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LIDL

Ickenham Road, Ruislip

Transport Assessment

Final Report for:



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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Cora IHT have been instructed by Lidl to prepare a Transport Assessment [TA] to support proposals for a new discount foodstore located off Ickenham Road in Ruislip, London. **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.2 This TA has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.1.3 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network.
- Section 3 then describes the development proposals.
- Section 4 considers the transport planning policy issues.
- Section 5 provides an assessment of the traffic associated with the proposed development.
- A summary and conclusion are set out in Section 6.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

2.1 *Site Description*

- 2.1.1 The proposed development site is located to the north of Ickenham Road within the London borough of Ruislip.
- 2.1.2 The B466 Ickenham Road is a connector road and provides a link to the borough of Ickenham south and the centre of Ruislip to the north.
- 2.1.3 Sharps Lane is another local connector road and provides a link to the Ruislip residential areas north of the site.
- 2.1.4 The development site is currently occupied by the Ruislip Premier Inn, and The Orchard Beefeater public house, which is temporarily closed. Bounding the site to the north are residential dwellings. Church Avenue bounds to the east, while Sharps Lane bounds the west of the site. The B466 / Sharps Lane / Kingsend / Wood Lane roundabout junction is found bounding the site to the south. The total area of the red line boundary measures circa 1.595 Acres / 0.646 Hectares.

2.2 *Existing Traffic Conditions*

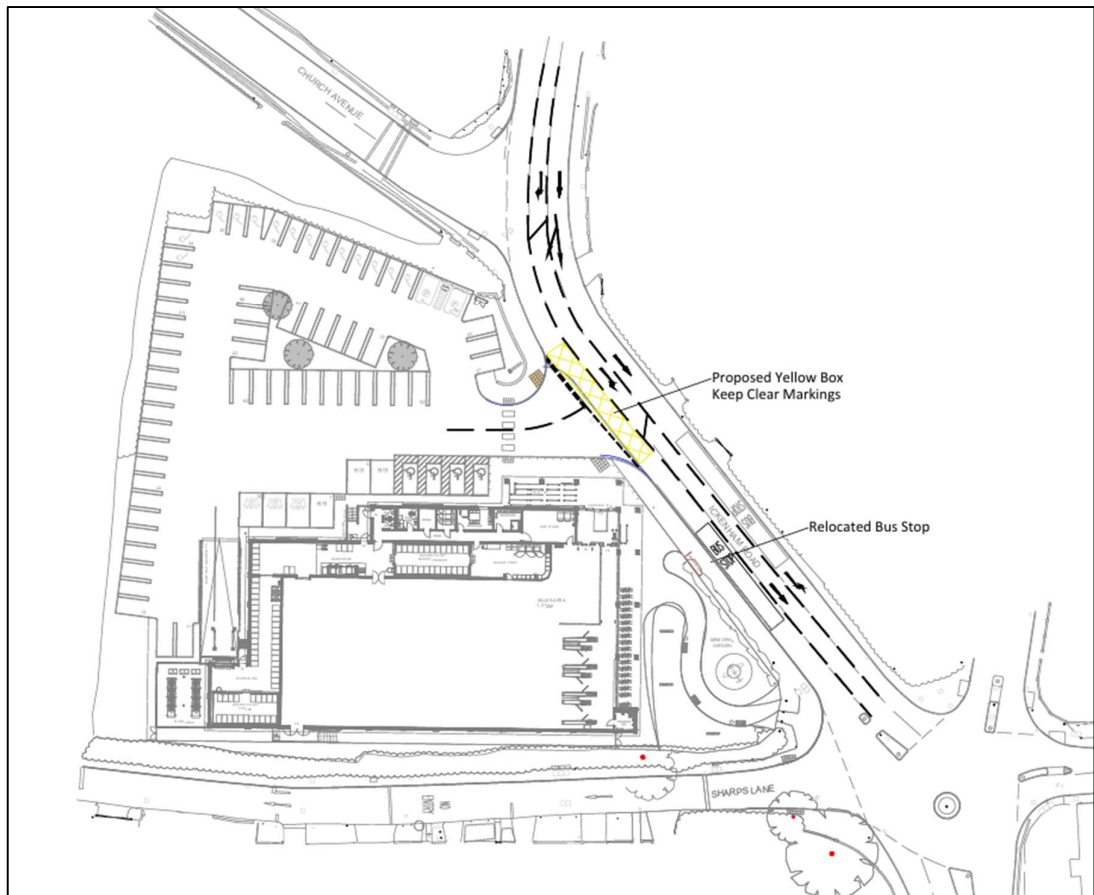
- 2.3.1 Friday & Saturday turning counts were conducted on Friday 17th May 2024 and Saturday 18th May 2024 respectively. The following junctions have been surveyed and assessed:
- *Manor Road / Church Avenue Priority Junction;*
 - *B466 Ickenham Road / Sharps Lane / Kingsend / Wood Lane Roundabout;*
 - *Ickenham Road / Church Avenue Priority Junction; and*
 - *B466 Midcroft / A4180 High Street Crossroads Junction.*
- 2.3.2 Queue surveys were also undertaken at the above junctions at the same time as the turning counts.
- 2.3.3 **Traffic Figures 1-3** provides the peak AM, PM and Saturday survey flows in total vehicles and HGVs. **Traffic Figures 4-6** provides the flows in terms of PCUs. **Appendix A** presents the full traffic survey results.

3.0 DEVELOPMENT PROPOSALS

3.1 Proposed Development

- 3.1.1 The proposed new Lidl store will provide a sales area of circa 1,212m², whilst the total GIA is 1,809m² which includes the warehouse and ancillary areas. The total area of the red line boundary measures circa 1.596 Acres / 0.646 Hectares.
- 3.1.2 Vehicular access to the development site is proposed via the existing priority access to the site currently serving the Premier Inn Hotel off the B466 Ickenham Road, adjacent to the Church Avenue / Ickenham Road priority junction. The existing site access is to be adapted to achieve a 9m clear width.
- 3.1.3 **Figure 3.1** provides an extract of the proposed access arrangement. **Appendix B** shows the full access plan.

Figure 3.1: Proposed Access Arrangement



- 3.1.4 The proposed development will provide a site layout designed in accordance with current best practice to accommodate pedestrians and cyclists. **Figure 3.2** provides an extract of the proposed site layout. **Appendix C** shows the full site layout plan.
- 3.1.5 Direct pedestrian access will also be provided off Ickenham Road, located adjacent to the bus stops and 5-arm roundabout junction.

Figure 3.2: Proposed Site Layout



3.1.6 The Lidl store proposes a total of 72 spaces are to be provided on site, including 4 disabled, 3 parent & child bays and 2 electric charging bays. Passive infrastructure for 14 EVCP spaces will also be made available in the future.

3.1.7 A total of 6 self-storage bays for cycles is being proposed, with 24 of those cycle spaces for short-stay and 12 of those are for long-stay cycles.

4.0 TRANSPORT POLICY AND ACCESSIBILITY

4.1 Preamble

4.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

4.2 The Transport Decarbonisation Plan – March 2020

4.2.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

4.3 National Planning Policy Framework [NPPF] 2024

4.3.1 The National Planning Policy Framework was updated on 12 December 2024 and sets out the government’s planning policies for England and how these are expected to be applied.

4.3.2 Paragraph 109 state:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c) understanding and addressing the potential impacts of development on transport networks;
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;

- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

4.3.3 Paragraph 110 state:

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

4.3.4 Paragraph 116 state:

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

4.3.5 Paragraph 117 states that:

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.3.6 Paragraph 118 state:

4.3.7 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

4.4 Travel Plans, Transport Assessments and Statements in Decision-Taking

4.4.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

4.4.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposal.

4.5 The London Plan 2021

4.5.1 In March 2021, the Mayor of London formally adopted the New London Plan. This supersedes the previous version of the London Plan and sets out the framework for the development of London over the next 20 – 25 years.

4.5.2 Policy T1 relates to the strategic approach to transport during the plan period, with the mayor targeting that 80% of all trips in London be made by foot, cycle or public transport in 2041. The policy also states the following in relation to new development:

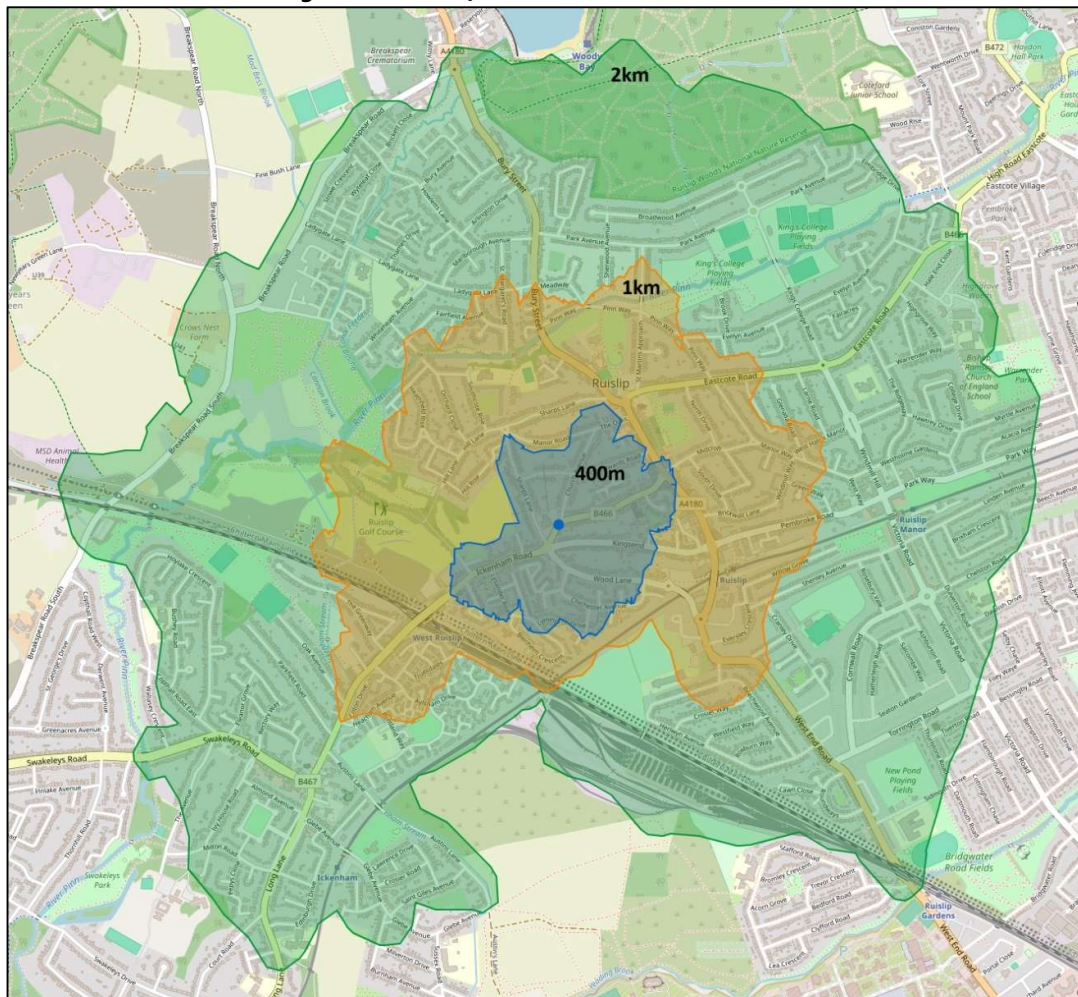
"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

4.5.3 Policy T4 relates to assessing and mitigating transport impacts and notes that a Transport Assessment/Statement should be prepared (along with a Travel Plan and Servicing Management Plan) and should be prepared with regard to Transport for London guidance.

4.6 Walking and Cycling

4.6.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT, 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m. **Figure 4.1** provides an extract of the indicative 1km / 2km isochrone plan.

Figure 4.1: 1km / 2km Isochrone Plan

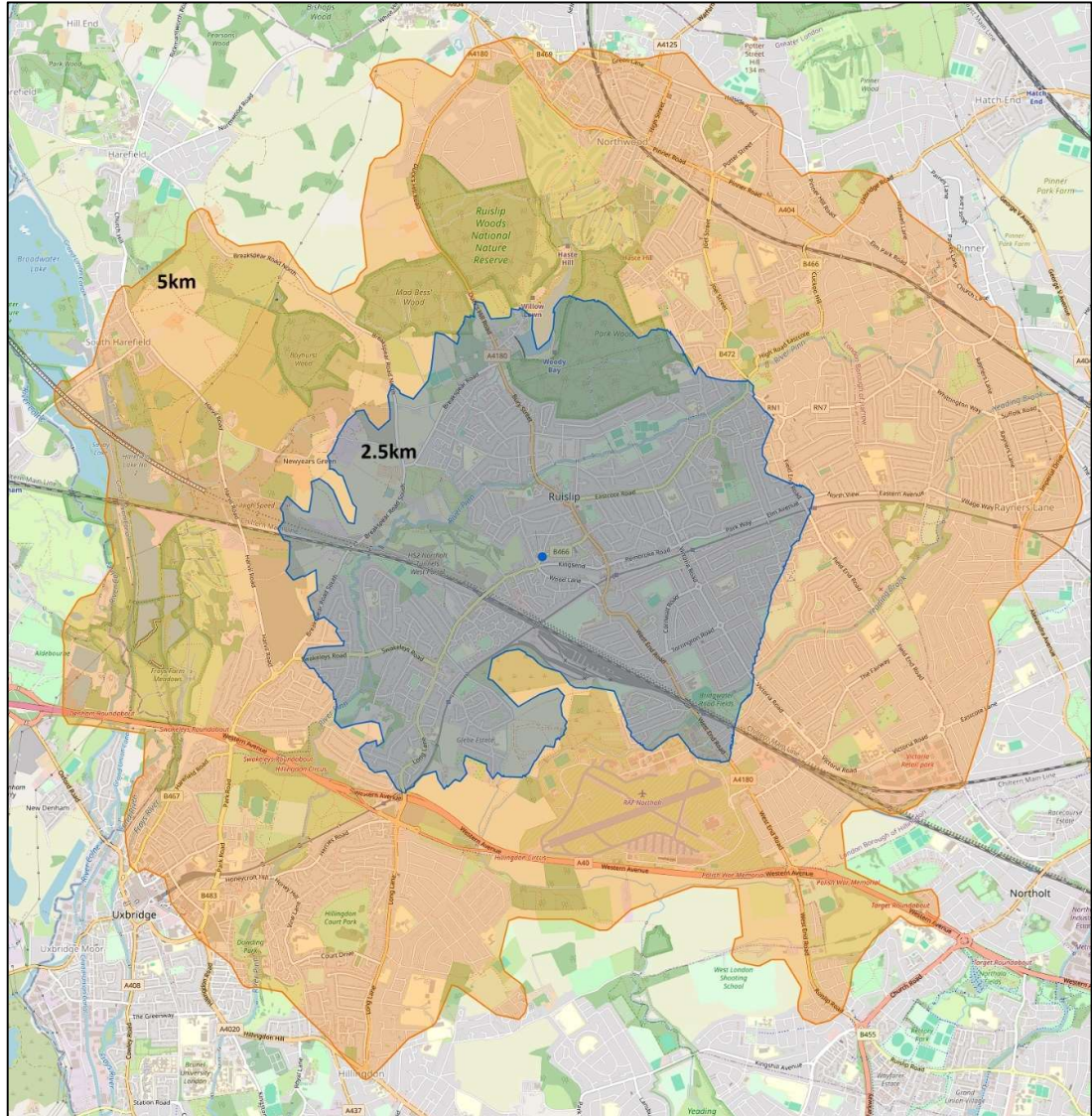


4.6.2 Lit footways are provided on both sides of Ickenham Road, nearby the vicinity of the site. Pedestrian islands with tactile paving can also be found at the B466 / Sharps Lane / Kingsend / Woodend roundabout junction located adjacent to the site.

4.6.3 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

4.6.4 **Figure 4.2** provides the 2.5km and 5km cycle catchment.

Figure 4.2: 2.5km and 5km Cycle Catchment Plan



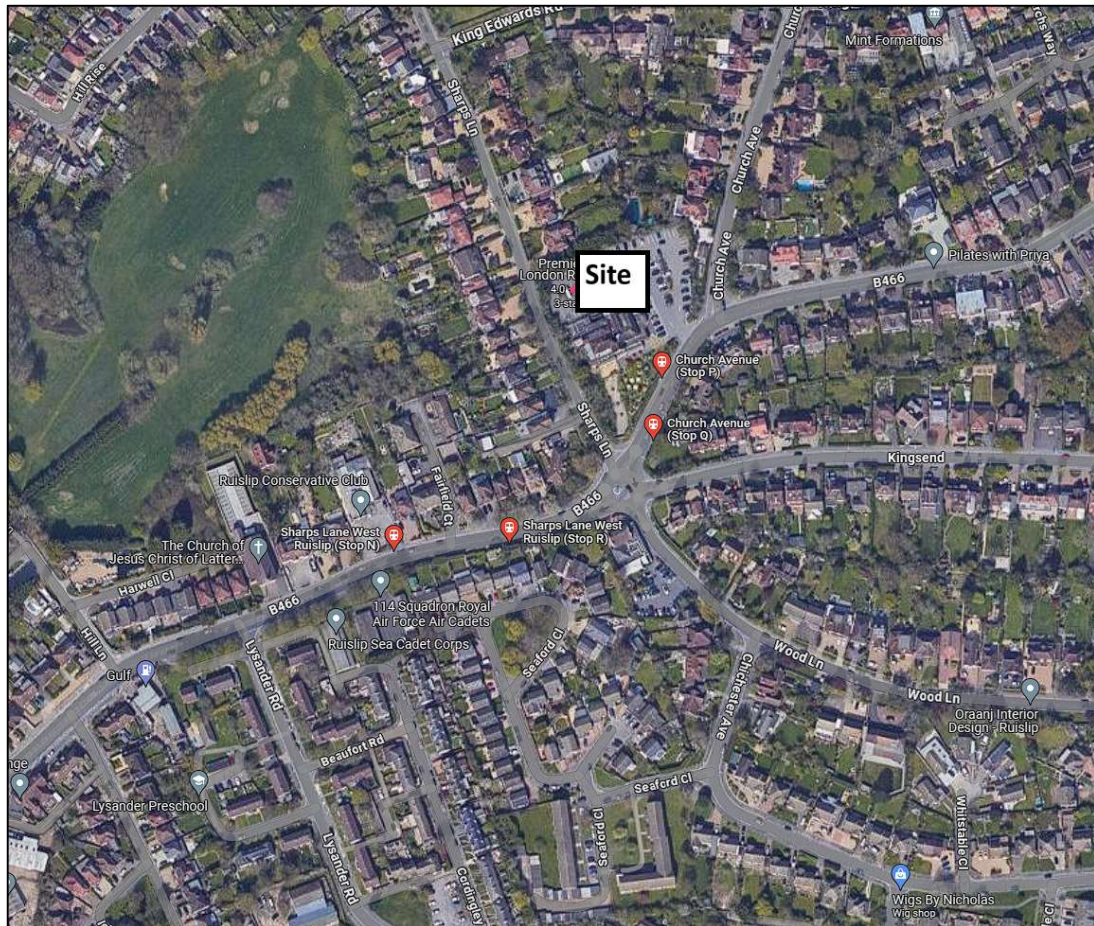
4.6.5 As can be seen from **Figure 4.2**, the whole of Ruislip is within 5km of the site, as well as some other boroughs such as Northwood, providing access for further settlements and residential areas.

4.7 Public Transport

Bus

- 4.7.1 The closest bus stops to the development site can be found adjacent to the site, along Ickenham Road (Church Avenue Stops). A number of bus services align at these stops, including the 278 service to and from Heathrow Central. **Figure 4.3** shows the bus stops local to the developments.

Figure 4.3: Bus Stops



- 4.7.2 **Table 4.1** shows the relevant information for the bus services in the area.

Table 4.1: Bus Service Information

Bus Service	Route	Monday - Saturday (Frequency)	Sunday (Frequency)
E7	<i>Ruislip - Ruislip Gardens - Yeading White Hart - Greenford Broadway - Scotch Common - West Ealing - Ealing Broadway</i>	<i>Every 12 Minutes</i>	<i>Every 20 Minutes</i>
278	<i>Heathrow Central - Harlington - Hayes - Church Road - Hayes End - Long Lane - Hillingdon Station - Ickenham - Ruislip</i>	<i>Every 15 Minutes</i>	<i>Every 20 Minutes</i>
U2	<i>Ruislip - West Ruislip - Ickenham - Uxbridge - Brunel University - Hillingdon Hospital - Yiewsley - West Drayton</i>	<i>Every 15 Minutes</i>	<i>Every 30 Minutes</i>

4.8 Accessibility by Rail / Underground

- 4.8.1 The development site is located circa 600m away from West Ruislip Station. This station provides National Rail services operated by Chiltern Railways. The underground services at the station via the Central line typically include 9 trains per hour to and from Epping. During the peak hours, this is increased to up to 12 trains per hour to and from Debden, with up to 7 tph continuing to and from Epping.
- 4.8.2 Ruislip Tube Station is circa 900m away (13-minute walk) from the site and both the Metropolitan and Piccadilly lines run through the station. Additional bus routes also serve this station.

4.9 PTAL Assessment

- 4.9.1 In London, the most widely recognised way to measure connectivity to the public transport network in London is by using Public Transport Access Level (PTAL) indicators. The PTAL value combines information about how close public transport services are to a site and how frequent these services are. The highest level of connectivity has a PTAL of 6b and the lowest has a PTAL of 0. For the policies in the London Plan, it is important to use connectivity indicators like PTAL because sites with better connectivity provide opportunities for development at higher densities and for sustainable development that reduces the need to travel by car.
- 4.9.2 TfL introduced a new PTAL checking service in 2015 called WebCAT, a web-based connectivity assessment toolkit which allows users to search for a specific location and view a PTAL map for the area around that location.
- 4.9.3 **Figure 4.4** below displays how locations are scored in the PTAL assessment. Accordingly, in order to identify the PTAL score for the existing site, Transport for London’s online PTAL mapping tool, WebCAT, has been used.

