2	*13%*
2	*13%*
2	*13%*
3	*19%*
3	*19%*
3	*19%*
3	*19%*
2	*13%*
3	*19%*
4	*25%*
6	*38%*
6	*38%*
5	*31%*
5	*31%*
8	*50%*
14	*88%*
15	*94%*
16	*100%*
15	*94%*
1	*6%*
1	*6%*
1	*6%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	*0%*
0	Cars in at End


28021 Yiewsley Library Car park
Car Park Accumulation - Tuesday 29th June 2021
No. of vehicles parked
0
5
10
15
20
25
30
35
40
45
07:00
07:15
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
09:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
Time


18:45

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 28021 Yiewsley

Site Number/Name: Yiewsley Library Car Park

Client: i-Transport

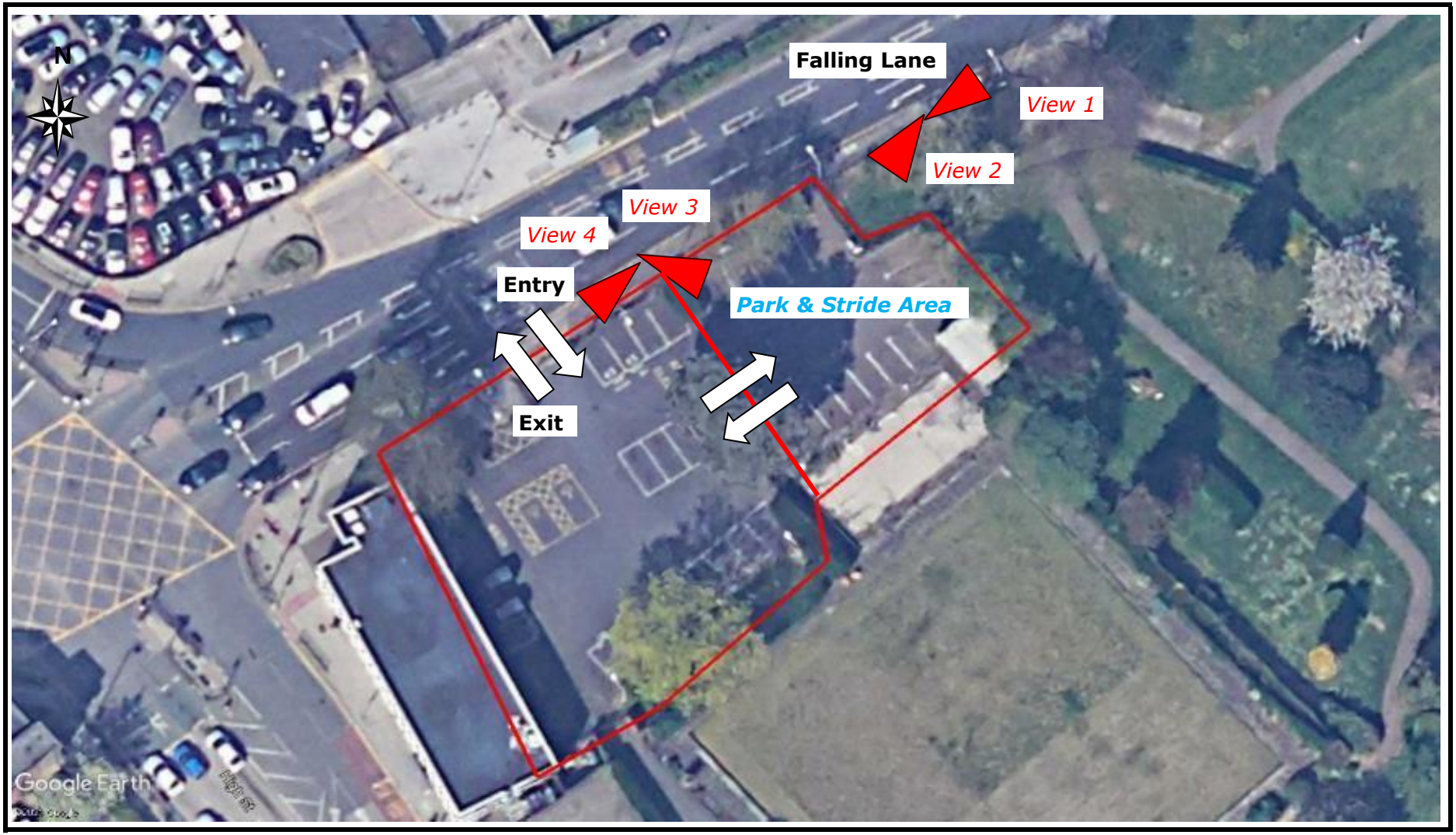
Date: 30/06/2021

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



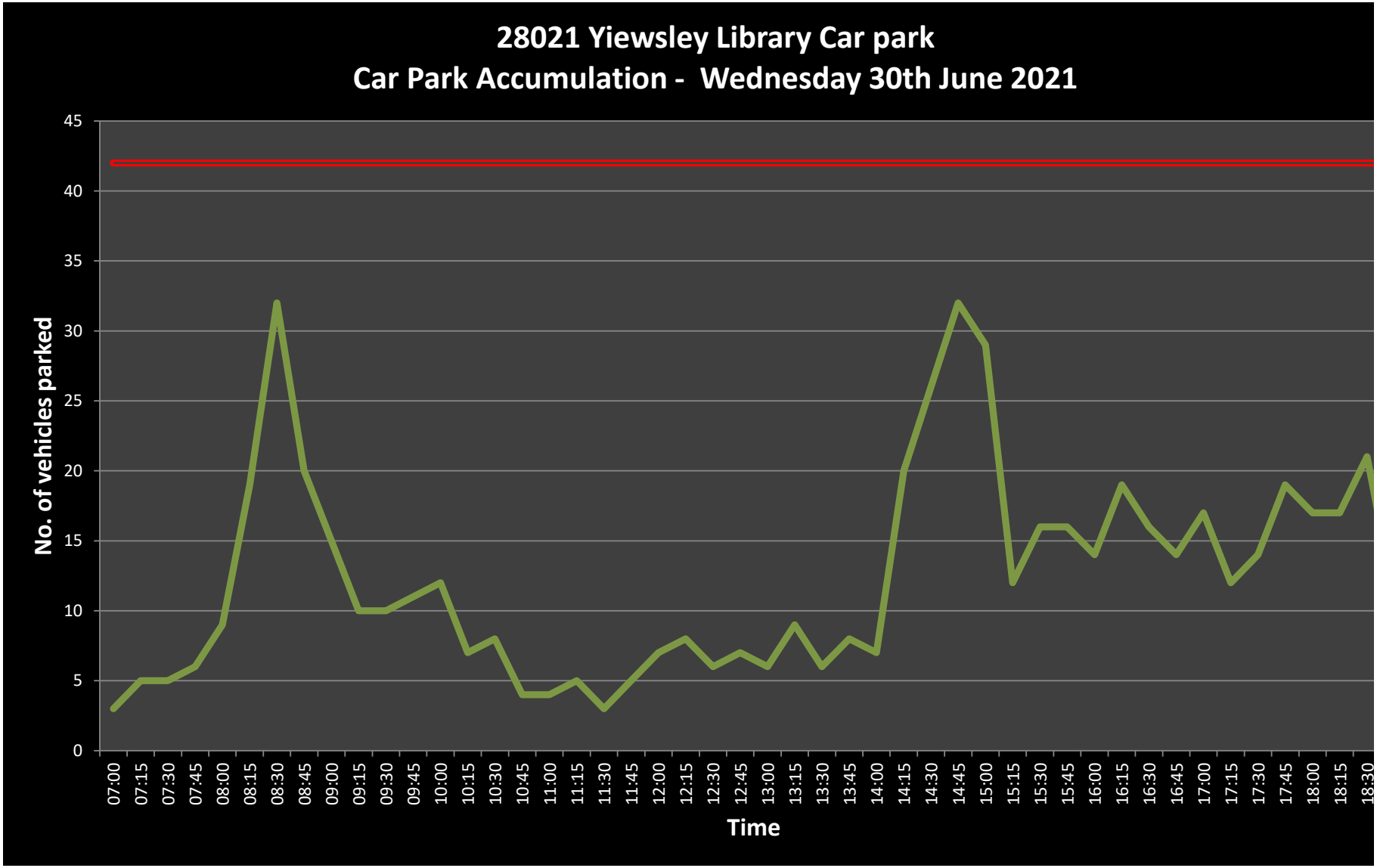
Advanced Transport Research	*Job Number & Name:*	28021 Yiewsley
Yiewsley Library Car Park	*Client:*	i-Transport
Car Park Accumulation	*Date:*	Wednesday 30 June 2021