Figure 4.4 – PTAL Scoring Criteria

PTAL	Range of PTAL Index	Description
1a (Low)	0.01 – 2.50	Very Poor
1b	2.51 - 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b (High)	40.01 +	Excellent

- 4.9.4 The outputs as displayed in **Figure 4.5** display that the site has a PTAL rating of 4, which according to the Index is classed as Good.
- 4.9.5 Overall, bearing in mind that most of the site falls within land rated Good as a minimum, the PTAL assessment supports the earlier findings that the site is well provided for by sustainable means.

5.0 TRAFFIC IMPACT

5.1 Introduction

5.1.1 This section of the report considers the traffic impact of the proposed development on the local highway network. The primary aim is to provide an assessment of the development traffic which will be generated by the new store, and the impact it will have on the local highway network.

5.2 Proposed Development Trips

5.2.1 In order to estimate the likely vehicular trips generated by the new store and restaurant drive-throughs, the industry standard TRICS database has been used to ascertain the likely vehicle trips generated by discount food store uses. For robustness, sites in Wales, Scotland, Northern Ireland, and the Republic of Ireland have been excluded from the assessment process.

5.2.2 The proposed new Lidl store will provide a sales area of circa 1,212m².

5.2.3 The site has extant use occupied by the Ruislip Premier Inn Hotel. Vehicle trips associated with the hotel are present on the local highway network. For robustness, the existing site trips have not been offset against the proposed development.

5.2.4 **Tables 5.1** shows the calculated trip rates and total development trips for the store. **Appendix D** shows the full TRICS outputs.

Tables 5.1: Trip Rates & Trip Generation

Discount Food Store (1,251m ²)	Weekday AM Peak (0800-0900)			Weekday PM Peak (1600-1700)			Saturday Peak (1200-1300)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates	3.323	1.971	5.294	5.051	5.145	10.196	8.261	8.182	16.443
Trips	40	24	64	61	63	124	101	100	200

5.3 Trip Types

5.3.1 It is important to recognise that retail developments attract rather than generate trips. In simple terms, people always need to shop for various goods and the provision of a retail store does not, in itself, create the need to make an extra shopping trip. The presence of a retail store merely provides an alternative destination for an existing household's journey.

5.3.2 In considering traffic composition in relation to trips generated by retail developments, they are typically comprised of the following types of trips:

- **Primary (New Trips)** – are defined as those that will be new to the highway network during the assessment period (i.e. not currently undertaking a trip at this time). In most cases, these trips will be associated with new housing or another development. Primary trips would be single purpose trips for example; home – development – home.
- **Non-primary (Existing Trips in the Network)** - are defined as multi-purpose trips which call into a development en-route to another destination. Frequently this is a work-shop-home trip. Non-primary trips can be further sub-divided into:
 - **Pass-by Trips** are those non-primary trips that visit the new development without having to make any significant diversion from their existing route.

- **Diverted Trips** Diverted trips are those non-primary trips that deviate off their normal route to visit the new development.
- **Linked Trips** - these are trips that will have multiple destinations within the proposed development site. Examples include trips to food and non-food retail, between both the development site and existing adjacent sites or between the development site and an established town centre. Where there is a high probability that there will be a proportion of linked trips between two uses on a development, it is customary only to 'count' those trips once for the development as a whole, and not effectively double-count them by attributing two visits and departures affecting the sections of highway network being assessed.

5.3.3 The TRICS Consortium research report, 14/1 'Pass-by and Diverted Trips', states that a significant number of trips to retail developments already exist on the network, especially at peak times. This statement is based on a number of studies that are quoted within the report and these are briefly summarised below:

It found that a high proportion of secondary (pass-by and diverted) trips exist, being in the range of 57-67%.

Ghezawi et al. (1998) Convenience Store Trip Generation

This study aimed to develop mathematical models for estimating traffic generated by convenience stores using data collected at 26 stores. Two sets of equations were developed, one for all trips and one for pass-by trips only.

13 of the 26 convenience stores were selected for a questionnaire survey to assess the percentage of pass-by trips. A total of 571 interviews were undertaken with questions designed to determine whether a trip made to the store was a primary trip, a diverted trip or a pass-by trip.

The average percentage of pass-by trips recorded was 72%, with a range between the 13 stores of 61 to 85%. *The study also found a positive relationship between pass-by trip percentage and adjacent street volumes using average daily traffic flows.*

Wrigley (2006) The Effects of Corporate Foodstores on the High Street: Rebalancing the Debates, University of Southampton

This paper was written in response to the debate surrounding the Competition Commission's Inquiry into the Groceries Market, and presented, as the author states "in the spirit of attempting to rebalance debates on the effects of corporate food stores on the high street". The report considered two food stores located on the edge of town centres in Beverley in East Yorkshire and Warminster in Wiltshire. Research into the level of linked trips occurring between the stores and adjacent town centres indicated that a high level of linked trips combining food shopping and the use of other town centre shops and servicing were taking place.

The level of linked (diverted) trips recorded at both locations was in the region of 60% (65% at Beverley, 58% at Warminster).

Mouchel (2009) Proposed Tesco Store & Shopping Centre, West Bromwich: Working Paper 3 – Linked Trips

*Mouchel, on behalf of Tesco Stores Ltd, produced a working paper regarding linked and pass-by trips to be generated at a new Tesco foodstore in West Bromwich Town Centre. In order to determine the level of linked trips likely to occur at the Tesco store, a number of research papers on linked trips were investigated. It is argued that this research, much of which has been detailed above, demonstrates a high level of linkage between town centres and foodstores, with the level of linked trips ranging from 34% to 66% (Tesco Stores Ltd., 2001) and **the majority of cases having a level of linked trips with adjacent town and shopping centres at above 60%.***

5.3.4 In order to be robust, the trip composition is provided in **Table 5.2**.

Trip Types	Percentage	Weekday AM Peak (0800-0900)			Friday Peak (1600-1700)			Saturday Peak (1200-1300)		
		Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
New	20%	8	5	13	12	13	25	20	20	40
Diverted	40%	16	10	26	25	25	50	40	40	80
Pass-By	40%	16	10	26	25	25	50	40	40	80
Total	100%	40	24	64	61	63	124	101	100	200

Table 5.2: Total Trip Generation By Type

*Trip increases have been rounded up / down to the nearest whole number

5.4 Development Impact

5.4.1 An assessment has been made for future traffic conditions. The TEMpro database, in conjunction with the NTM dataset has been applied to the surveyed traffic flows in order to ascertain future traffic flows with the following parameters:

- Hillingdon 007 (E02000500) area definition;
- Trip end by time period for car drivers; and
- NTM, all road types.

5.4.2 **Table 5.3** summarises the derived growth factors. The years of assessment are 2024 and 2034 (i.e. application year + 10 years).

Table 5.3: TEMpro / NTM Growth Factors

AM Peak	PM Peak	SAT Peak
2024 to 2034	2024 to 2034	2024 to 2034
1.1056	1.1071	1.1121

5.4.3 **Traffic Figures 7-12** presents show the 2024 & 2034 Growthed Traffic flows for the respective peak periods.

- 5.4.4 The proposed distribution of the new development trips has been calculated based on the existing traffic proportions routing past the existing site access with Ickenham Road. **Traffic Figures 10-12** presents the New Development Traffic distribution whilst **Traffic Figures 13-15** shows Total New Development Trips for the peak periods respectively.
- 5.4.5 **Traffic Figures 16-18** presents the Pass-By Development Trips at the site access location.
- 5.4.6 **Traffic Figures 19-21** provides the Diverted Development Trips taken from the B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane roundabout junction just to the south of the site.
- 5.4.7 The total development trips for each peak period scenario are presented in **Traffic Figures 22-24**.
- 5.4.8 The 2024 & 2034 Base + Proposed Development Flows are represented by **Traffic Figures 25-30**.
- 5.4.9 **Table 5.4** and **Traffic Figures 31-33** presents the 2024 Base Percentage Development Impact at the observed junctions.

Table 5.4: 2024 Base Development Impact

	2024 Base Development Impact		
	AM	PM	SAT
B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane Roundabout Junction	0.7%	1.5%	2.5%
B466 Ickenham Road / Church Avenue Priority Junction	0.7%	1.3%	2.2%
Church Avenue Manor Road / Priority Junction	0.6%	1.2%	2.0%
A4180 High Street / B466 Midcroft Crossroad Junction	0.3%	0.5%	0.9%

- 5.4.10 The impact assessment above shows that the proposed developments would have a minimal impact on the local highway network.
- 5.4.11 Notwithstanding the above, detailed junction capacity assessments have been carried out at the Proposed Site Access / B466 Ickenham Road and B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane junctions.

5.5 Proposed Site Access / B466 Ickenham Road Priority Junction

5.5.1 The “PICADY” assessment program has been used to assess the capacity at the Proposed Site Access / B466 Ickenham Road Priority Junction.

5.5.2 **Table 5.5** summarises the 2024 / 2034 Base and with Development capacity assessments respectively. The full output is provided in **Appendix E**.

Tables 5.5: Proposed Site Access / B1070 Lady Lane – With Development Capacity Summary

Arm	2024 With Development AM Peak		2034 With Development AM Peak		2024 With Development PM Peak		2034 With Development PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
Site Access	0.07	0	0.08	0	0.20	0	0.21	0
B466 Ickenham Road (Right-Turn)	0.03	0	0.05	0	0.05	0	0.05	0
Arm	2024 With Development Saturday Peak		2034 With Development Saturday Peak					
	RFC	Queue	RFC	Queue				
Site Access	0.31	0	0.33	1				
B466 Ickenham Road (Right-Turn)	0.08	0	0.08	0				

5.6.3 The assessments show that the Proposed Site Access / B466 Ickenham Road priority junction would operate within capacity in the base and future year assessments with the developments in place.

5.7 B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane Roundabout Junction

5.7.1 The “ARCADY” assessment program has been used to assess the capacity at the B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane roundabout junction located just to the south of the site. **Tables 5.6 & 5.7** summarises the 2024 / 2034 Base & Base and with Development capacity assessments respectively. The full output is provided in **Appendix F**.

Tables 5.7: B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane Roundabout – Base Capacity Summary

	2024 Base AM Peak		2024 Base PM Peak		2024 Base Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Kingsend	0.39	1	0.46	1	0.43	1
Wood Lane	0.44	1	0.56	1	0.58	1
B466 Ickenham Road (South)	0.58	1	0.69	2	0.66	2
B466 Ickenham Road (North)	0.42	1	0.49	1	0.48	1
	2034 Base AM Peak		2034 Base PM Peak		2034 Base Saturday Peak	
Arm	RFC	Queue	RFC	Queue	RFC	Queue
Kingsend	0.45	1	0.56	1	0.51	1
Wood Lane	0.52	1	0.68	2	0.70	2
B466 Ickenham Road (South)	0.65	2	0.77	3	0.74	3
B466 Ickenham Road (North)	0.47	1	0.57	1	0.55	1

Tables 5.7: B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane Roundabout – Base + Development Capacity Summary

Arm	2024 Base + Development AM Peak		2024 Base + Development PM Peak		2024 Base + Development Saturday Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
Kingsend	0.39	1	0.46	1	0.44	1
Wood Lane	0.44	1	0.57	1	0.60	2
B466 Ickenham Road (South)	0.58	1	0.69	2	0.66	2
B466 Ickenham Road (North)	0.42	1	0.51	1	0.55	1
Arm	2034 Base + Development AM Peak		2034 Base + Development PM Peak		2034 Base + Development Saturday Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
Kingsend	0.45	1	0.55	1	0.53	1
Wood Lane	0.52	1	0.69	2	0.73	3
B466 Ickenham Road (South)	0.65	2	0.77	3	0.74	3
B466 Ickenham Road (North)	0.47	1	0.58	1	0.58	1

5.7.2 The assessments show that the B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane roundabout junction located adjacent to the development site would operate well within theoretical capacity in the base and future year assessments.

6.0 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Cora IHT have been instructed by Lidl to prepare a Transport Assessment to support proposals for a new discount food store located off Ickenham Road in Ruislip, London.
- 6.1.2 The site has extant use and is occupied by the Ruislip Premier Inn, and The Orchard Beefeater public house, which is temporarily closed. The total area of the red line boundary measures circa 1.596 Acres / 0.646 Hectares.
- 6.1.3 The proposed new Lidl store will provide a sales area of circa 1,212m², whilst the total GIA is 1,809m² which includes the warehouse and ancillary areas.
- 6.1.4 Vehicular access to the development site is proposed via the existing priority access to the site off the B466 Ickenham Road, adjacent to the Church Avenue / Ickenham Road priority junction. The existing site access is to be adapted to achieve a 9m clear width.
- 6.1.5 Direct pedestrian access will also be provided off Ickenham Road, located adjacent to the bus stops and 5-arm roundabout junction.
- 6.1.6 The Lidl store proposes a total of 72 spaces are to be provided on site, including 4 disabled, 3 parent & child bays and 2 electric charging bays. Passive infrastructure for 14 EVCP spaces in the future will also be made available.
- 6.1.7 A total of 6 self-storage bays for cycles is being proposed, with 24 of those cycle spaces for short-stay and 12 of those are for long-stay cycles.
- 6.1.8 The development impact from the proposed trips on the observed junctions are minimal, whilst the capacity assessments show that the junctions would operate within capacity in both opening and future assessment years.
- 6.1.9 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 6.1.10 Paragraph 116 of the NPPF states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios”. The proposed development would have a minimal impact on the highway network.

6.2 Conclusion

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

TRAFFIC FIGURES

Figure 1 - 2024 Surveyed Traffic Flows
AM Peak: 0800-0900

Notes:

123	Total Vehicles
123	HGVs

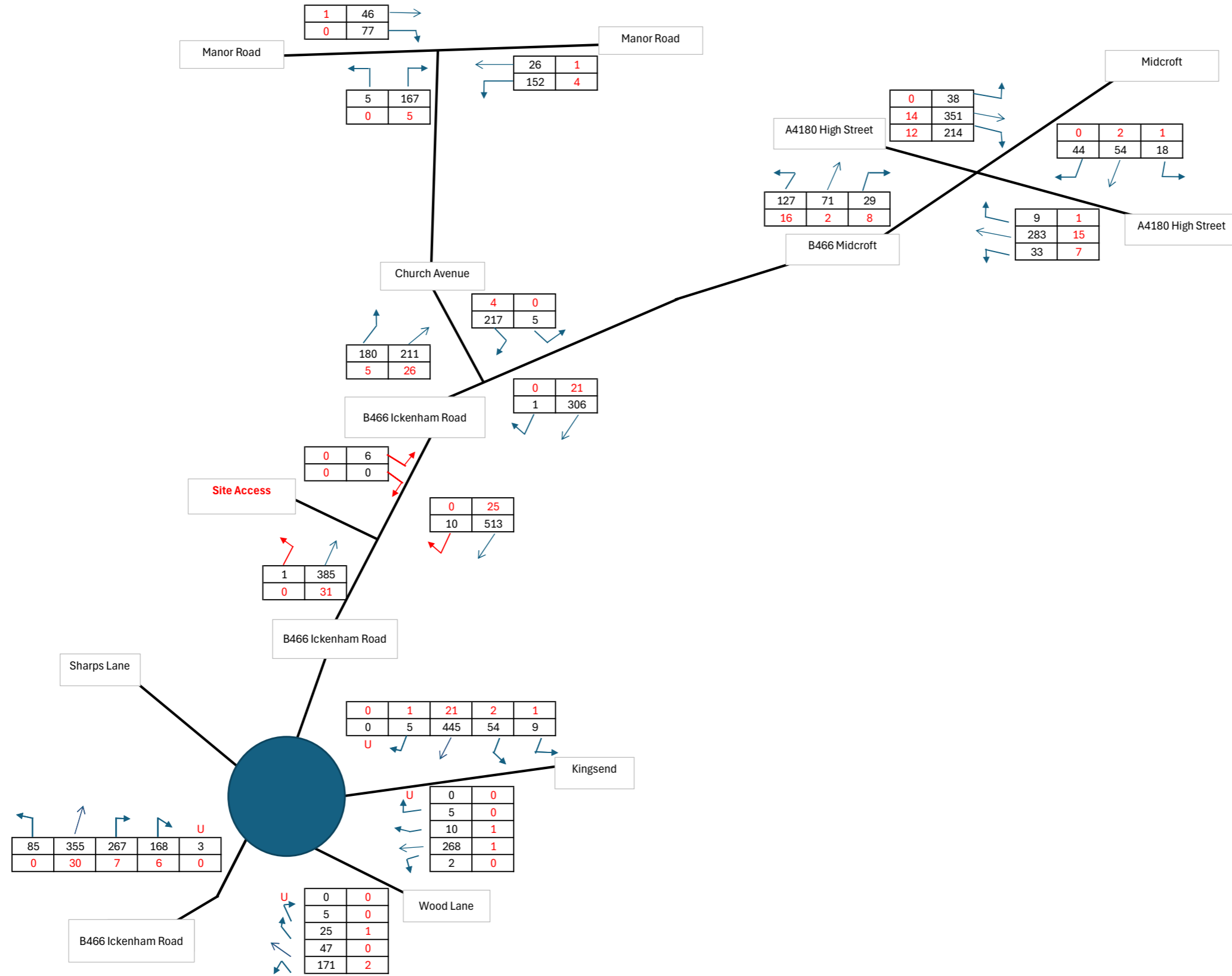


Figure 2 - 2024 Surveyed Traffic Flows
PM Peak: 1600-1700

Notes:

123	Total Vehicles
123	HGVs

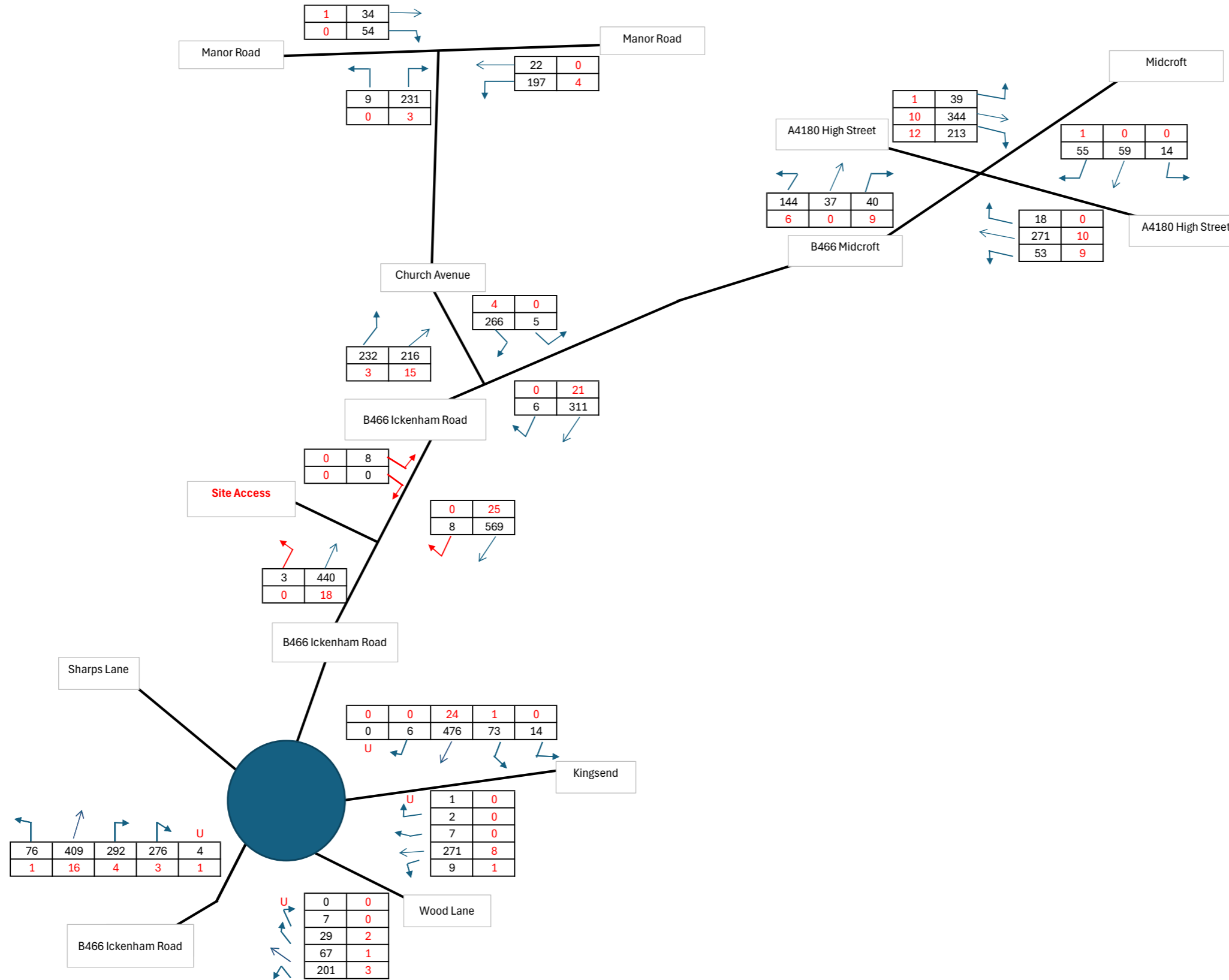


Figure 3 - 2024 Surveyed Traffic Flows
Saturday Peak: 1200-1300

Notes:

123	Total Vehicles
123	HGVs

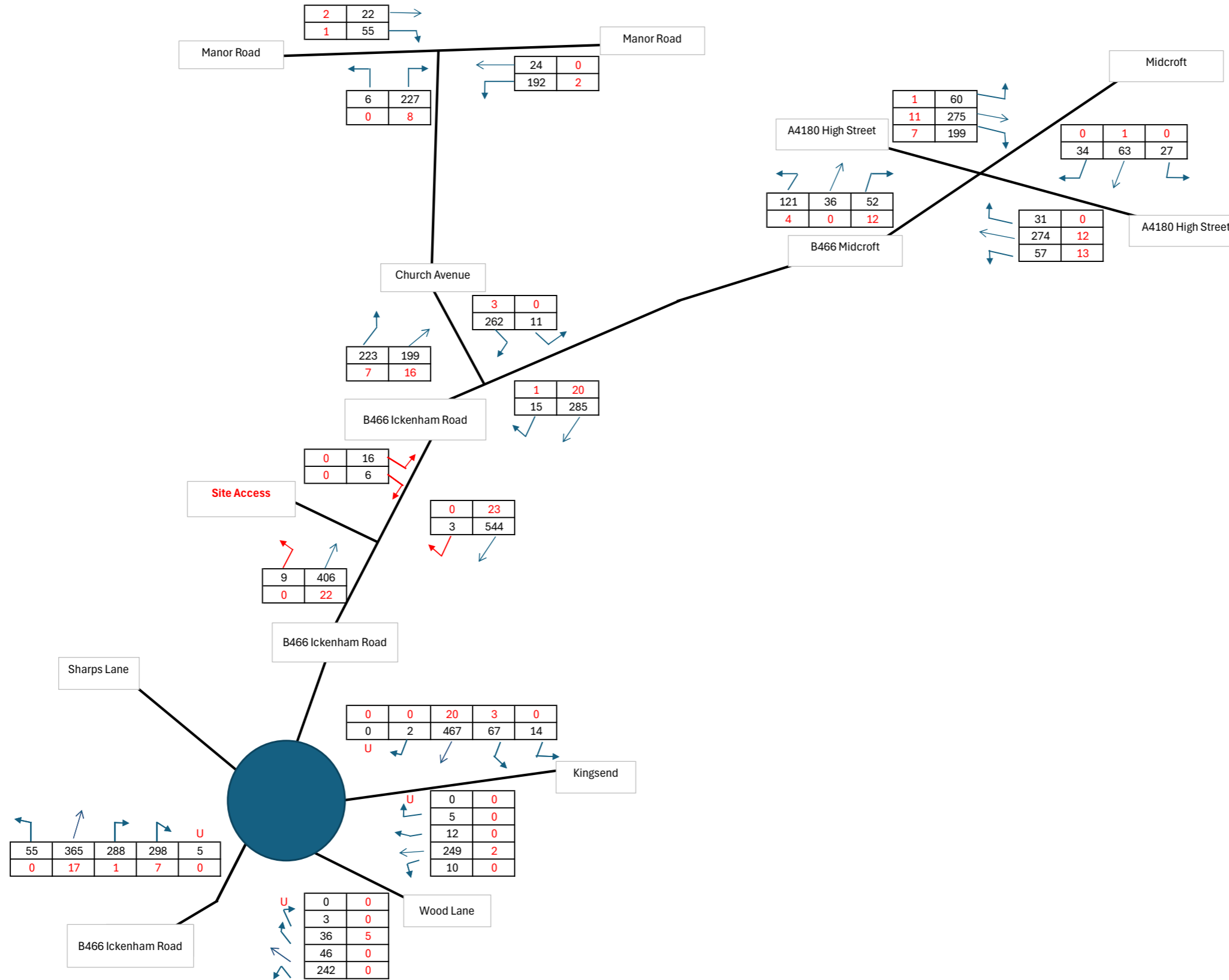


Figure 4 - 2024 Surveyed Traffic Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

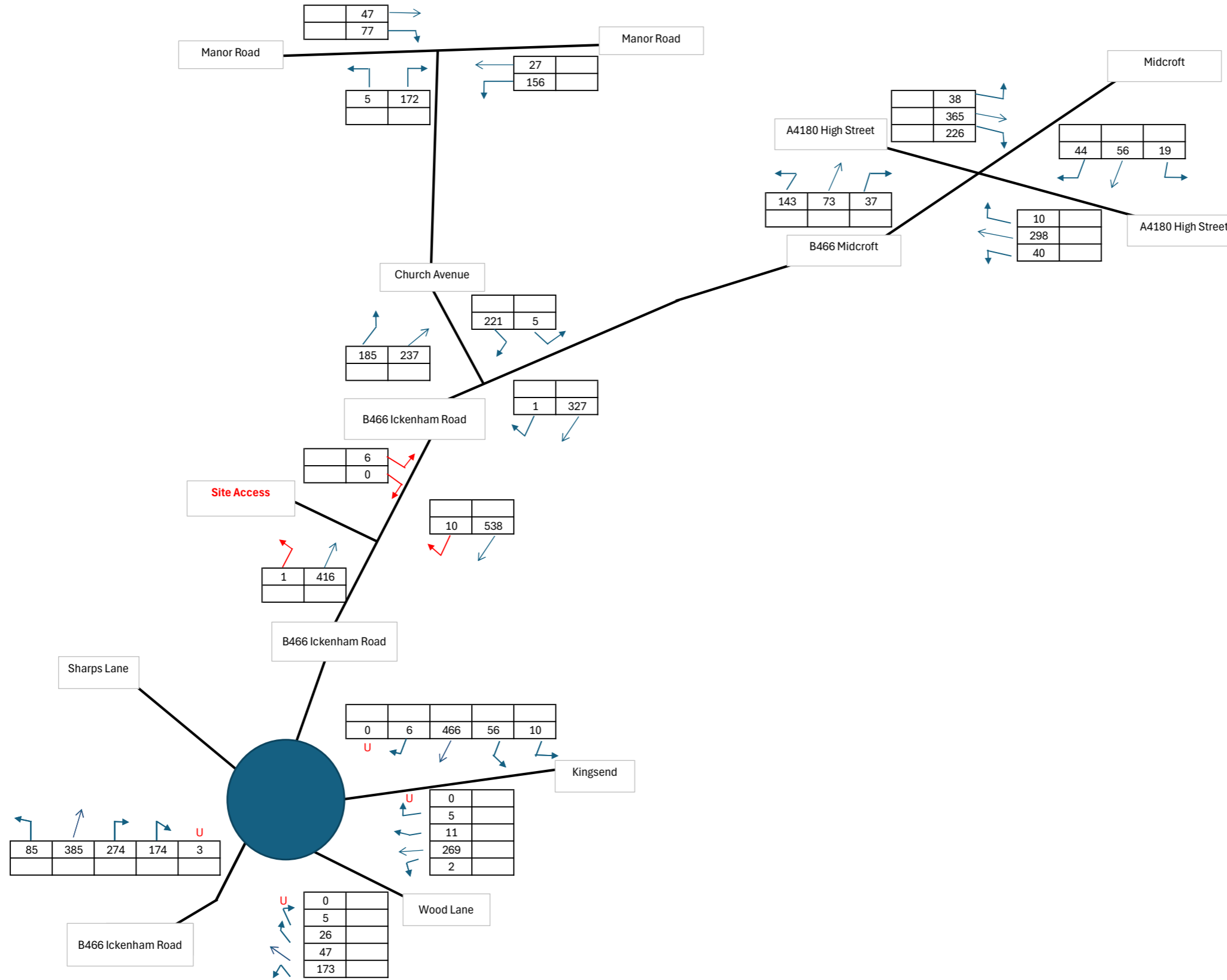


Figure 5 - 2024 Surveyed Traffic Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

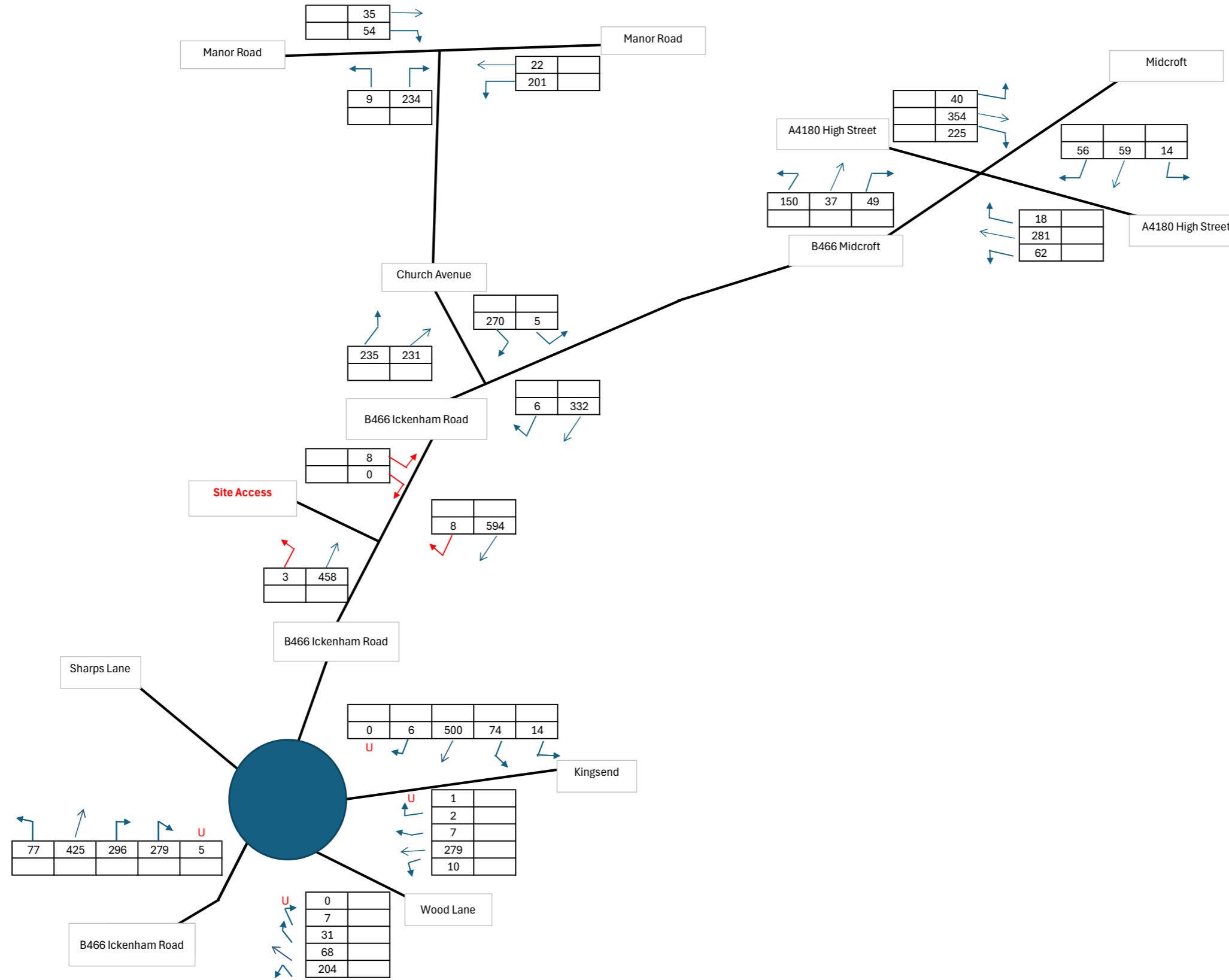


Figure 6 - 2024 Surveyed Traffic Flows
Saturday Peak: 1200-1300

Notes:

123

 PCUs

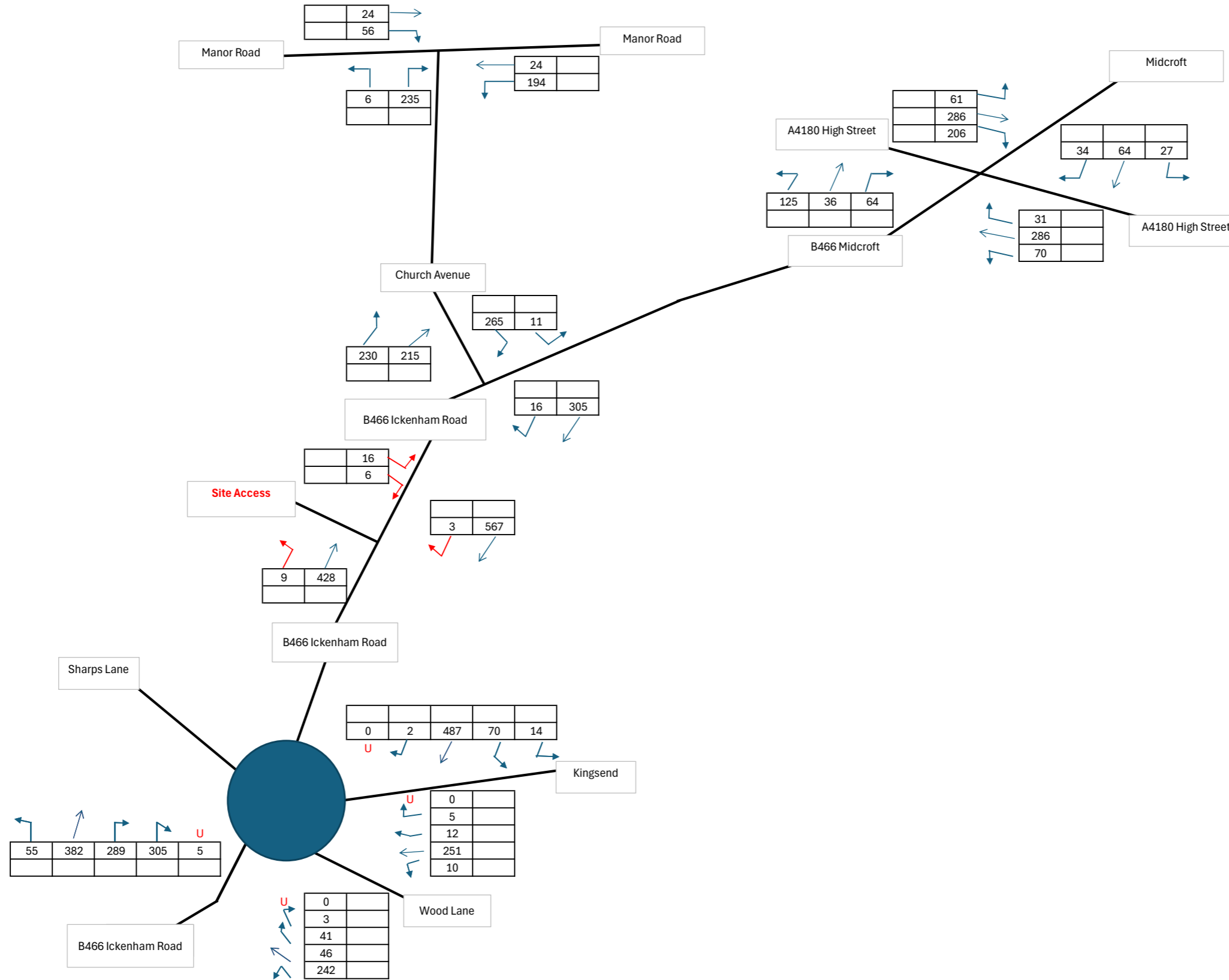


Figure 7 - 2034 Growth Traffic Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

1.1056

 Growth Factors

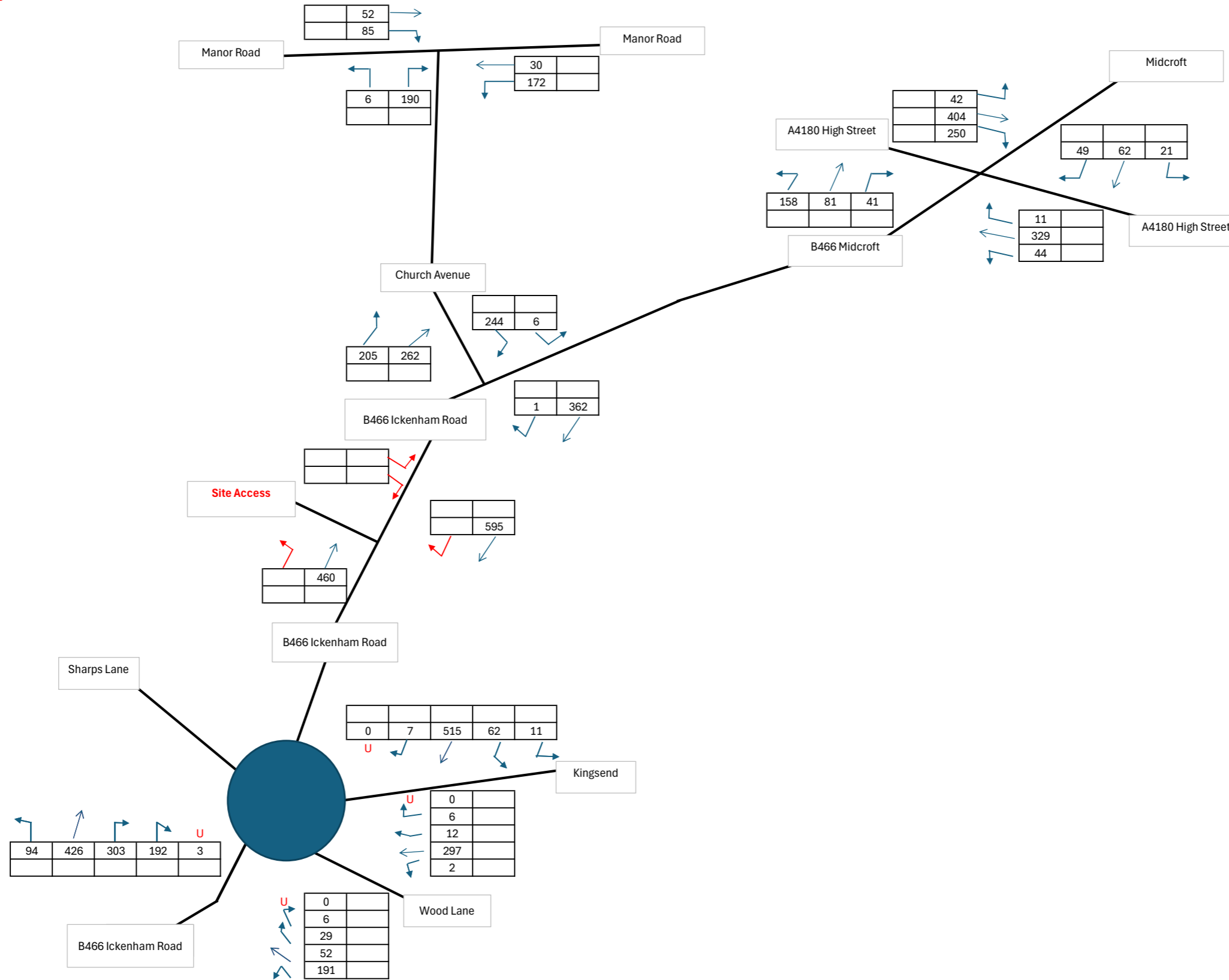


Figure 7 - 2034 Growthed Traffic Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

1.1071

 Growth Factors

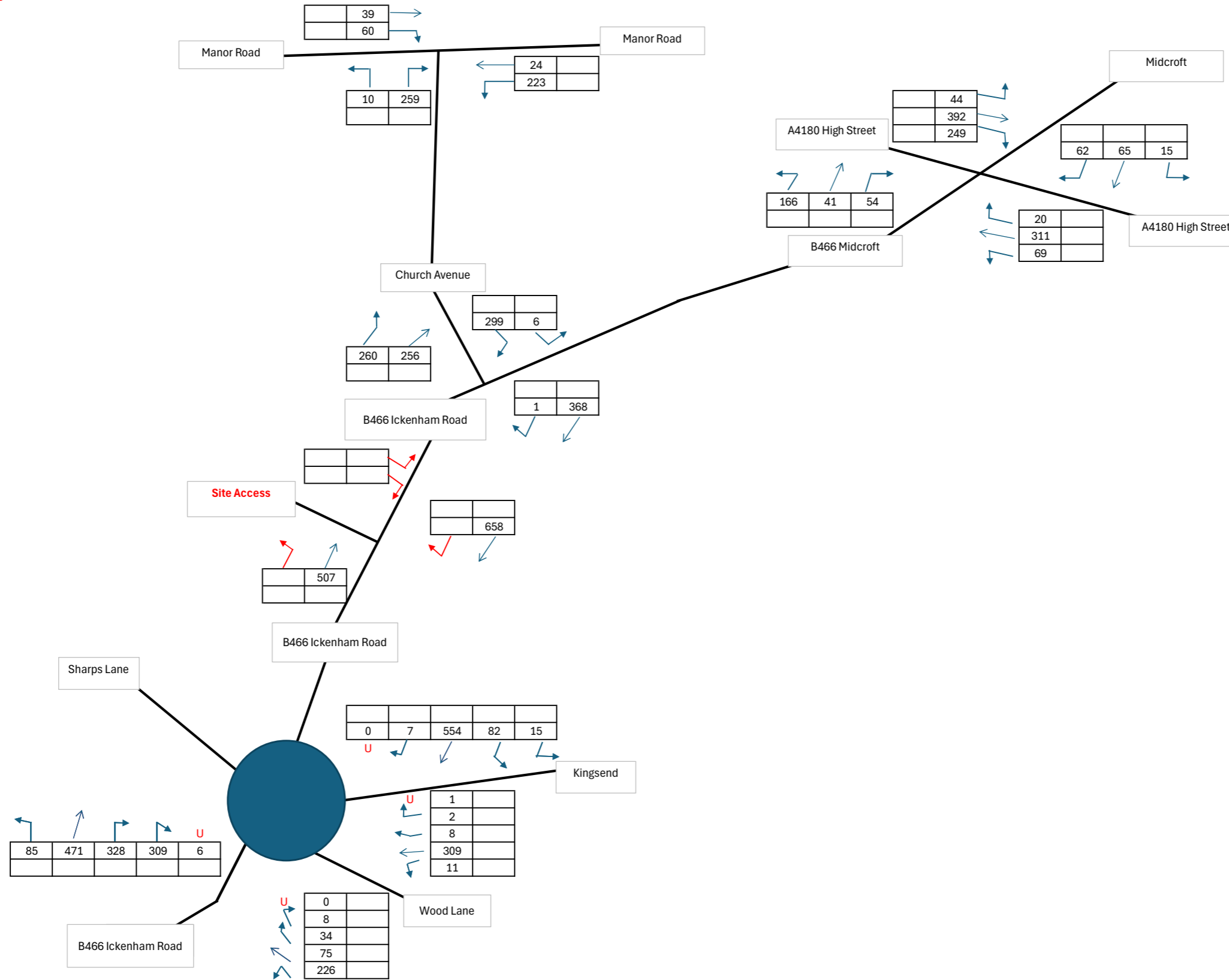
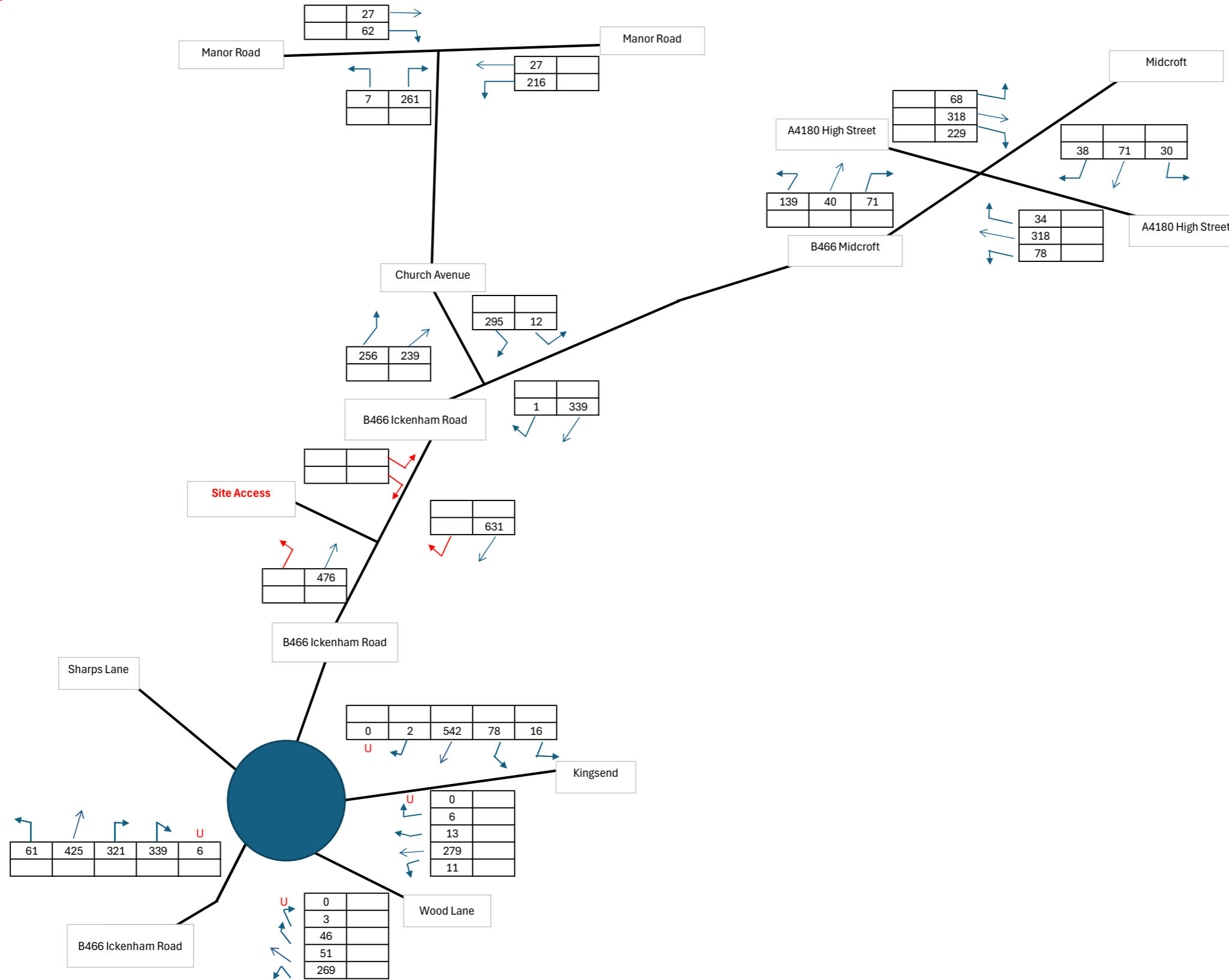