	Car Park	
Times	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 Star	
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 School	Exit	No of Vehicles with School
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	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	0	0
0	0	1	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	1	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
0	0	2	0
2	0	0	0
1	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%*
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
No. of vehicles parked
0
5
10
15
20
25
30
35
40
45
07:00
07:15
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
09:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
Time


18:45

ADVANCED TRANSPORT RESEARCH

Job Number & Name: 28021 Yiewsley

Site Number/Name: Yiewsley Library Car Park

Client: i-Transport

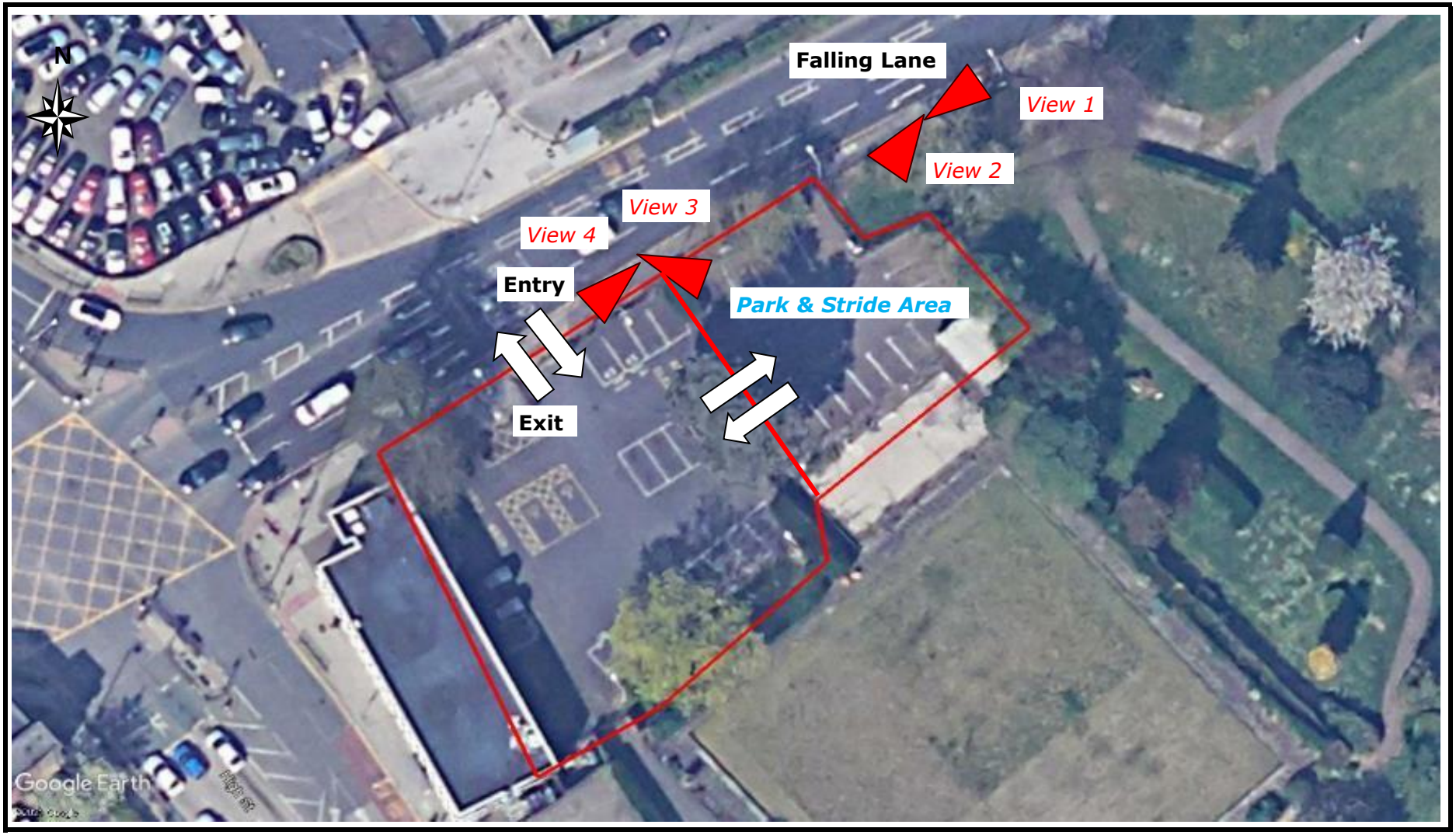
Date: 01/07/2021

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



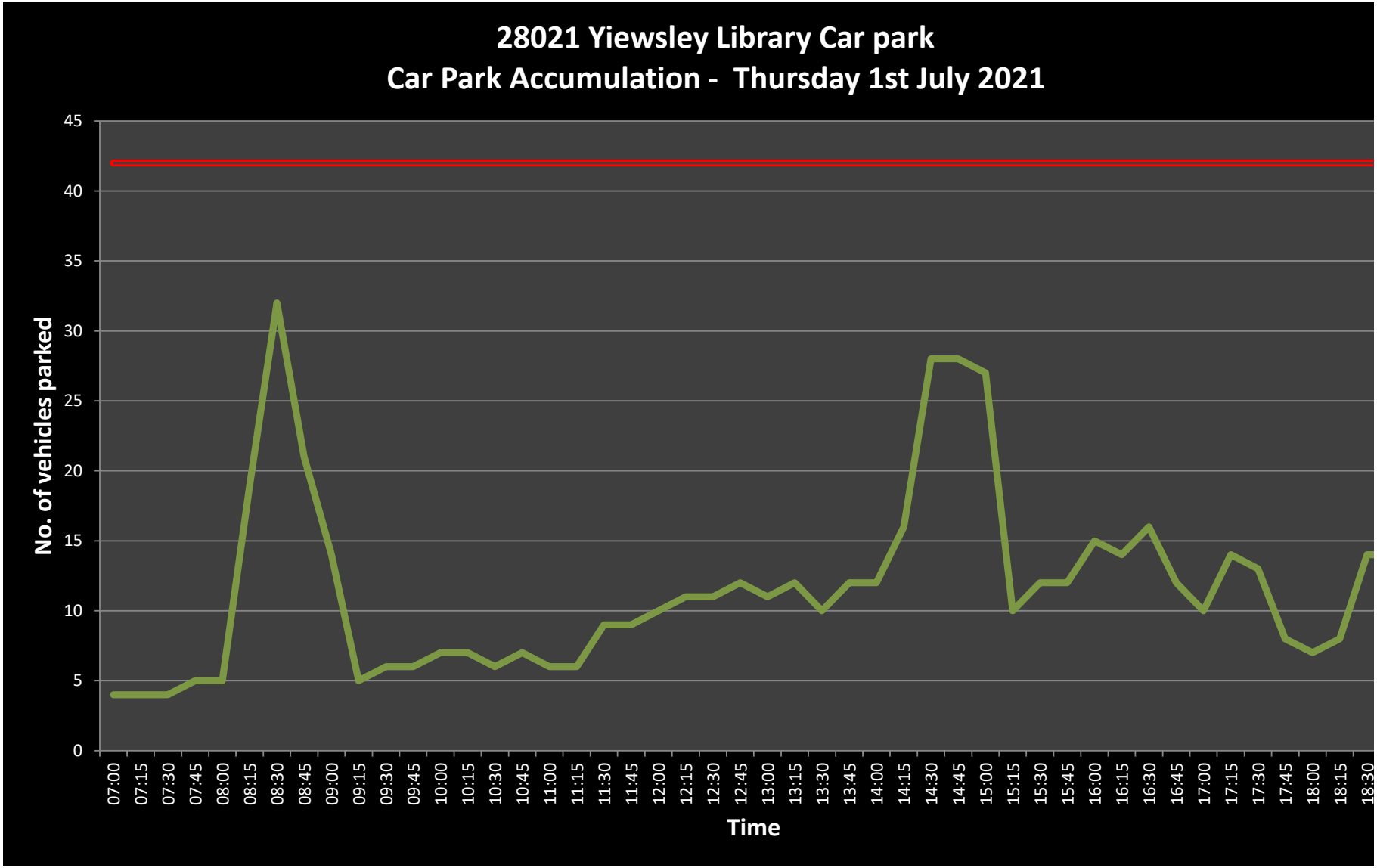
Advanced Transport Research	*Job Number & Name:*	28021 Yiewsley
Yiewsley Library Car Park	*Client:*	i-Transport
Car Park Accumulation	*Date:*	Thursday 01 July 2021