Figure 9 - 2034 Growthed Traffic Flows
Saturday Peak: 1200-1300

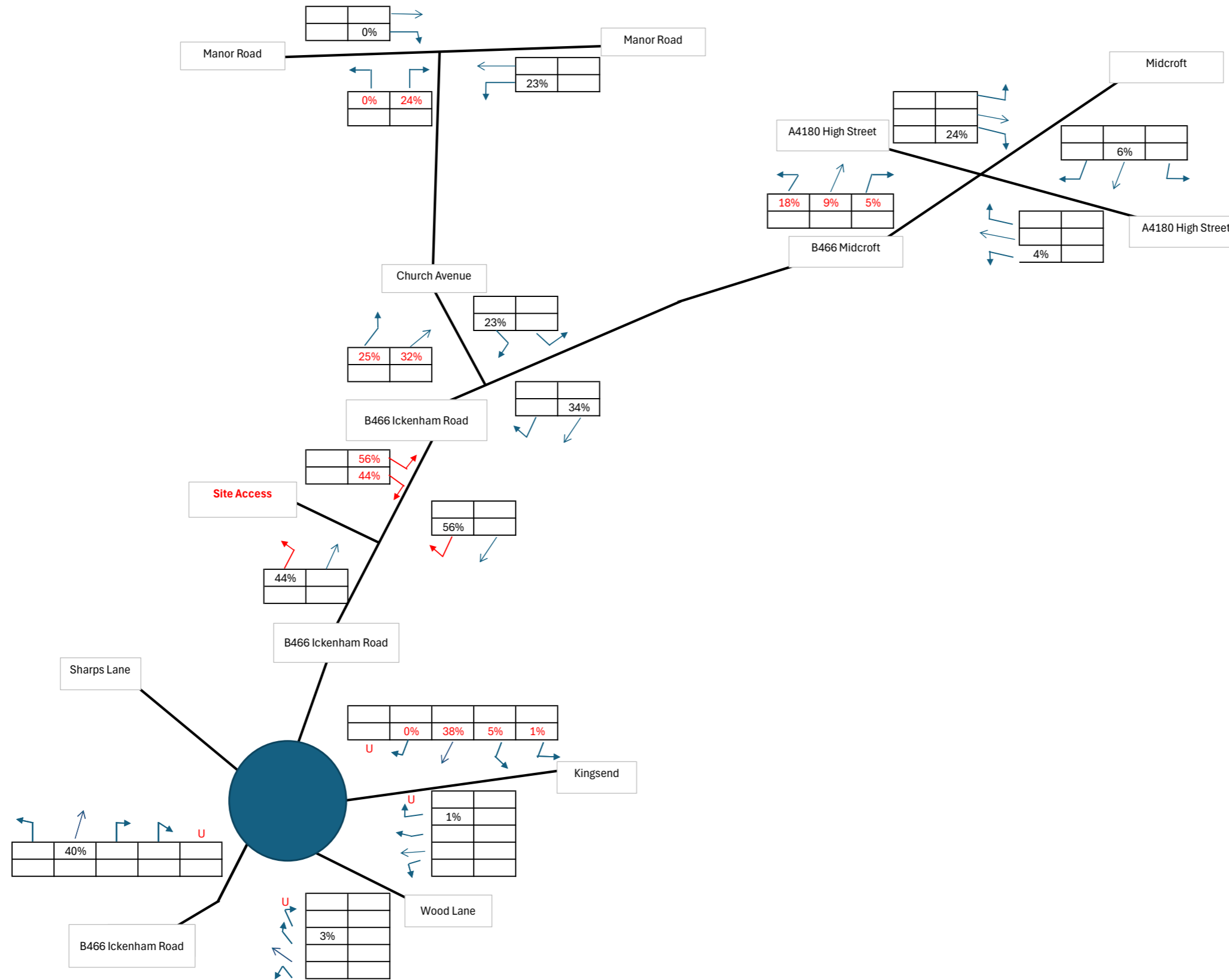
Notes: 123 PCUs
 1.1121 Growth Factors



**Figure 10 - New Development Trip Distribution
AM Peak**

Notes:

%	Arrivals
%	Departures



**Figure 11 - New Development Trip Distribution
PM Peak**

Notes:

%	Arrivals
%	Departures

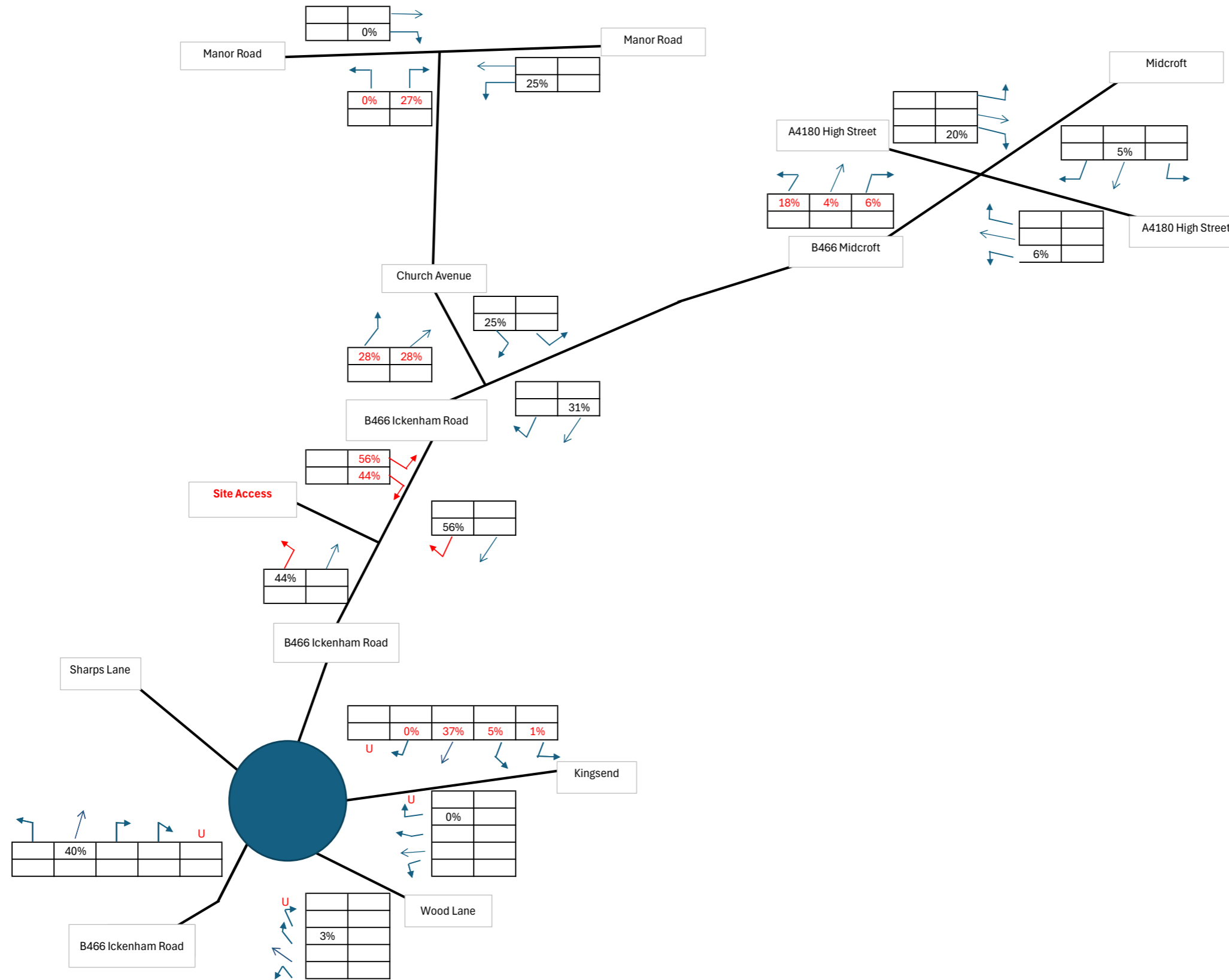
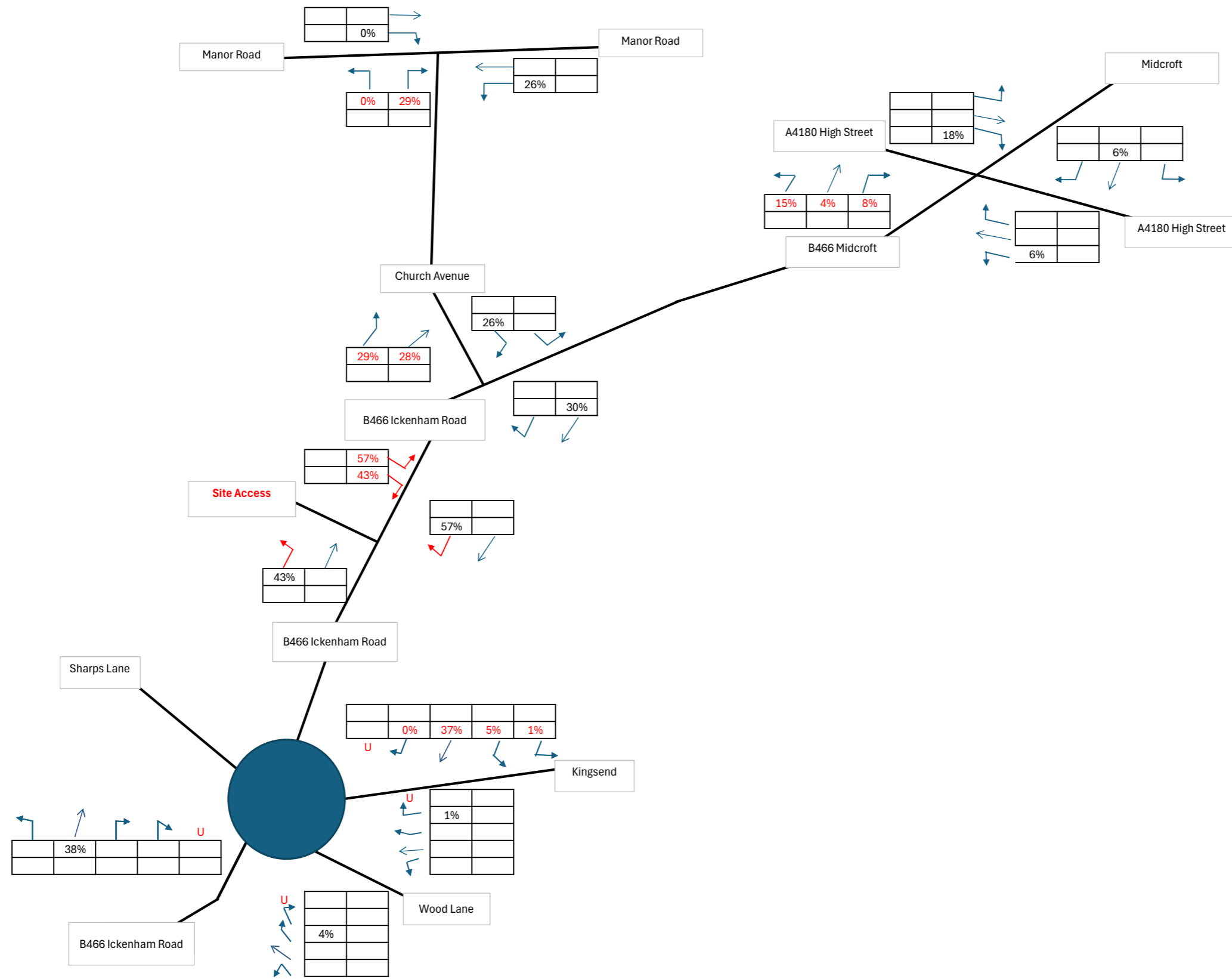


Figure 12 - New Development Trip Distribution
Saturday Peak: 1200-1300

Notes:

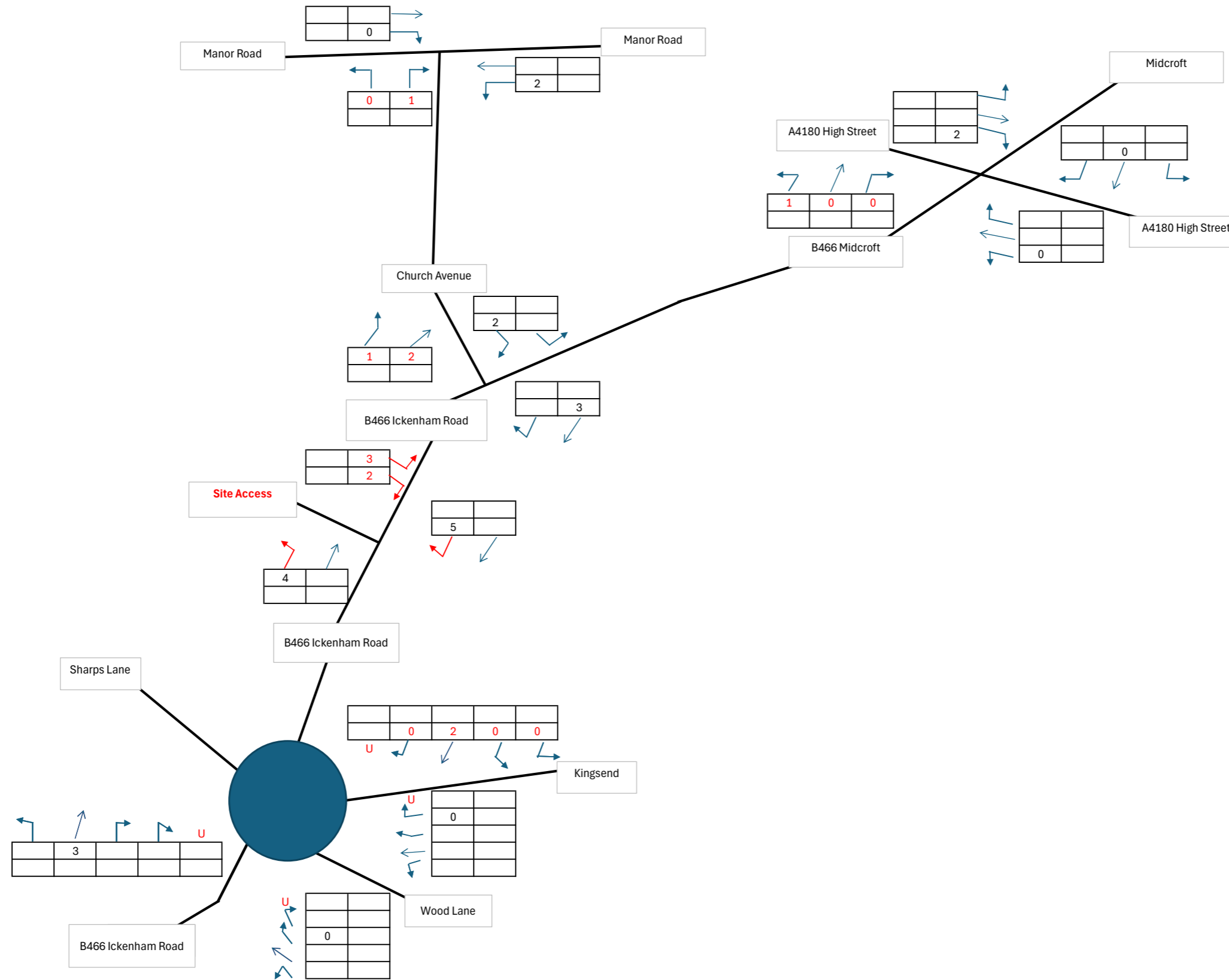
%	Arrivals
%	Departures



**Figure 13 - New Development Trip Generation
AM Peak**

Notes:

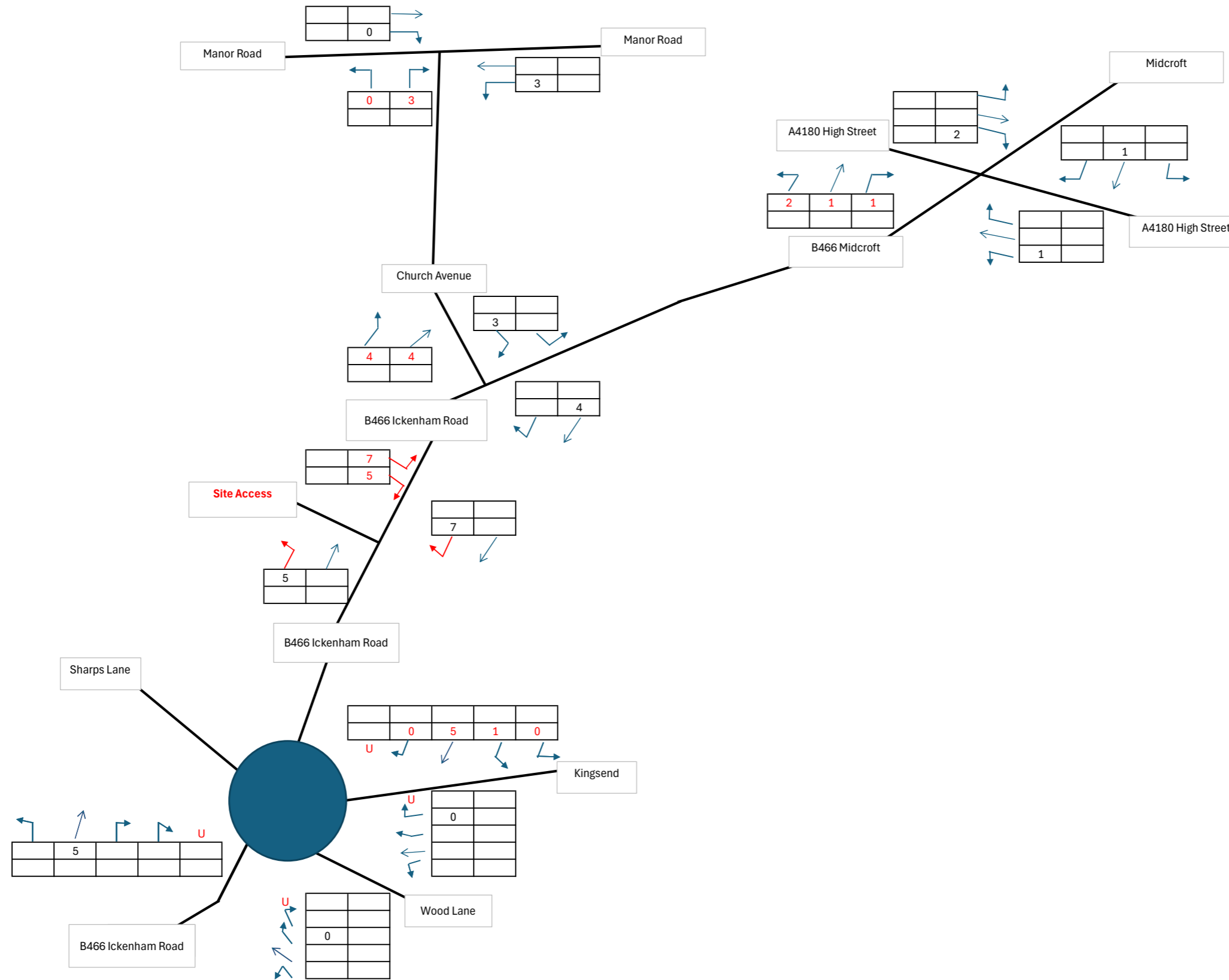
8	Arrivals
5	Departures



**Figure 14 - New Development Trip Generation
PM Peak**

Notes:

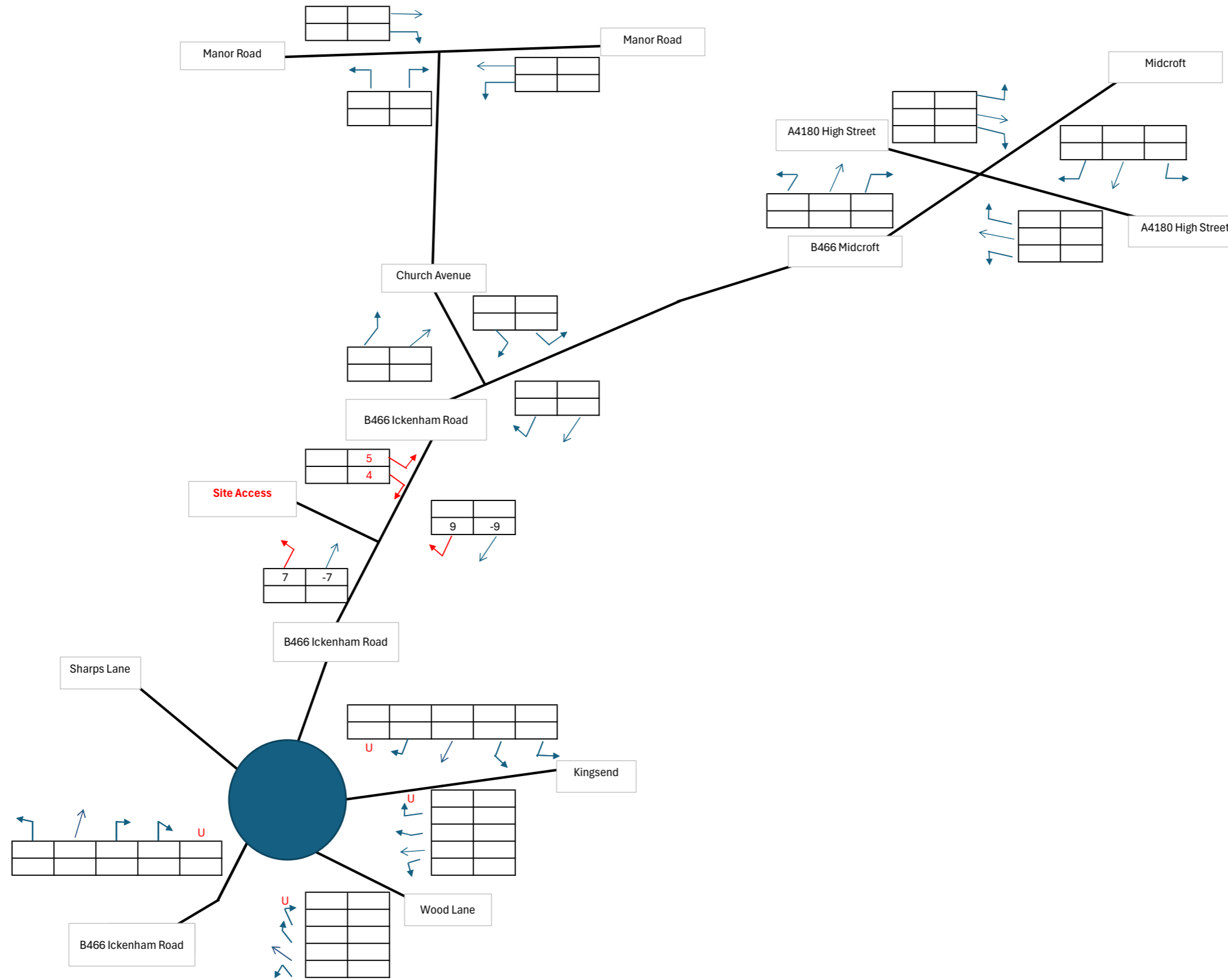
12	Arrivals
13	Departures



**Figure 16 - Pass-By Trips
AM Peak**

Notes:

16	Arrivals
10	Departures



**Figure 17 - Pass-By Trips
PM Peak**

Notes:

25	Arrivals
25	Departures

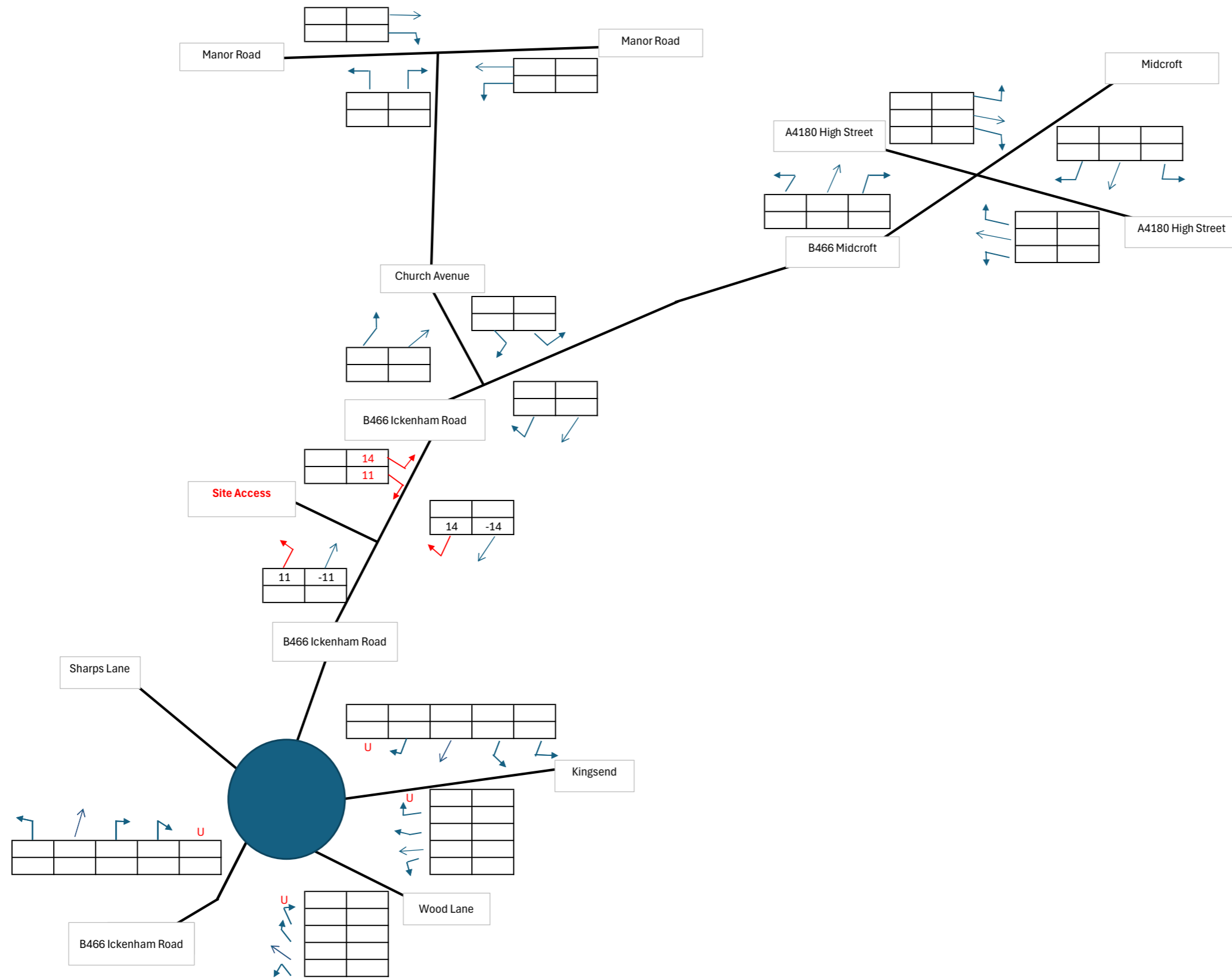
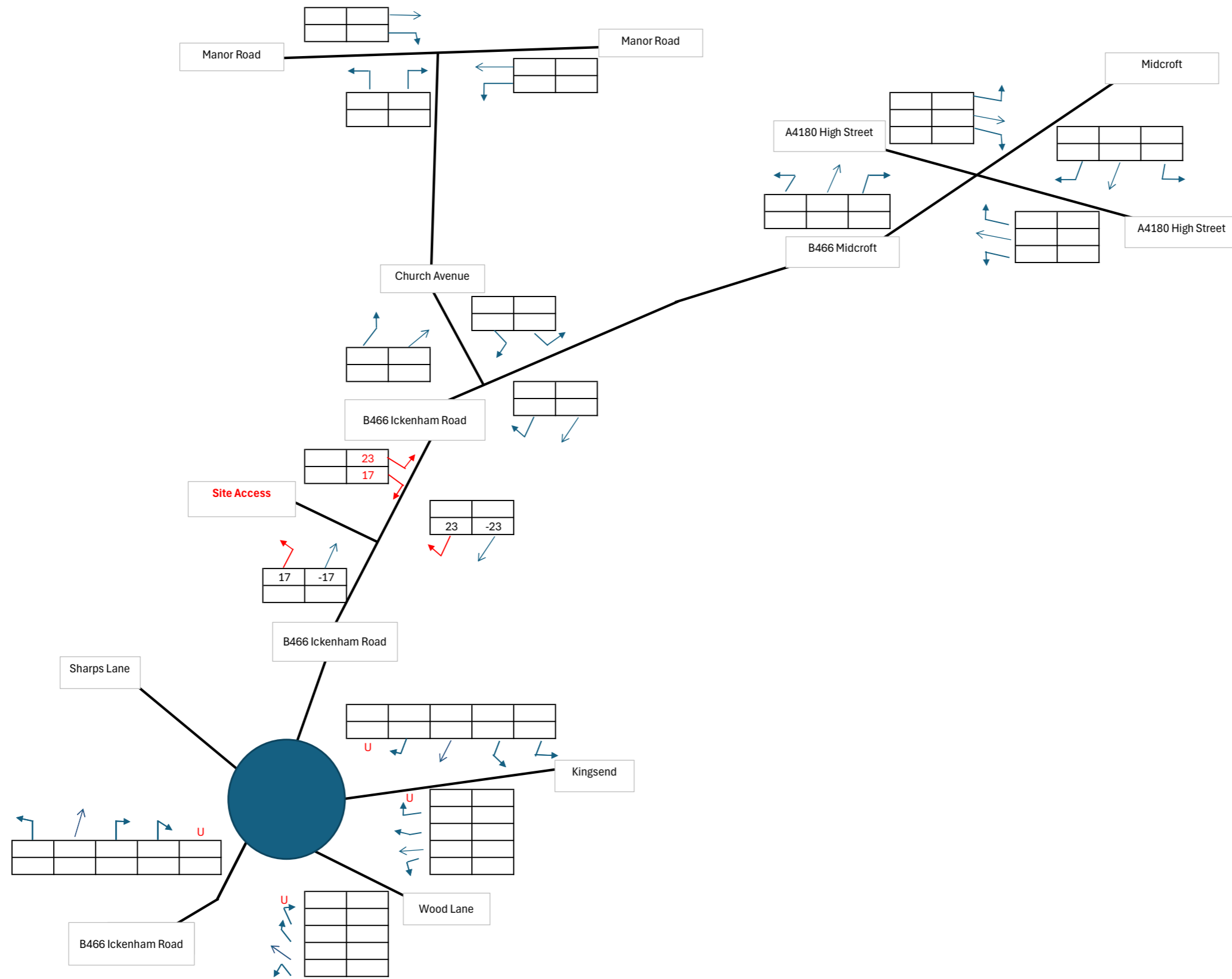


Figure 17 - Pass-By Trips
Saturday Peak

Notes:

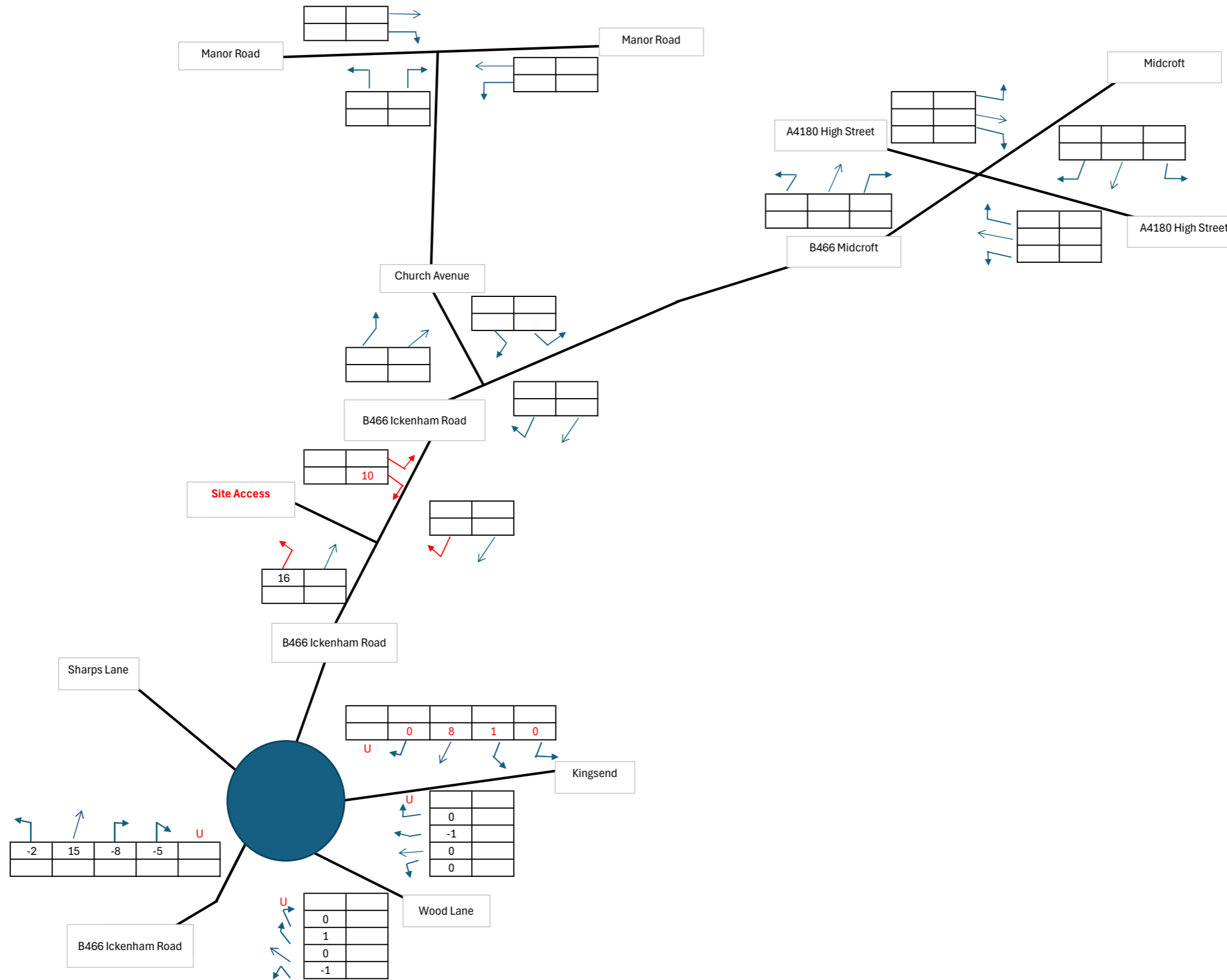
40	Arrivals
40	Departures



**Figure 19 - Diverted Trips
AM Peak**

Notes:

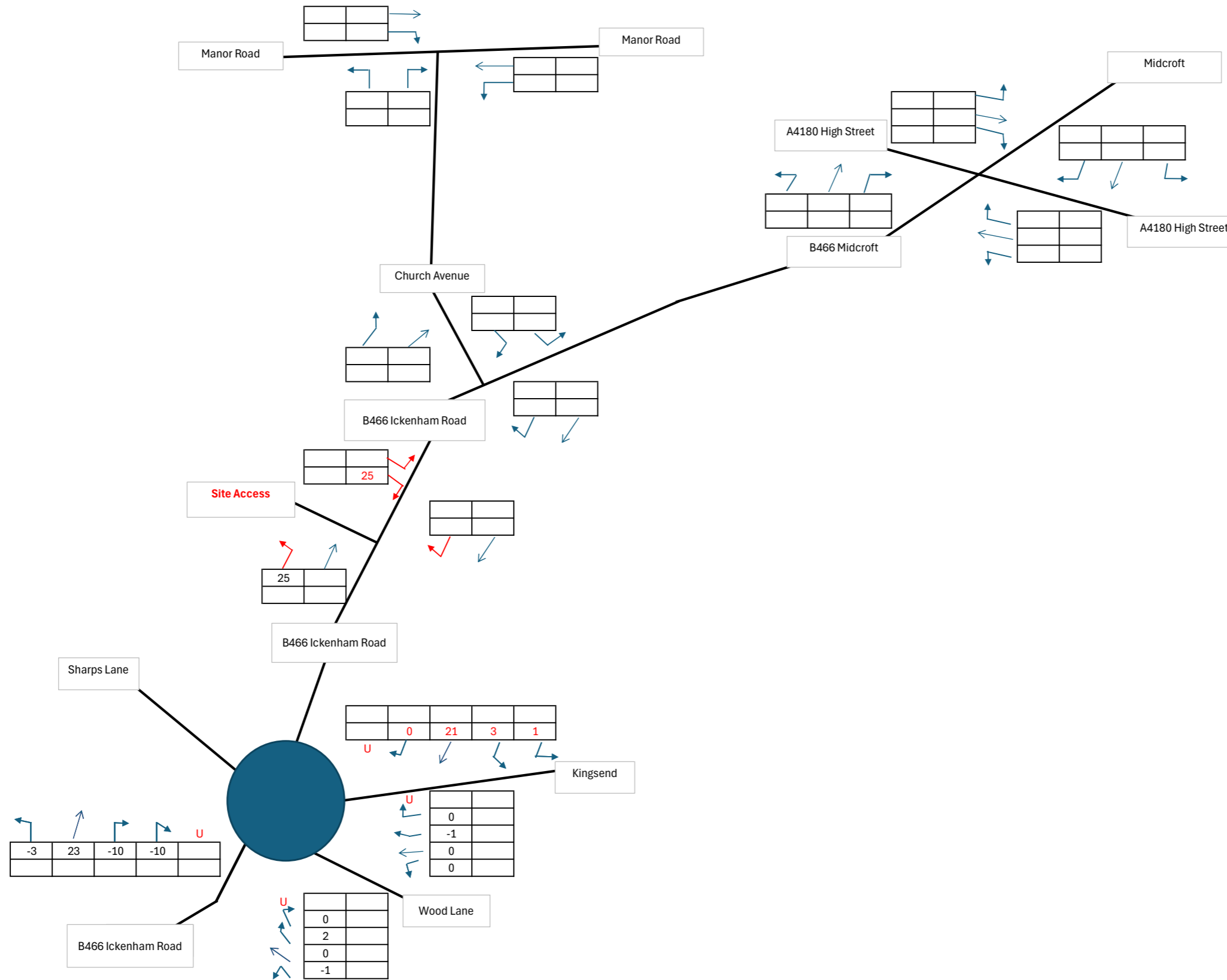
16	Arrivals
10	Departures



**Figure 20 - Diverted Trips
PM Peak**

Notes:

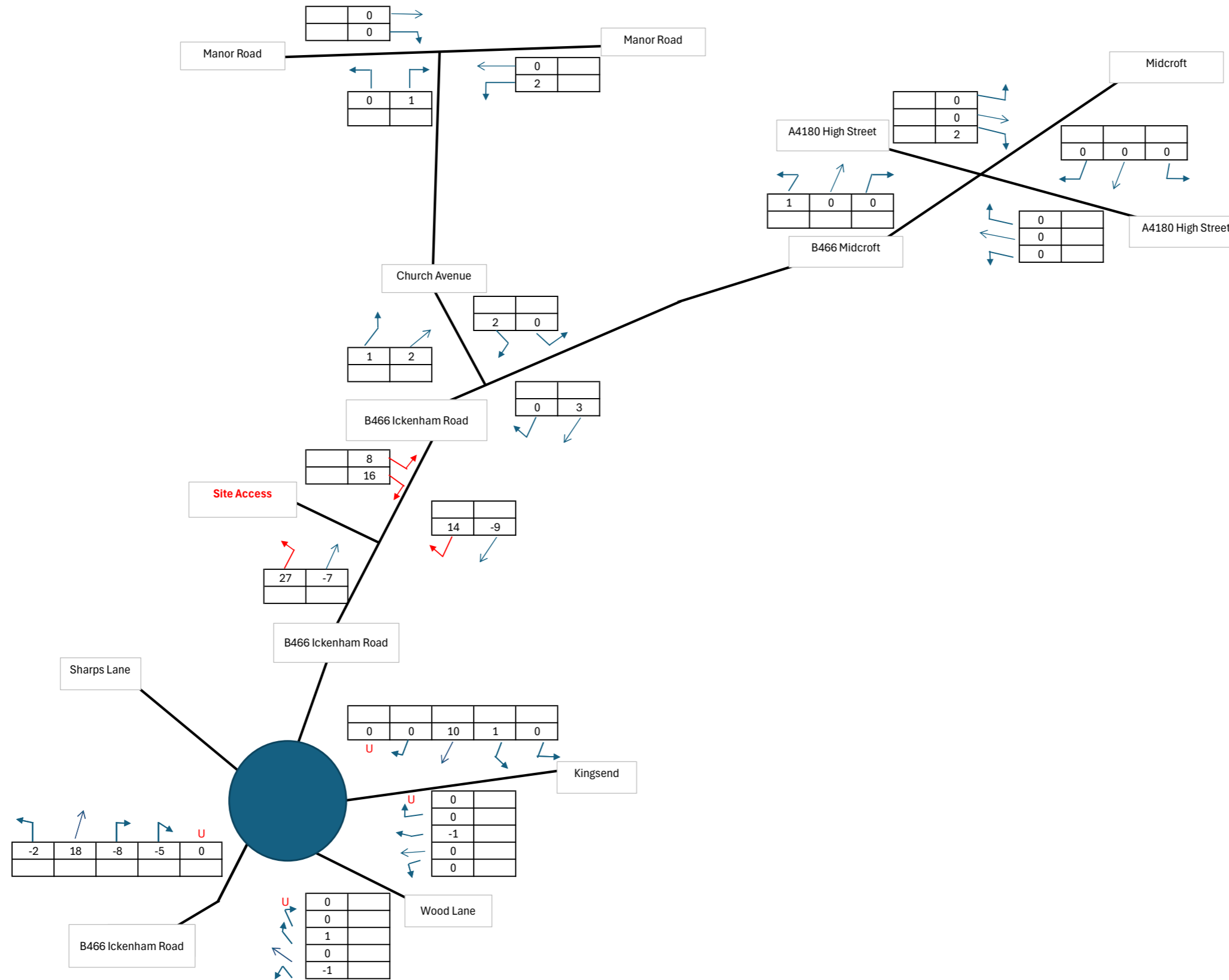
25	Arrivals
25	Departures



**Figure 22 - Total Development Trips
AM Peak**

Notes:

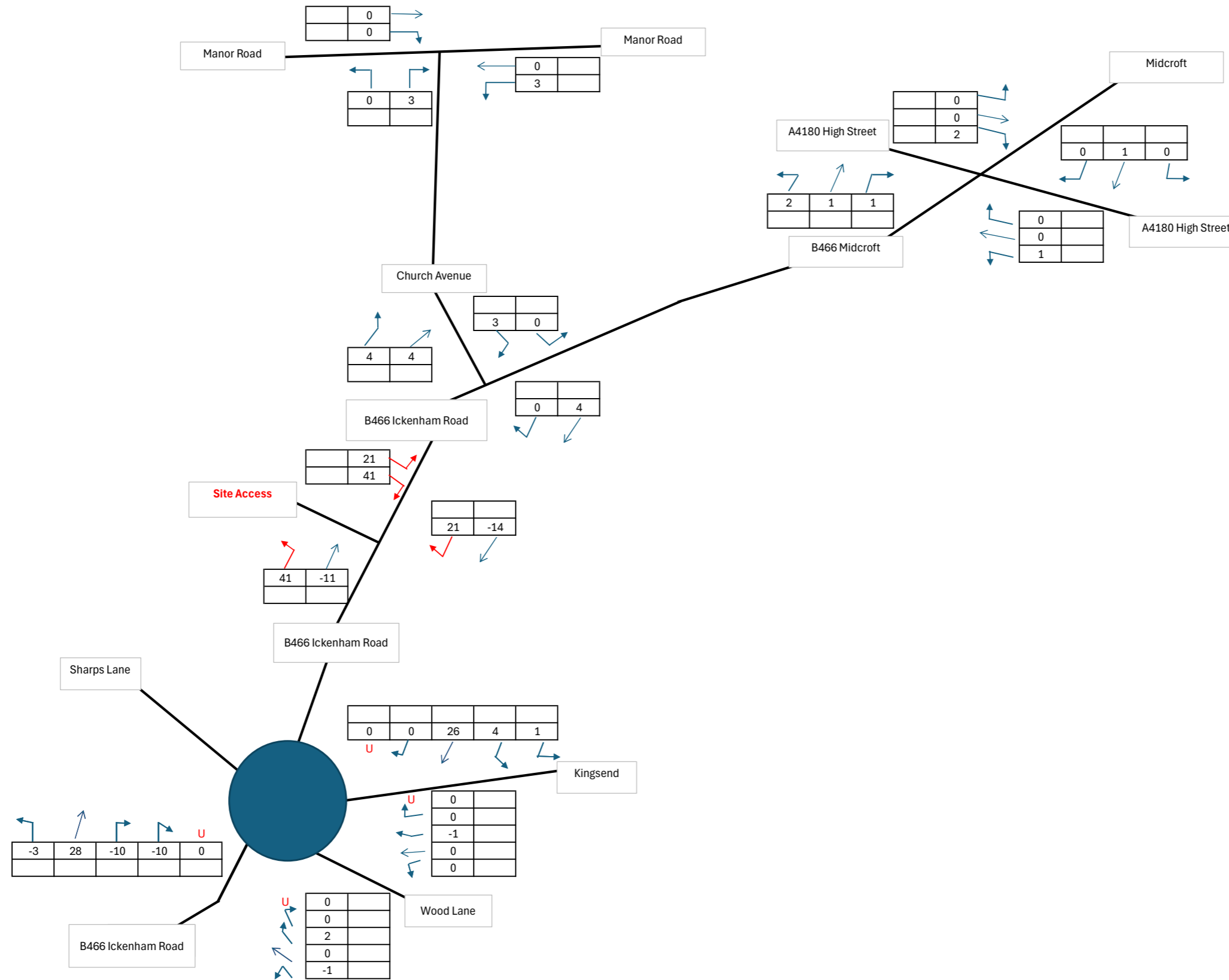
123
PCUs



**Figure 23 - Total Development Trips
PM Peak**

Notes:

123
PCUs



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

Notes:

123
PCUs

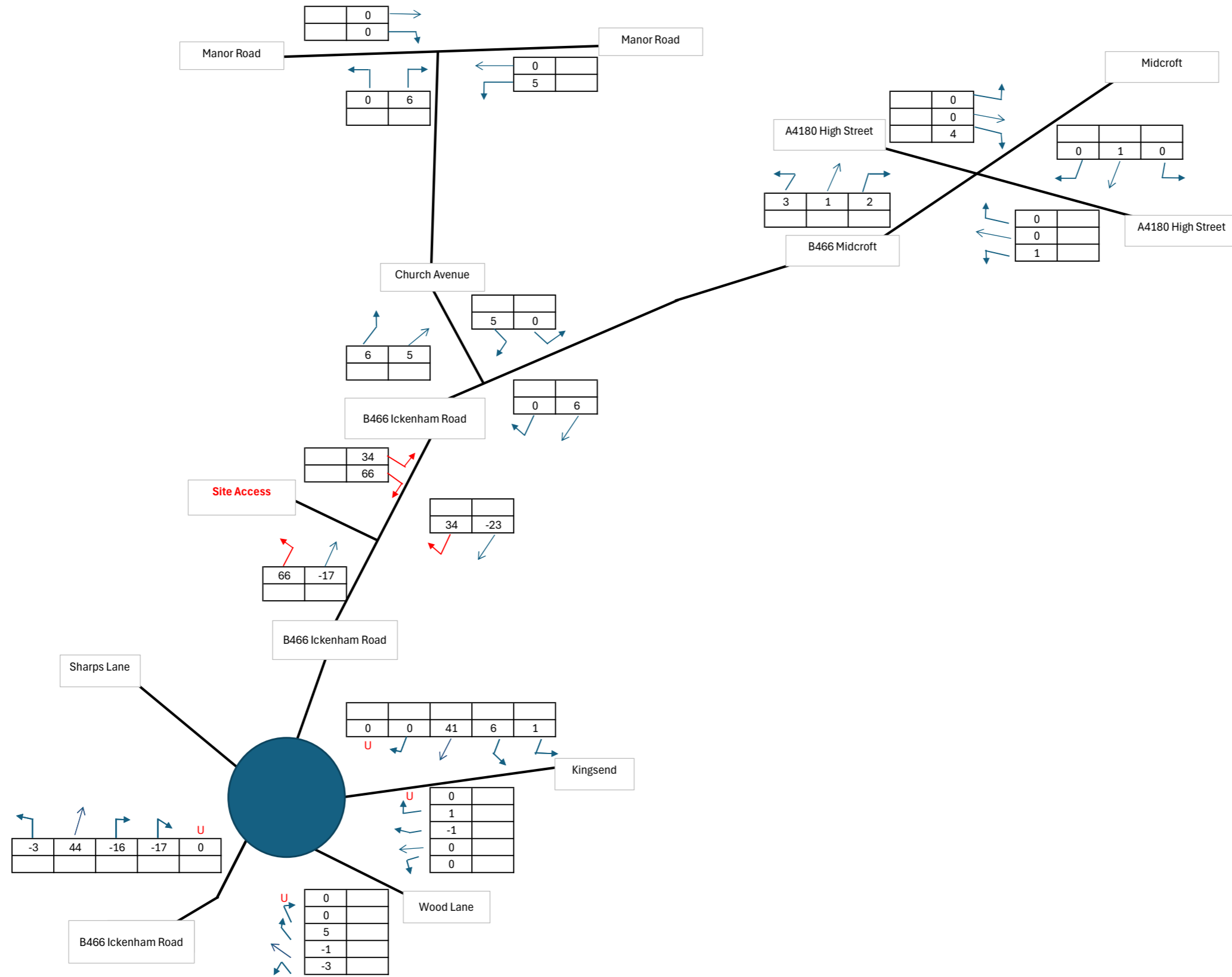


Figure 25 - 2024 Base + Development Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

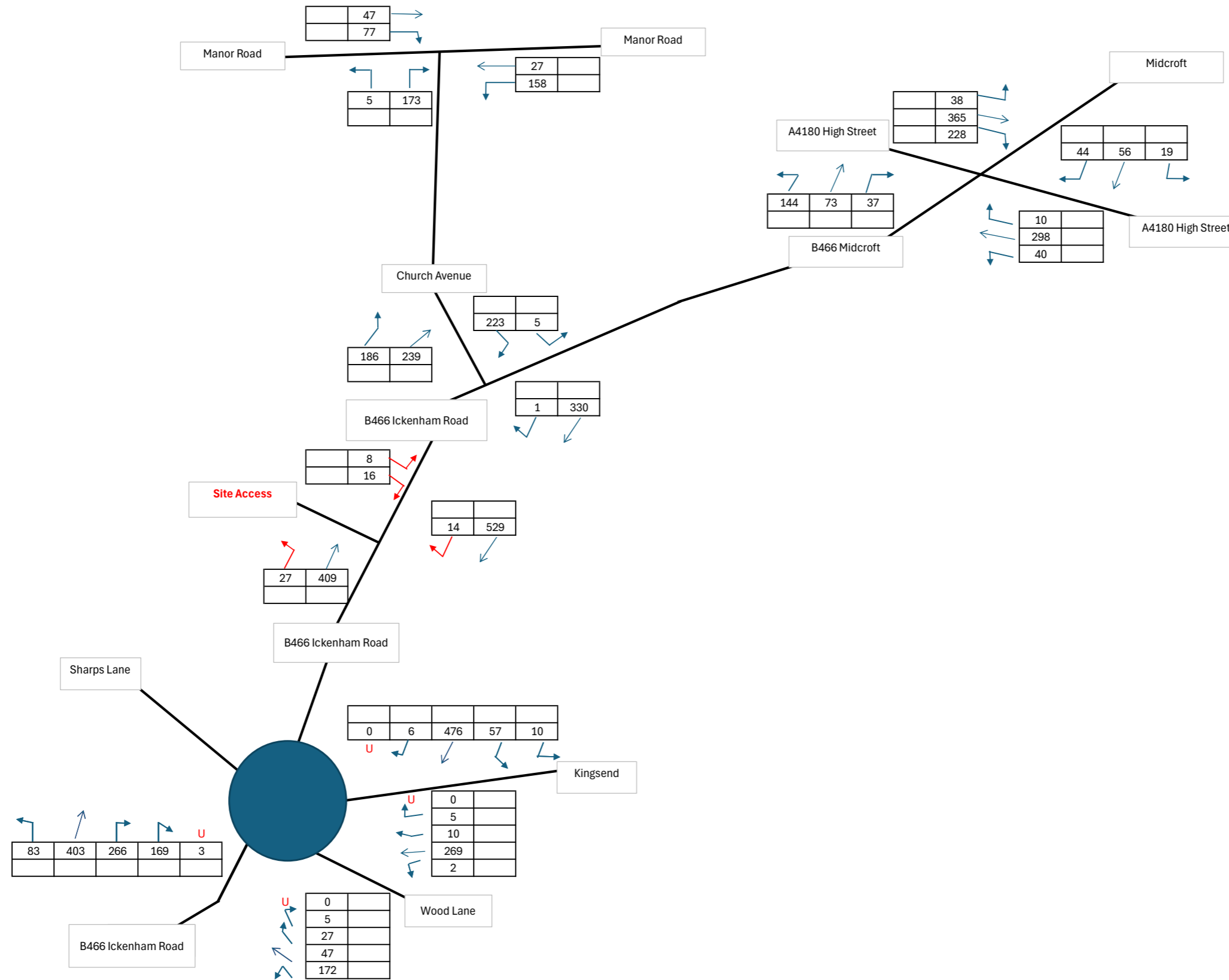


Figure 26 - 2024 Base + Development Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

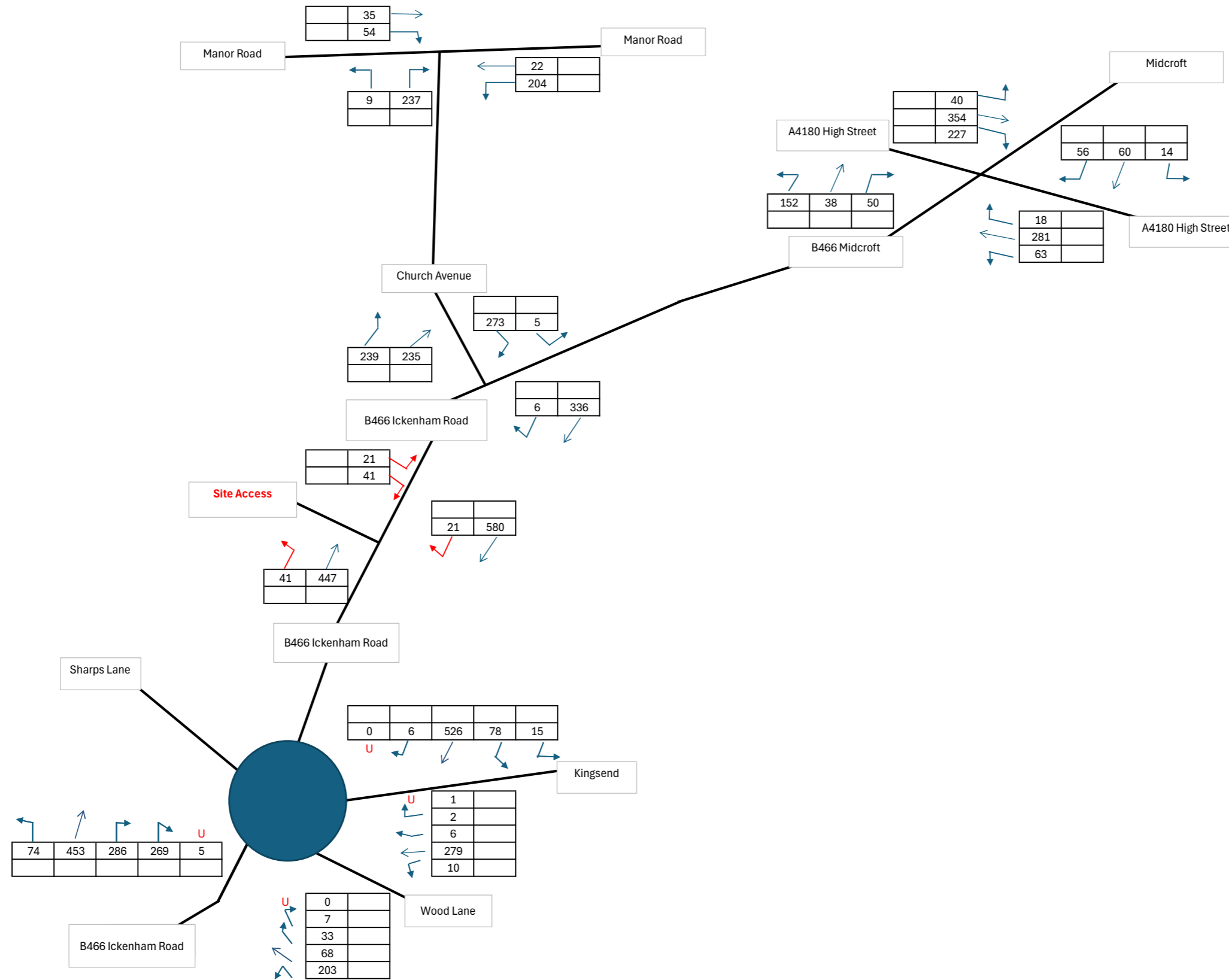


Figure 27 - 2024 Base + Development Flows
Saturday Peak: 1200-1300

Notes:

123

 PCUs

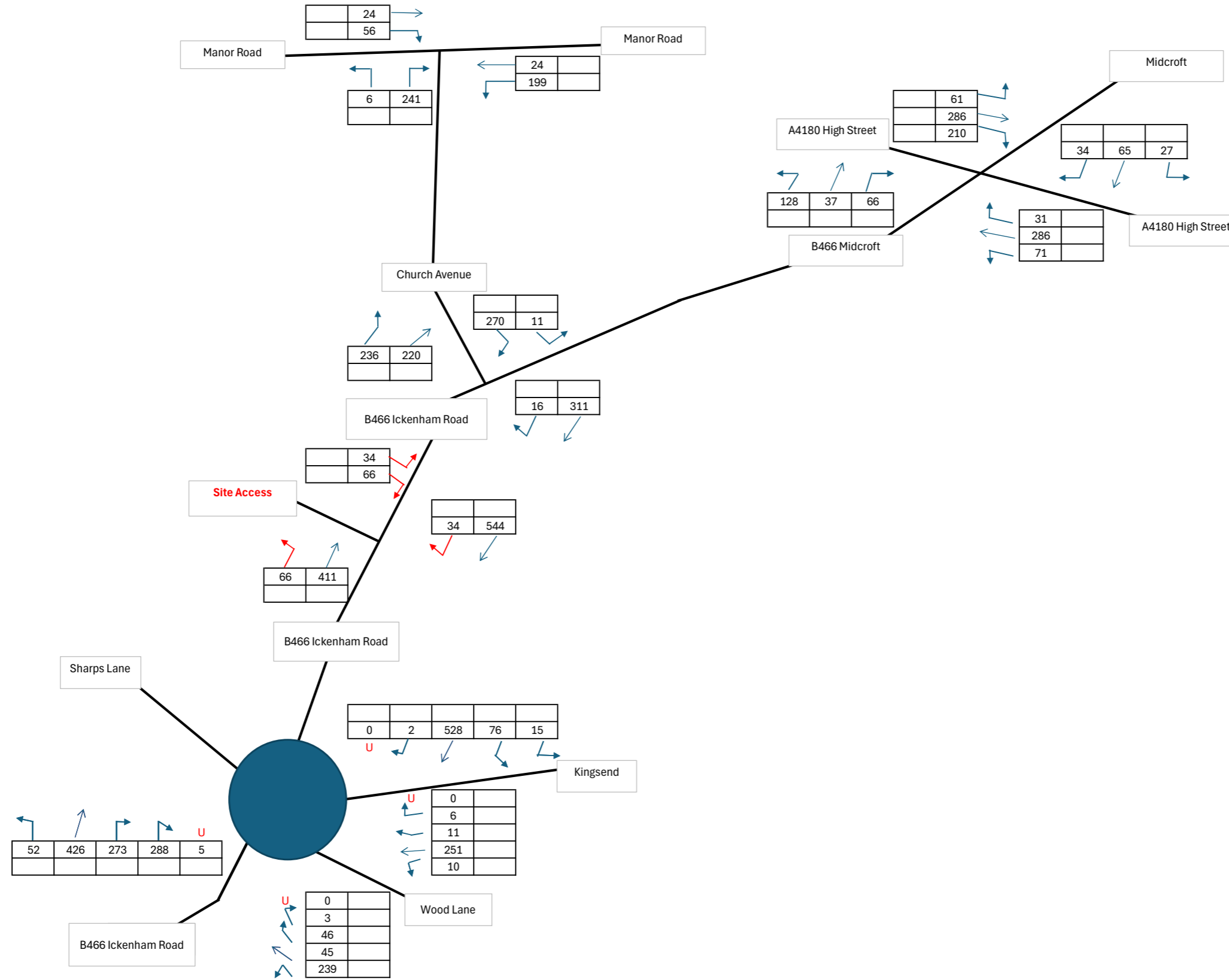


Figure 28 - 2034 Base + Development Flows
AM Peak: 0800-0900

Notes:

123

 PCUs

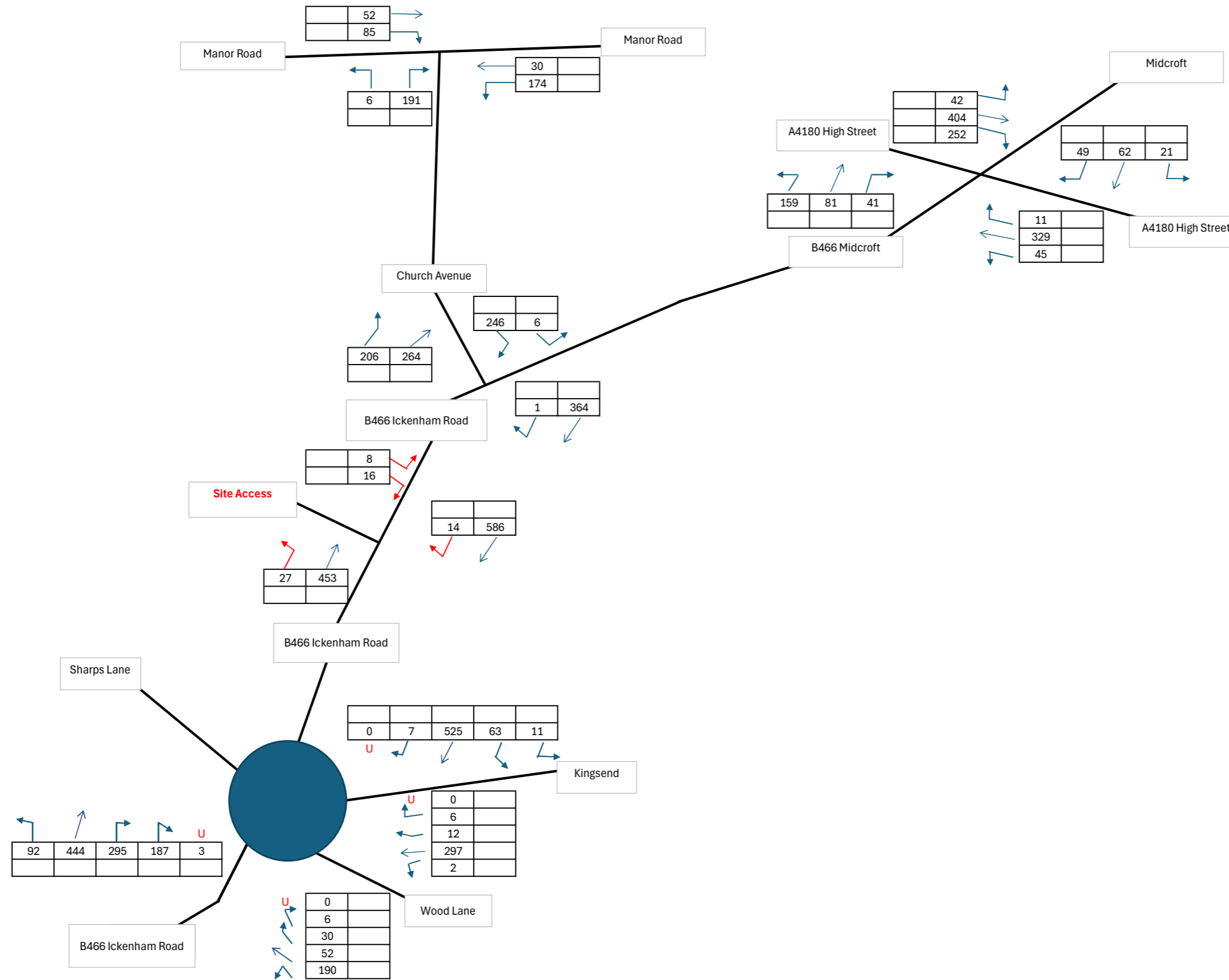


Figure 29 - 2034 Base + Development Flows
PM Peak: 1600-1700

Notes:

123

 PCUs

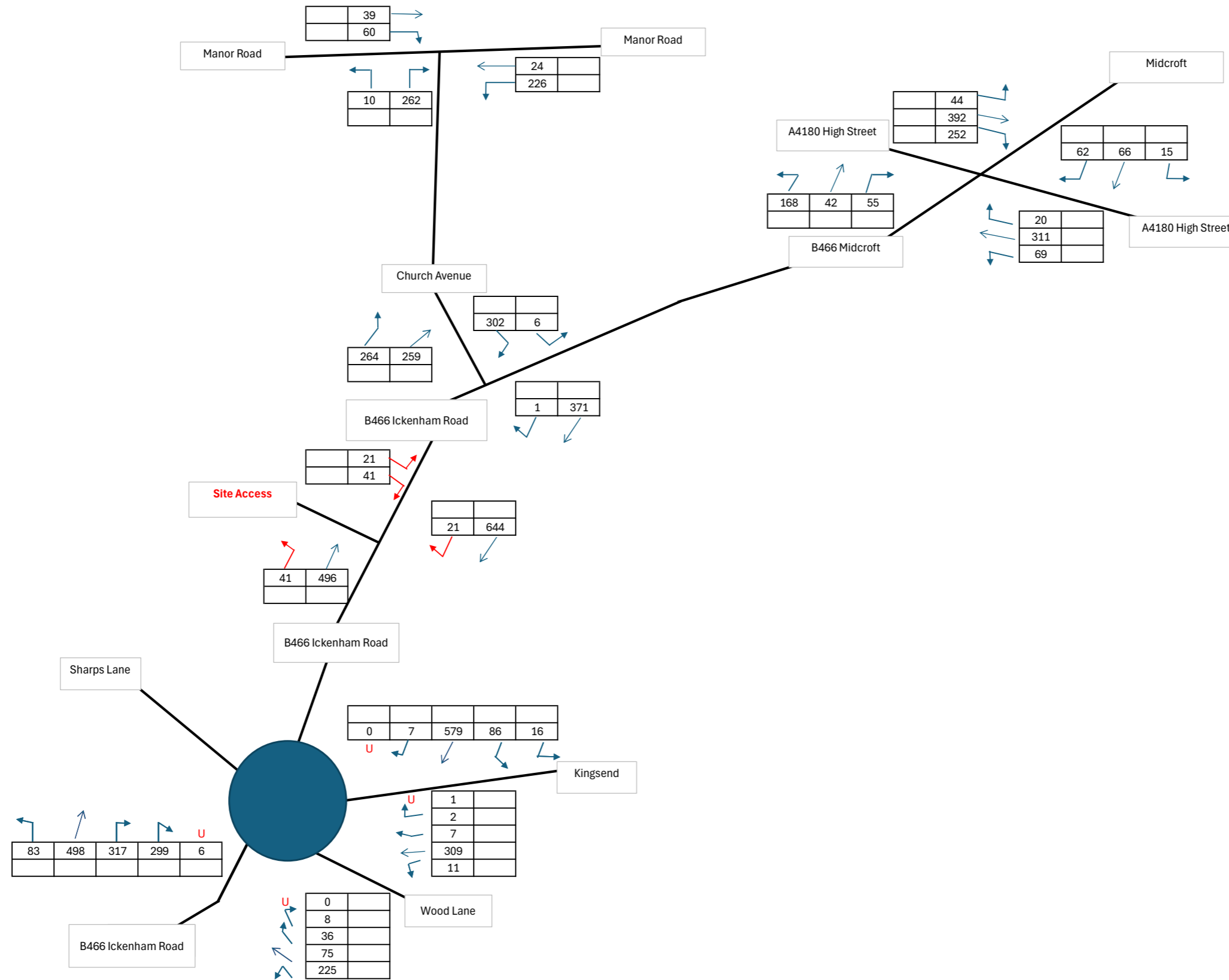
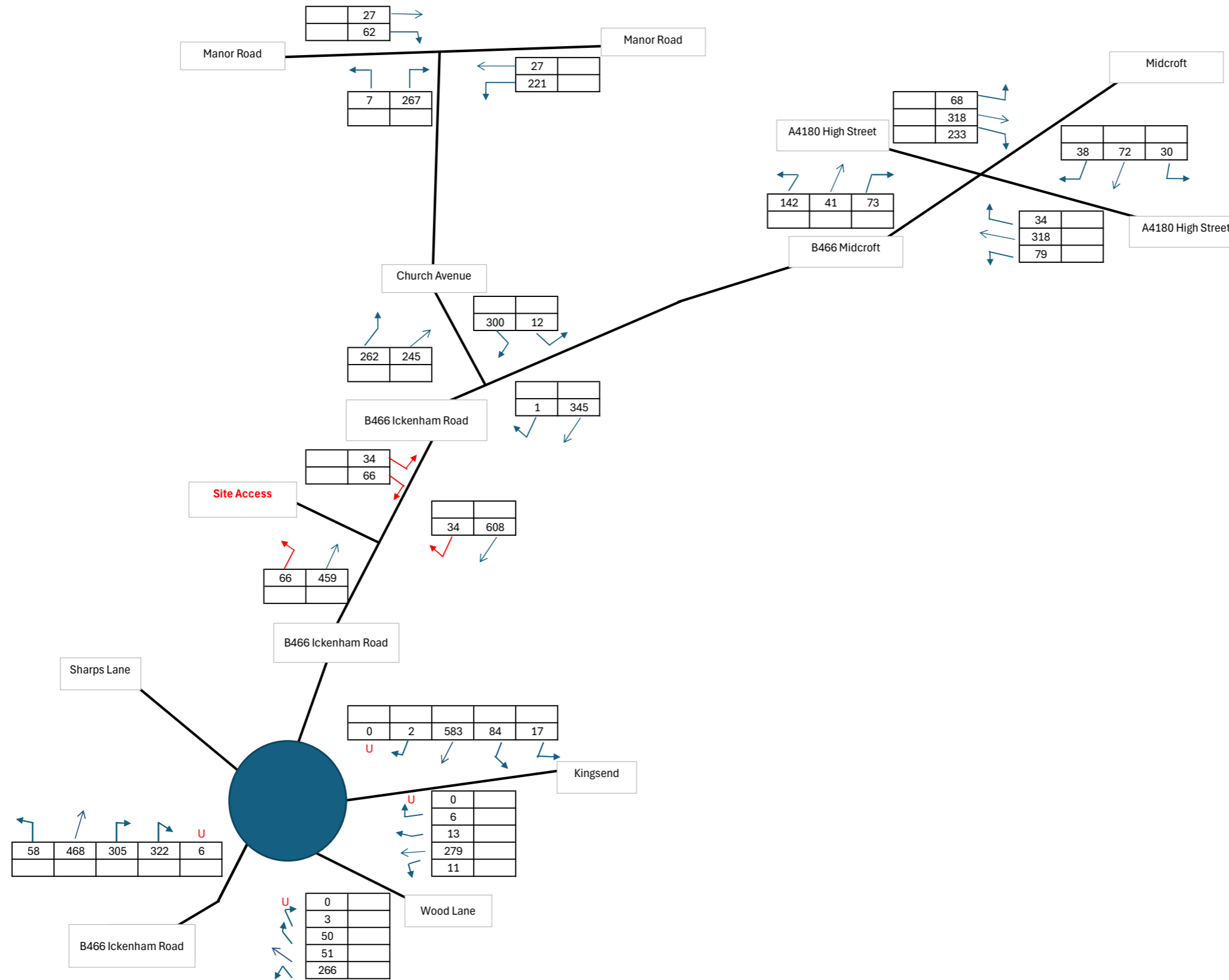


Figure 30 - 2034 Base + Development Flows
Saturday Peak: 1200-1300

Notes:

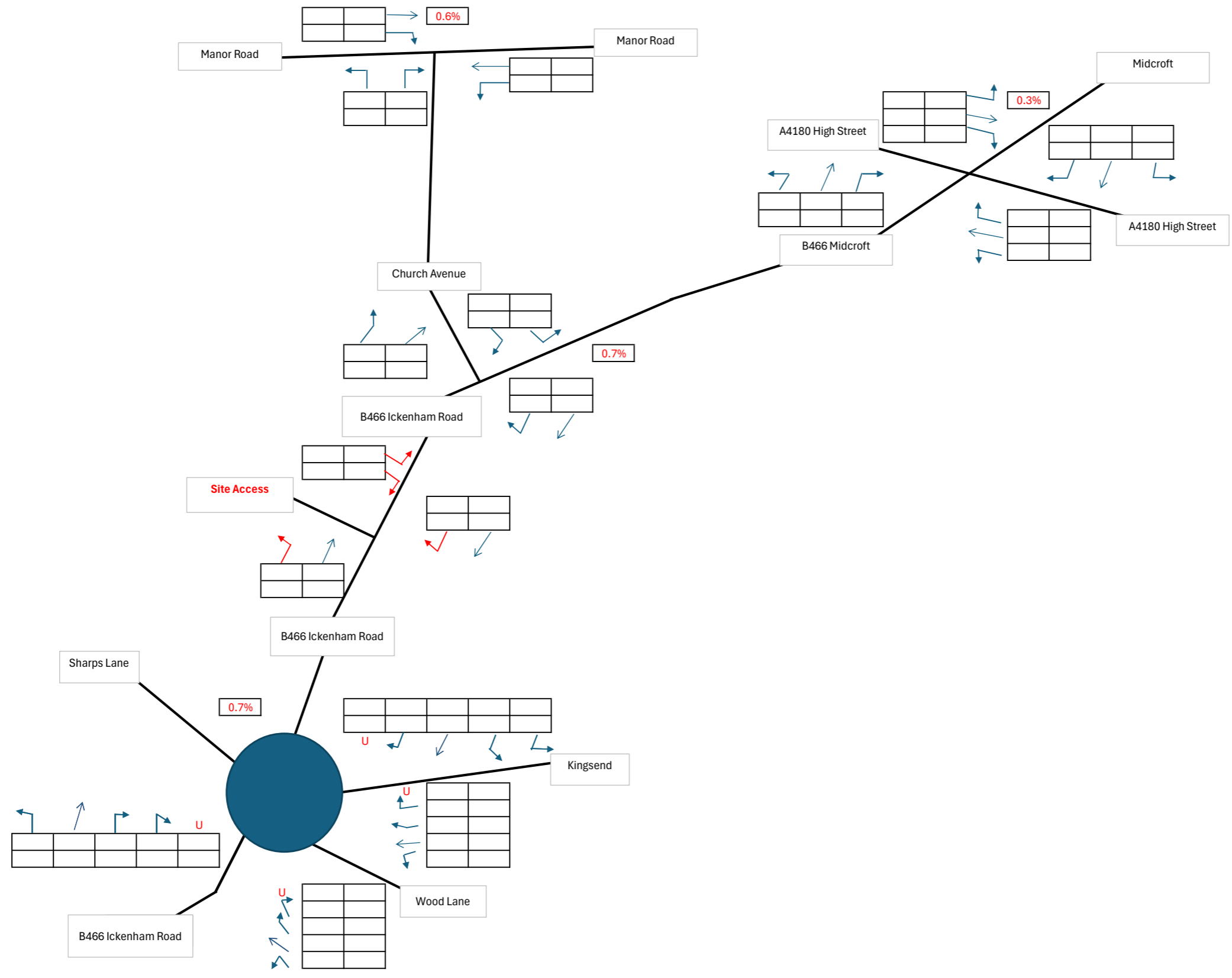
123

 PCUs



**Figure 31 - Development Impact
AM Peak**

Notes: % Developmental Impact on Junction



**Figure 32 - Development Impact
PM Peak**

Notes: % Developmental Impact on Junction

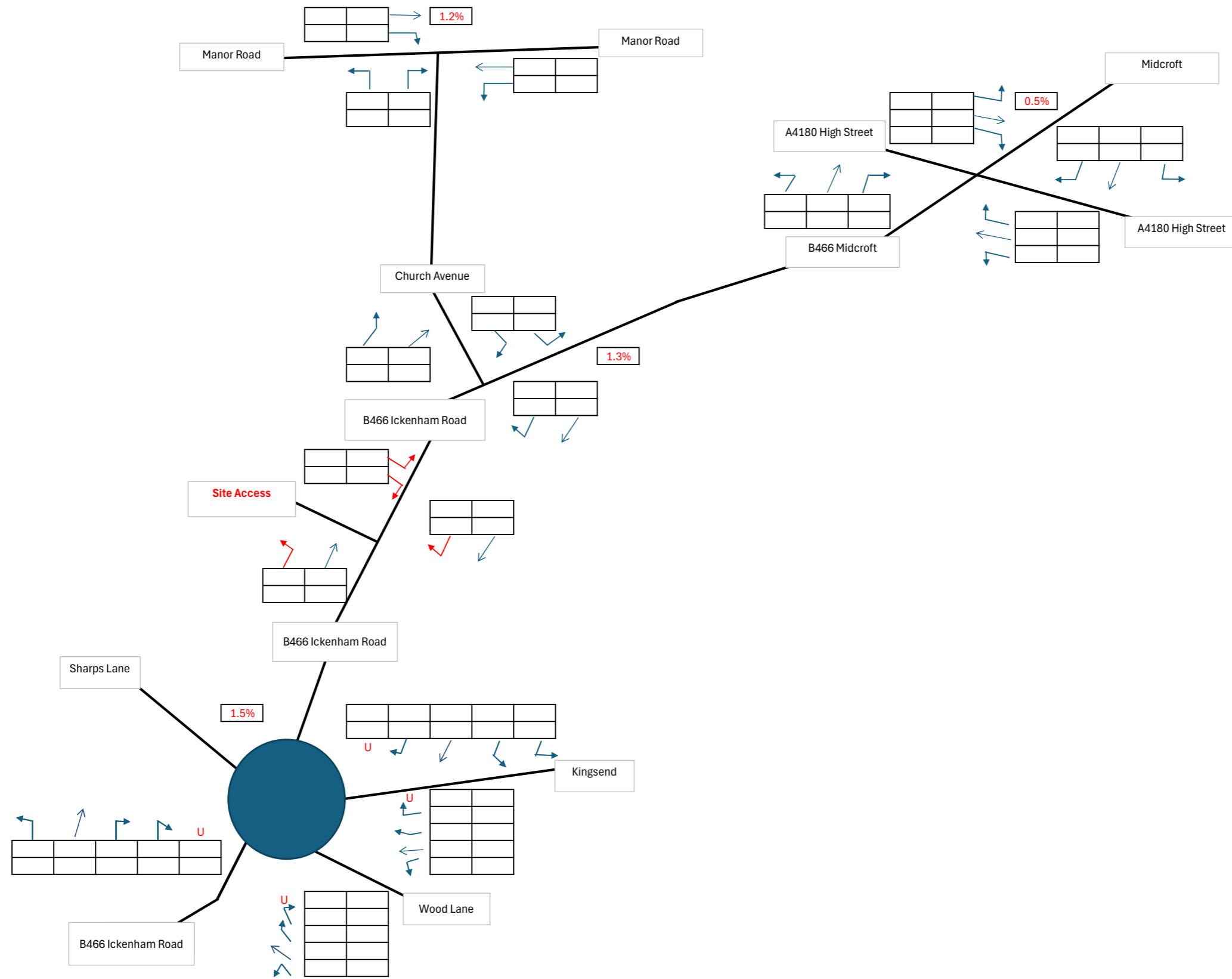
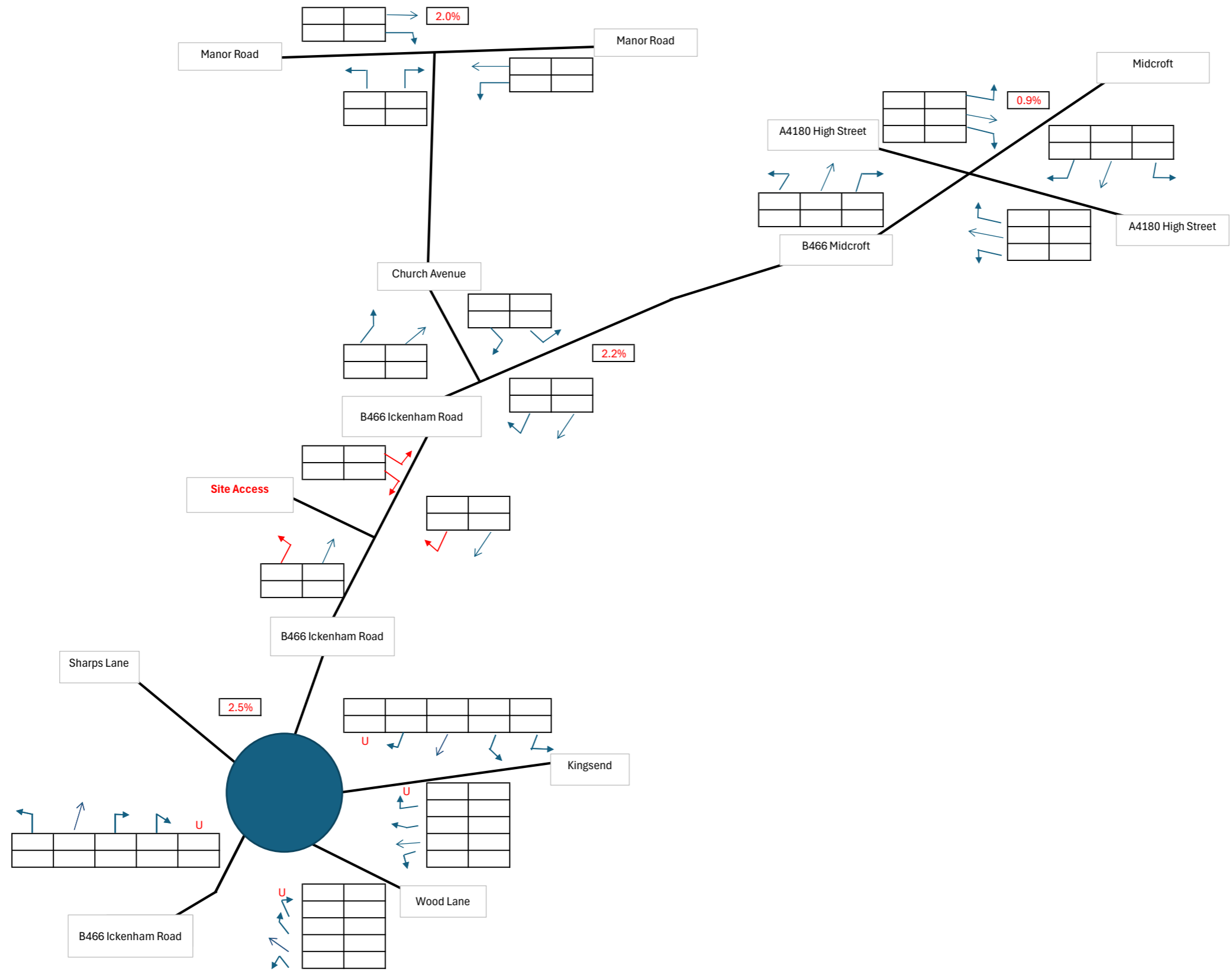


Figure 33 - Development Impact
Saturday Peak

Notes: % Developmental Impact on Junction



APPENDICES

APPENDIX A – TRAFFIC SURVEY RESULTS

Ruislip
Classified Junction Count

Site 1 of 4
Manor Road (East)
Church Avenue
Manor Road (West)