	Car Park	
Times	Entry	Exit
07:00 - 07:15	1	1
07:15 - 07:30	0	0
07:30 - 07:45	0	0
07:45 - 08:00	1	0
08:00 - 08:15	0	0
08:15 - 08:30	14	0
08:30 - 08:45	15	2
08:45 - 09:00	5	16
09:00 - 09:15	4	11
09:15 - 09:30	1	10
09:30 - 09:45	1	0
09:45 - 10:00	0	0
10:00 - 10:15	3	2
10:15 - 10:30	0	0
10:30 - 10:45	1	2
10:45 - 11:00	2	1
11:00 - 11:15	0	1
11:15 - 11:30	2	2
11:30 - 11:45	3	0
11:45 - 12:00	1	1
12:00 - 12:15	2	1
12:15 - 12:30	2	1
12:30 - 12:45	2	2
12:45 - 13:00	2	1
13:00 - 13:15	4	5
13:15 - 13:30	2	1
13:30 - 13:45	0	2
13:45 - 14:00	3	1
14:00 - 14:15	3	3
14:15 - 14:30	4	0
14:30 - 14:45	12	0
14:45 - 15:00	3	3
15:00 - 15:15	8	9
15:15 - 15:30	6	23
15:30 - 15:45	3	1
15:45 - 16:00	4	4
16:00 - 16:15	4	1
16:15 - 16:30	4	5
16:30 - 16:45	2	0
16:45 - 17:00	1	5
17:00 - 17:15	5	7
17:15 - 17:30	4	0
17:30 - 17:45	1	2
17:45 - 18:00	2	7
18:00 - 18:15	0	1
18:15 - 18:30	2	1
18:30 - 18:45	11	5
18:45 - 19:00	4	4

42	Total Spaces
4	Cars in at Star
4	*10%*
4	*10%*
4	*10%*
5	*12%*
5	*12%*
19	*45%*
32	*76%*
21	*50%*
14	*33%*
5	*12%*
6	*14%*
6	*14%*
7	*17%*
7	*17%*
6	*14%*
7	*17%*
6	*14%*
6	*14%*
9	*21%*
9	*21%*
10	*24%*
11	*26%*
11	*26%*
12	*29%*
11	*26%*
12	*29%*
10	*24%*
12	*29%*
12	*29%*
16	*38%*
28	*67%*
28	*67%*
27	*64%*
10	*24%*
12	*29%*
12	*29%*
15	*36%*
14	*33%*
16	*38%*
12	*29%*
10	*24%*
14	*33%*
13	*31%*
8	*19%*
7	*17%*
8	*19%*
14	*33%*
14	*33%*
14	Cars in at End

Park & Stride Area			
Entry	No of Vehicles with School	Exit	No of Vehicles with School
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
10	10	0	0
6	6	1	0
2	2	10	0
3	2	5	0
0	0	3	1
1	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
0	0	1	0
1	0	1	0
1	0	1	0
1	0	0	0
0	0	0	0
1	1	1	0
0	0	1	0
2	0	0	0
2	0	1	0
3	0	0	0
7	0	0	0
0	0	0	0
1	0	2	2
2	1	11	11
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	2	2
1	0	2	1
1	0	0	0
0	0	1	0
0	0	1	0
0	0	0	0
0	0	1	1
0	0	0	0
0	0	0	0

16	Total Spaces
0	Cars in at Start
0	*0%*
0	*0%*
0	*0%*
1	*6%*
1	*6%*
11	*69%*
16	*100%*
8	*50%*
6	*38%*
3	*19%*
4	*25%*
4	*25%*
3	*19%*
3	*19%*
2	*13%*
2	*13%*
2	*13%*
3	*19%*
4	*25%*
4	*25%*
3	*19%*
3	*19%*
3	*19%*
4	*25%*
4	*25%*
4	*25%*
3	*19%*
5	*31%*
6	*38%*
9	*56%*
16	*100%*
16	*100%*
15	*94%*
6	*38%*
6	*38%*
5	*31%*
5	*31%*
5	*31%*
5	*31%*
3	*19%*
2	*13%*
3	*19%*
2	*13%*
1	*6%*
1	*6%*
0	*0%*
0	*0%*
0	*0%*
0	Cars in at End


28021 Yiewsley Library Car park
Car Park Accumulation - Thursday 1st July 2021
No. of vehicles parked
0
5
10
15
20
25
30
35
40
45
07:00
07:15
07:30
07:45
08:00
08:15
08:30
08:45
09:00
09:15
09:30
09:45
10:00
10:15
10:30
10:45
11:00
11:15
11:30
11:45
12:00
12:15
12:30
12:45
13:00
13:15
13:30
13:45
14:00
14:15
14:30
14:45
15:00
15:15
15:30
15:45
16:00
16:15
16:30
16:45
17:00
17:15
17:30
17:45
18:00
18:15
18:30
Time


18:45

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

Parameter summary

Trip rate parameter range selected:	20 - 86 (units:)
Survey date 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 show. 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

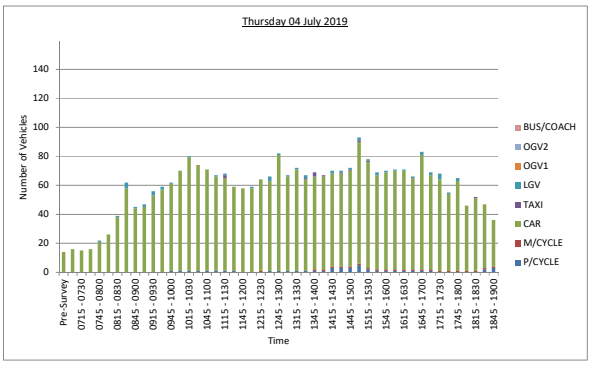
Ordinary	140
Electric	2
Disabled	11
Reserved	6
Total	**159**

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	PCU 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	1	0	0	0	22	22.00	13.84
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	58	0	4	0	0	0	62	62.00	38.99
0845 - 0900	0	0	44	0	1	0	0	0	45	45.00	28.30
0900 - 0915	0	0	45	0	2	0	0	0	47	47.00	29.56
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	61.20	38.99
1000 - 1015	1	0	69	0	0	0	0	0	70	69.20	44.03
1015 - 1030	1	0	78	0	1	0	0	0	80	79.20	50.31
1030 - 1045	1	0	73	0	0	0	0	0	74	73.20	46.54
1045 - 1100	1	0	70	0	0	0	0	0	71	70.20	44.65
1100 - 1115	1	0	65	0	1	0	0	0	67	66.20	42.14
1115 - 1130	1	0	64	2	1	0	0	0	68	67.20	42.77
1130 - 1145	1	0	58	0	0	0	0	0	59	58.20	37.11
1145 - 1200	0	0	58	0	0	0	0	0	58	58.00	36.48
1200 - 1215	0	0	58	0	1	0	0	0	59	59.00	37.11
1215 - 1230	0	1	63	0	0	0	0	0	64	63.40	40.25
1230 - 1245	1	0	62	0	3	0	0	0	66	65.20	41.51
1245 - 1300	1	0	80	0	1	0	0	0	82	81.20	51.57
1300 - 1315	1	0	65	0	1	0	0	0	67	66.20	42.14
1315 - 1330	1	0	70	0	1	0	0	0	72	71.20	45.28
1330 - 1345	1	0	63	1	2	0	0	0	67	66.20	42.14
1345 - 1400	1	1	64	3	0	0	0	0	69	67.60	43.40
1400 - 1415	1	1	64	1	0	0	0	0	67	65.60	42.14
1415 - 1430	3	1	64	0	2	0	0	0	70	67.00	44.03
1430 - 1445	3	1	64	1	1	0	0	0	70	67.00	44.03
1445 - 1500	3	1	66	1	1	0	0	0	72	69.00	45.28
1500 - 1515	5	1	84	1	2	0	0	0	93	88.40	58.49
1515 - 1530	2	1	73	1	1	0	0	0	78	75.80	49.06
1530 - 1545	1	1	65	0	2	0	0	0	69	67.60	43.40
1545 - 1600	1	1	67	0	1	0	0	0	70	68.60	44.03
1600 - 1615	1	1	68	0	1	0	0	0	71	69.60	44.65
1615 - 1630	1	1	68	0	1	0	0	0	71	69.60	44.65
1630 - 1645	1	1	63	0	1	0	0	0	66	64.60	41.51
1645 - 1700	1	1	79	0	2	0	0	0	83	81.60	52.20
1700 - 1715	1	1	65	0	2	0	0	0	69	67.60	43.40
1715 - 1730	0	1	63	0	4	0	0	0	68	67.40	42.77
1730 - 1745	0	1	53	0	1	0	0	0	55	54.40	34.59
1745 - 1800	0	1	62	0	2	0	0	0	65	64.40	40.88
1800 - 1815	0	1	45	0	0	0	0	0	46	45.40	28.93
1815 - 1830	0	1	50	1	0	0	0	0	52	51.40	32.70
1830 - 1845	2	1	44	0	0	0	0	0	47	44.80	29.56
1845 - 1900	3	1	32	0	0	0	0	0	36	33.00	22.64

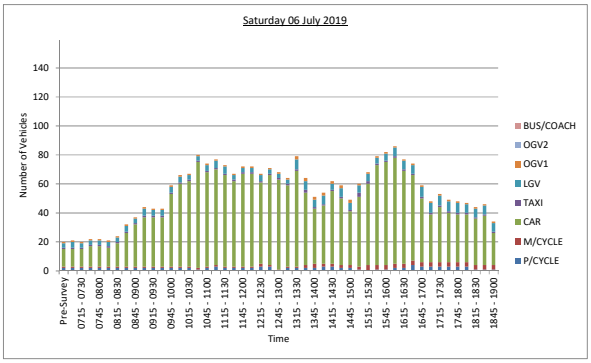


Date
Saturday 06 July 2019

Weather
Sunny
Temp: 19°C

0700 - 1900 (Saturday 12H Session)

TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL	Capacity %
Pre-Survey	2	1	12	1	3	1	0	0	20	18.30	12.58
0700 - 0715	2	1	12	1	4	1	0	0	21	19.30	13.21
0715 - 0730	2	1	12	1	3	1	0	0	20	18.30	12.58
0730 - 0745	2	1	14	1	3	1	0	0	22	20.30	13.84
0745 - 0800	2	1	14	1	3	1	0	0	22	20.30	13.84
0800 - 0815	2	1	13	1	3	1	0	0	21	19.30	13.21
0815 - 0830	2	1	16	1	3	1	0	0	24	22.30	15.09
0830 - 0845	2	1	23	1	4	1	0	0	32	30.30	20.13
0845 - 0900	2	1	29	1	3	1	0	0	37	35.30	23.27
0900 - 0915	2	1	34	1	5	1	0	0	44	42.30	27.67
0915 - 0930	2	1	34	1	4	1	0	0	43	41.30	27.04
0930 - 0945	2	1	34	1	4	1	0	0	43	41.30	27.04
0945 - 1000	2	1	50	1	4	1	0	0	59	57.30	37.11
1000 - 1015	2	1	57	1	4	1	0	0	66	64.30	41.57
1015 - 1030	2	1	59	1	3	1	0	0	67	65.30	42.14
1030 - 1045	1	1	73	1	3	1	0	0	80	79.10	50.31
1045 - 1100	2	1	65	1	4	1	0	0	74	72.30	46.54
1100 - 1115	3	1	66	1	5	1	0	0	77	74.50	48.43
1115 - 1130	2	1	63	1	5	1	0	0	73	71.30	45.91
1130 - 1145	2	1	59	1	3	1	0	0	67	65.30	42.14
1145 - 1200	2	1	64	1	3	1	0	0	72	70.30	45.28
1200 - 1215	2	1	64	1	3	1	0	0	72	70.30	45.28
1215 - 1230	3	2	56	1	4	1	0	0	67	63.90	42.14
1230 - 1245	3	1	62	1	3	1	0	0	71	68.50	44.65
1245 - 1300	0	1	62	1	3	1	0	0	68	67.90	42.77
1300 - 1315	2	1	56	1	3	1	0	0	64	62.30	40.25
1315 - 1330	2	1	66	1	7	2	0	0	79	77.80	49.69
1330 - 1345	2	2	50	2	6	2	0	0	64	62.20	40.25
1345 - 1400	2	3	38	1	5	2	0	0	51	48.60	32.99
1400 - 1415	3	2	40	1	6	2	0	0	54	51.40	33.96
1415 - 1430	3	2	50	1	4	2	0	0	62	59.40	38.99
1430 - 1445	2	2	46	1	6	2	0	0	59	57.20	37.11
1445 - 1500	2	2	37	1	5	2	0	0	49	47.20	30.82
1500 - 1515	1	2	48	3	5	1	0	0	60	58.50	37.74
1515 - 1530	0	4	56	2	5	1	0	0	68	66.10	42.77
1530 - 1545	1	3	69	1	4	1	0	0	79	76.90	49.69
1545 - 1600	1	3	71	1	5	1	0	0	82	79.90	51.57
1600 - 1615	2	3	73	1	6	1	0	0	86	83.10	54.09
1615 - 1630	2	3	64	1	6	1	0	0	77	74.10	48.43
1630 - 1645	4	3	59	1	6	1	0	0	74	69.50	46.54
1645 - 1700	3	3	44	1	7	1	0	0	59	55.30	37.11
1700 - 1715	3	3	33	1	7	1	0	0	48	44.30	30.19
1715 - 1730	3	3	38	1	7	1	0	0	53	48.30	33.33
1730 - 1745	3	3	34	1	7	1	0	0	49	45.30	30.82
1745 - 1800	3	3	33	1	7	1	0	0	48	44.30	30.19
1800 - 1815	3	3	33	1	6	1	0	0	47	43.30	29.56
1815 - 1830	1	3	32	1	6	1	0	0	44	41.90	27.67
1830 - 1845	1	3	34	1	6	1	0	0	46	43.90	28.93
1845 - 1900	1	3	22	1	6	1	0	0	34	31.90	21.38



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