Lat/Long
lat 51.576024° lon -0.428763°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 1.1: Left from Manor Road (East) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	46	0	3	0	0	0	49	49.00
0715 - 0730	0	1	34	0	5	0	0	1	41	41.40
0730 - 0745	0	1	26	0	1	1	0	0	29	28.90
0745 - 0800	0	0	36	0	2	0	0	0	38	38.00
Hourly Total	0	2	142	0	11	1	0	1	157	157.30
Hourly Average	0.00	0.50	35.50	0.00	2.75	0.25	0.00	0.25	39.25	39.33
0800 - 0815	0	0	27	0	2	0	0	0	29	29.00
0815 - 0830	0	0	25	0	4	1	0	0	30	30.50
0830 - 0845	0	0	30	0	6	1	0	1	38	39.50
0845 - 0900	0	1	46	0	7	1	0	0	55	54.90
Hourly Total	0	1	128	0	19	3	0	1	152	153.90
Hourly Average	0.00	0.25	32.00	0.00	4.75	0.75	0.00	0.25	38.00	38.48
0900 - 0915	1	0	27	0	4	2	0	0	34	34.20
0915 - 0930	1	0	31	0	2	1	0	0	35	34.70
0930 - 0945	1	0	25	0	4	2	0	0	32	32.20
0945 - 1000	1	0	33	0	4	1	0	0	39	38.70
Hourly Total	4	0	116	0	14	6	0	0	140	139.80
Hourly Average	1.00	0.00	29.00	0.00	3.50	1.50	0.00	0.00	35.00	34.95
Session Total	4	3	386	0	44	10	0	2	449	451.00
Session Average	0.33	0.25	32.17	0.00	3.67	0.83	0.00	0.17	37.42	37.58

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 1.1: Left from Manor Road (East) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	48	0	8	0	0	0	57	56.40
1615 - 1630	0	1	32	0	6	1	0	0	40	39.90
1630 - 1645	0	1	40	0	5	2	0	0	48	48.40
1645 - 1700	0	2	43	0	6	1	0	0	52	51.30
Hourly Total	0	5	163	0	25	4	0	0	197	196.00
Hourly Average	0.00	1.25	40.75	0.00	6.25	1.00	0.00	0.00	49.25	49.00
1700 - 1715	0	1	60	0	3	1	0	0	65	64.90
1715 - 1730	0	1	33	0	2	0	0	1	37	37.40
1730 - 1745	0	0	42	1	4	0	0	0	47	47.00
1745 - 1800	0	1	42	0	2	1	0	0	46	45.90
Hourly Total	0	3	177	1	11	2	0	1	195	195.20
Hourly Average	0.00	0.75	44.25	0.25	2.75	0.50	0.00	0.25	48.75	48.80
1800 - 1815	0	1	46	0	5	0	1	0	53	53.70
1815 - 1830	0	1	41	0	4	0	0	0	46	45.40
1830 - 1845	0	7	39	0	5	0	0	0	51	46.80
1845 - 1900	1	4	24	0	5	0	0	0	34	30.80
Hourly Total	1	13	150	0	19	0	1	0	184	176.70
Hourly Average	0.25	3.25	37.50	0.00	4.75	0.00	0.25	0.00	46.00	44.18
Session Total	1	21	490	1	55	6	1	1	576	567.90
Session Average	0.08	1.75	40.83	0.08	4.58	0.50	0.08	0.08	48.00	47.33

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 1.1: Left from Manor Road (East) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	53	0	8	0	0	0	61	61.00
1115 - 1130	1	1	46	0	3	0	0	0	51	49.60
1130 - 1145	1	0	51	0	1	1	0	0	54	53.70
1145 - 1200	0	0	52	0	4	4	0	0	60	62.00
Hourly Total	2	1	202	0	16	5	0	0	226	226.30
Hourly Average	0.50	0.25	50.50	0.00	4.00	1.25	0.00	0.00	56.50	56.58
1200 - 1215	0	0	52	1	2	0	0	0	55	55.00
1215 - 1230	0	1	40	0	2	0	0	0	43	42.40
1230 - 1245	2	0	34	0	2	1	1	0	40	40.20
1245 - 1300	0	0	52	0	2	0	0	0	54	54.00
Hourly Total	2	1	178	1	8	1	1	0	192	191.60
Hourly Average	0.50	0.25	44.50	0.25	2.00	0.25	0.25	0.00	48.00	47.90
1300 - 1315	0	0	45	0	1	0	0	0	46	46.00
1315 - 1330	0	0	49	0	3	0	0	0	52	52.00
1330 - 1345	0	0	56	0	4	0	0	0	60	60.00
1345 - 1400	0	1	33	0	4	0	0	0	38	37.40
Hourly Total	0	1	183	0	12	0	0	0	196	195.40
Hourly Average	0.00	0.25	45.75	0.00	3.00	0.00	0.00	0.00	49.00	48.85
1400 - 1415	0	2	40	0	2	0	0	0	44	42.80
1415 - 1430	0	0	33	0	3	1	1	0	38	39.80
1430 - 1445	0	0	33	0	5	2	0	0	40	41.00
1445 - 1500	0	2	63	0	4	1	0	0	70	69.30
Hourly Total	0	4	169	0	14	4	1	0	192	192.90
Hourly Average	0.00	1.00	42.25	0.00	3.50	1.00	0.25	0.00	48.00	48.23
Session Total	4	7	732	1	50	10	2	0	806	806.20
Session Average	0.25	0.44	45.75	0.06	3.13	0.63	0.13	0.00	50.38	50.39

Ruislip
Classified Junction Count

Site 1 of 4
Manor Road (East)
Church Avenue
Manor Road (West)

Lat/Long
lat 51.576024° lon -0.428763°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 1.2: Westbound from Manor Road (East) to Manor Road (West)								Original Data	
	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	6	0	0	0	0	0	6	6.00
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	14	0	1	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.50	0.00	0.25	0.00	0.00	0.00	3.75	3.75
0800 - 0815	0	0	5	0	1	1	0	0	7	7.50
0815 - 0830	0	0	8	0	1	0	0	0	9	9.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	22	0	3	1	0	0	26	26.50
Hourly Average	0.00	0.00	5.50	0.00	0.75	0.25	0.00	0.00	6.50	6.63
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
0930 - 0945	0	0	8	0	0	1	0	0	9	9.50
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	15	0	1	1	0	0	17	17.50
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.25	0.00	0.00	4.25	4.38
Session Total	0	0	51	0	5	2	0	0	58	59.00
Session Average	0.00	0.00	4.25	0.00	0.42	0.17	0.00	0.00	4.83	4.92

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 1.2: Westbound from Manor Road (East) to Manor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	1	6	0	0	0	0	0	7	6.40
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	1	21	0	0	0	0	0	22	21.40
Hourly Average	0.00	0.25	5.25	0.00	0.00	0.00	0.00	0.00	5.50	5.35
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	1	2	2	0	0	0	0	0	5	3.00
1730 - 1745	1	1	4	1	0	0	0	0	7	5.60
1745 - 1800	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	2	3	17	1	0	0	0	0	23	19.60
Hourly Average	0.50	0.75	4.25	0.25	0.00	0.00	0.00	0.00	5.75	4.90
1800 - 1815	0	2	6	0	0	0	0	0	8	6.80
1815 - 1830	0	2	4	0	0	0	0	0	6	4.80
1830 - 1845	0	0	8	0	1	0	0	0	9	9.00
1845 - 1900	0	1	2	0	0	0	0	0	3	2.40
Hourly Total	0	5	20	0	1	0	0	0	26	23.00
Hourly Average	0.00	1.25	5.00	0.00	0.25	0.00	0.00	0.00	6.50	5.75
Session Total	2	9	58	1	1	0	0	0	71	64.00
Session Average	0.17	0.75	4.83	0.08	0.08	0.00	0.00	0.00	5.92	5.33

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 1.2: Westbound from Manor Road (East) to Manor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	7	0	1	0	0	0	9	8.40
1115 - 1130	0	0	6	0	1	0	0	0	7	7.00
1130 - 1145	0	0	6	0	0	0	0	0	6	6.00
1145 - 1200	0	1	4	0	0	0	0	0	5	4.40
Hourly Total	0	2	23	0	2	0	0	0	27	25.80
Hourly Average	0.00	0.50	5.75	0.00	0.50	0.00	0.00	0.00	6.75	6.45
1200 - 1215	1	0	11	0	0	0	0	0	12	11.20
1215 - 1230	0	0	7	0	0	0	0	0	7	7.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	23	0	0	0	0	0	24	23.20
Hourly Average	0.25	0.00	5.75	0.00	0.00	0.00	0.00	0.00	6.00	5.80
1300 - 1315	0	0	10	0	0	0	0	0	10	10.00
1315 - 1330	0	0	7	0	1	0	0	0	8	8.00
1330 - 1345	0	0	7	0	2	0	0	0	9	9.00
1345 - 1400	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	25	0	3	0	0	0	29	28.20
Hourly Average	0.25	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.25	7.05
1400 - 1415	0	0	6	0	0	0	0	0	6	6.00
1415 - 1430	0	0	3	0	1	0	0	0	4	4.00
1430 - 1445	0	0	5	0	0	0	0	0	5	5.00
1445 - 1500	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	23	0	2	0	0	0	25	25.00
Hourly Average	0.00	0.00	5.75	0.00	0.50	0.00	0.00	0.00	6.25	6.25
Session Total	2	2	94	0	7	0	0	0	105	102.20
Session Average	0.13	0.13	5.88	0.00	0.44	0.00	0.00	0.00	6.56	6.39

Ruislip
Classified Junction Count

Site 1 of 4
Manor Road (East)
Church Avenue
Manor Road (West)

Lat/Long
lat 51.576024° lon -0.428763°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 1.3: Left from Church Avenue to Manor Road (West)								Original Data	
	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	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	1	0	1	0	0	0	0	0	2	2.00
0915 - 0930	0	0	2	0	0	0	0	0	2	2.00
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	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	0	11	0	0	0	0	0	12	11.20
Session Average	0.08	0.00	0.92	0.00	0.00	0.00	0.00	0.00	1.00	0.93

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 1.3: Left from Church Avenue to Manor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	1	0	1	0	0	0	0	0	2	1.20
Hourly Total	1	0	8	0	0	0	0	0	9	8.20
Hourly Average	0.25	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.25	2.05
1700 - 1715	0	1	1	0	0	0	0	0	2	1.40
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	1	0	0	0	0	0	0	0	1	0.20
1745 - 1800	0	1	1	0	0	0	0	0	2	1.40
Hourly Total	1	2	3	0	0	0	0	0	6	4.00
Hourly Average	0.25	0.50	0.75	0.00	0.00	0.00	0.00	0.00	1.50	1.00
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
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	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
Session Total	2	2	21	0	1	0	0	0	26	23.20
Session Average	0.17	0.17	1.75	0.00	0.08	0.00	0.00	0.00	2.17	1.93

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 1.3: Left from Church Avenue to Manor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	2	0	0	0	0	0	2	2.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	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
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	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
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	2	0	1	0	0	0	3	3.00
1445 - 1500	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
Session Total	0	0	17	0	1	0	0	0	18	18.00
Session Average	0.00	0.00	1.06	0.00	0.06	0.00	0.00	0.00	1.13	1.13

Ruislip
Classified Junction Count

Site 1 of 4
Manor Road (East)
Church Avenue
Manor Road (West)

Lat/Long
lat 51.576024° lon -0.428763°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 1.4: Right from Church Avenue to Manor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	6	0	0	0	31	31.00
0715 - 0730	0	0	50	0	12	1	0	1	64	65.50
0730 - 0745	0	0	52	0	9	3	0	1	65	67.50
0745 - 0800	0	0	50	0	10	4	0	0	64	66.00
Hourly Total	0	0	177	0	37	8	0	2	224	230.00
Hourly Average	0.00	0.00	44.25	0.00	9.25	2.00	0.00	0.50	56.00	57.50
0800 - 0815	0	1	41	0	5	1	0	0	48	47.90
0815 - 0830	0	1	32	0	1	0	0	0	34	33.40
0830 - 0845	0	2	25	0	6	1	0	1	35	35.30
0845 - 0900	0	2	43	0	3	2	0	0	50	49.80
Hourly Total	0	6	141	0	15	4	0	1	167	166.40
Hourly Average	0.00	1.50	35.25	0.00	3.75	1.00	0.00	0.25	41.75	41.60
0900 - 0915	0	0	42	0	2	2	0	0	46	47.00
0915 - 0930	0	1	42	0	5	1	0	1	50	50.90
0930 - 0945	0	0	31	0	6	5	2	0	44	49.10
0945 - 1000	0	0	41	1	5	5	0	1	53	56.50
Hourly Total	0	1	156	1	18	13	2	2	193	203.50
Hourly Average	0.00	0.25	39.00	0.25	4.50	3.25	0.50	0.50	48.25	50.88
Session Total	0	7	474	1	70	25	2	5	584	599.90
Session Average	0.00	0.58	39.50	0.08	5.83	2.08	0.17	0.42	48.67	49.99

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 1.4: Right from Church Avenue to Manor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	52	0	4	0	0	0	59	57.00
1615 - 1630	0	3	58	0	2	1	0	1	65	64.70
1630 - 1645	1	1	54	0	4	1	0	0	61	60.10
1645 - 1700	0	0	41	0	5	0	0	0	46	46.00
Hourly Total	2	6	205	0	15	2	0	1	231	227.80
Hourly Average	0.50	1.50	51.25	0.00	3.75	0.50	0.00	0.25	57.75	56.95
1700 - 1715	1	0	52	0	4	0	0	0	57	56.20
1715 - 1730	1	3	46	0	2	0	0	0	52	49.40
1730 - 1745	0	1	57	0	4	1	0	0	63	62.90
1745 - 1800	0	0	54	0	2	0	0	0	56	56.00
Hourly Total	2	4	209	0	12	1	0	0	228	224.50
Hourly Average	0.50	1.00	52.25	0.00	3.00	0.25	0.00	0.00	57.00	56.13
1800 - 1815	1	2	48	0	7	1	0	0	59	57.50
1815 - 1830	0	2	54	0	9	1	0	0	66	65.30
1830 - 1845	0	1	52	0	3	1	0	0	57	56.90
1845 - 1900	0	2	53	1	2	0	0	0	58	56.80
Hourly Total	1	7	207	1	21	3	0	0	240	236.50
Hourly Average	0.25	1.75	51.75	0.25	5.25	0.75	0.00	0.00	60.00	59.13
Session Total	5	17	621	1	48	6	0	1	699	688.80
Session Average	0.42	1.42	51.75	0.08	4.00	0.50	0.00	0.08	58.25	57.40

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 1.4: Right from Church Avenue to Manor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	55	1	5	1	0	0	62	62.50
1115 - 1130	0	0	47	0	2	0	0	0	49	49.00
1130 - 1145	0	0	51	0	2	0	1	0	54	55.30
1145 - 1200	0	1	51	0	5	0	0	0	57	56.40
Hourly Total	0	1	204	1	14	1	1	0	222	223.20
Hourly Average	0.00	0.25	51.00	0.25	3.50	0.25	0.25	0.00	55.50	55.80
1200 - 1215	0	0	46	0	5	1	0	0	52	52.50
1215 - 1230	0	0	53	0	4	0	0	0	57	57.00
1230 - 1245	0	1	50	0	4	4	0	0	59	60.40
1245 - 1300	2	1	45	0	8	3	0	0	59	58.30
Hourly Total	2	2	194	0	21	8	0	0	227	228.20
Hourly Average	0.50	0.50	48.50	0.00	5.25	2.00	0.00	0.00	56.75	57.05
1300 - 1315	0	0	47	0	3	1	0	0	51	51.50
1315 - 1330	0	0	45	0	5	0	0	0	50	50.00
1330 - 1345	0	2	36	0	4	0	0	0	42	40.80
1345 - 1400	0	1	46	0	2	1	0	0	50	49.90
Hourly Total	0	3	174	0	14	2	0	0	193	192.20
Hourly Average	0.00	0.75	43.50	0.00	3.50	0.50	0.00	0.00	48.25	48.05
1400 - 1415	0	0	42	0	6	0	0	0	48	48.00
1415 - 1430	0	2	38	0	10	3	0	0	53	53.30
1430 - 1445	0	0	54	0	5	1	0	0	60	60.50
1445 - 1500	0	0	49	0	10	0	0	0	59	59.00
Hourly Total	0	2	183	0	31	4	0	0	220	220.80
Hourly Average	0.00	0.50	45.75	0.00	7.75	1.00	0.00	0.00	55.00	55.20
Session Total	2	8	755	1	80	15	1	0	862	864.40
Session Average	0.13	0.50	47.19	0.06	5.00	0.94	0.06	0.00	53.88	54.03

Ruislip
Classified Junction Count

Site 1 of 4
Manor Road (East)
Church Avenue
Manor Road (West)

Lat/Long
lat 51.576024° lon -0.428763°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 1.5: Eastbound from Manor Road (West) to Manor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	0	6	6.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	11	0	0	0	0	1	12	13.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	25	0	0	0	0	1	26	27.00
Hourly Average	0.00	0.00	6.25	0.00	0.00	0.00	0.00	0.25	6.50	6.75
0800 - 0815	0	0	7	0	0	0	0	0	7	7.00
0815 - 0830	0	0	8	0	0	0	0	0	8	8.00
0830 - 0845	0	0	19	0	1	0	0	0	20	20.00
0845 - 0900	1	0	6	0	3	0	0	1	11	11.20
Hourly Total	1	0	40	0	4	0	0	1	46	46.20
Hourly Average	0.25	0.00	10.00	0.00	1.00	0.00	0.00	0.25	11.50	11.55
0900 - 0915	0	0	11	0	0	0	0	1	12	13.00
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	0	4	0	0	0	0	4	4.00
0945 - 1000	0	0	0	4	0	2	1	0	7	9.30
Hourly Total	0	0	17	8	0	2	1	1	29	32.30
Hourly Average	0.00	0.00	4.25	2.00	0.00	0.50	0.25	0.25	7.25	8.08
Session Total	1	0	82	8	4	2	1	3	101	105.50
Session Average	0.08	0.00	6.83	0.67	0.33	0.17	0.08	0.25	8.42	8.79

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 1.5: Eastbound from Manor Road (West) to Manor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	8	0	1	0	0	0	10	9.40
1615 - 1630	0	1	7	0	0	0	0	0	8	7.40
1630 - 1645	0	0	7	0	0	0	0	1	8	9.00
1645 - 1700	0	2	5	0	1	0	0	0	8	6.80
Hourly Total	0	4	27	0	2	0	0	1	34	32.60
Hourly Average	0.00	1.00	6.75	0.00	0.50	0.00	0.00	0.25	8.50	8.15
1700 - 1715	0	1	3	0	0	0	0	0	4	3.40
1715 - 1730	0	3	7	0	0	0	0	0	10	8.20
1730 - 1745	0	1	6	0	0	0	0	0	7	6.40
1745 - 1800	0	1	4	0	1	0	0	0	6	5.40
Hourly Total	0	6	20	0	1	0	0	0	27	23.40
Hourly Average	0.00	1.50	5.00	0.00	0.25	0.00	0.00	0.00	6.75	5.85
1800 - 1815	0	1	5	0	0	0	0	1	7	7.40
1815 - 1830	1	4	5	0	0	0	0	0	10	6.80
1830 - 1845	0	1	9	0	0	0	0	0	10	9.40
1845 - 1900	0	2	0	7	0	1	0	0	10	9.30
Hourly Total	1	8	19	7	0	1	0	1	37	32.90
Hourly Average	0.25	2.00	4.75	1.75	0.00	0.25	0.00	0.25	9.25	8.23
Session Total	1	18	66	7	3	1	0	2	98	88.90
Session Average	0.08	1.50	5.50	0.58	0.25	0.08	0.00	0.17	8.17	7.41

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 1.5: Eastbound from Manor Road (West) to Manor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	9	0	2	0	0	0	11	11.00
1115 - 1130	0	0	6	0	1	0	0	0	7	7.00
1130 - 1145	0	0	4	0	1	0	0	0	5	5.00
1145 - 1200	0	1	7	0	0	0	0	0	8	7.40
Hourly Total	0	1	26	0	4	0	0	0	31	30.40
Hourly Average	0.00	0.25	6.50	0.00	1.00	0.00	0.00	0.00	7.75	7.60
1200 - 1215	0	1	5	0	0	0	0	1	7	7.40
1215 - 1230	1	1	5	0	0	0	0	0	7	5.60
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	1	0	3	0	0	1	0	0	5	4.70
Hourly Total	2	2	16	0	0	1	0	1	22	20.70
Hourly Average	0.50	0.50	4.00	0.00	0.00	0.25	0.00	0.25	5.50	5.18
1300 - 1315	0	1	4	0	0	0	0	0	5	4.40
1315 - 1330	0	1	4	0	1	1	0	0	7	6.90
1330 - 1345	0	1	3	0	1	0	0	1	6	6.40
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	3	12	0	2	1	0	1	19	18.70
Hourly Average	0.00	0.75	3.00	0.00	0.50	0.25	0.00	0.25	4.75	4.68
1400 - 1415	1	0	4	0	0	0	0	0	5	4.20
1415 - 1430	0	0	2	0	1	0	0	0	3	3.00
1430 - 1445	0	0	4	0	0	0	0	0	4	4.00
1445 - 1500	0	1	3	0	0	0	0	0	4	3.40
Hourly Total	1	1	13	0	1	0	0	0	16	14.60
Hourly Average	0.25	0.25	3.25	0.00	0.25	0.00	0.00	0.00	4.00	3.65
Session Total	3	7	67	0	7	2	0	2	88	84.40
Session Average	0.19	0.44	4.19	0.00	0.44	0.13	0.00	0.13	5.50	5.28

Ruislip
Classified Junction Count

Site 1 of 4
Manor Road (East)
Church Avenue
Manor Road (West)

Lat/Long
lat 51.576024° lon -0.428763°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 1.6: Right from Manor Road (West) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	0	0	0	0	7	7.00
0715 - 0730	0	0	14	0	2	0	0	0	16	16.00
0730 - 0745	0	0	12	0	2	1	0	0	15	15.50
0745 - 0800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	47	0	4	1	0	0	52	52.50
Hourly Average	0.00	0.00	11.75	0.00	1.00	0.25	0.00	0.00	13.00	13.13
0800 - 0815	0	0	10	0	1	0	0	0	11	11.00
0815 - 0830	0	0	12	0	1	0	0	0	13	13.00
0830 - 0845	0	1	28	0	0	0	0	0	29	28.40
0845 - 0900	0	0	22	0	2	0	0	0	24	24.00
Hourly Total	0	1	72	0	4	0	0	0	77	76.40
Hourly Average	0.00	0.25	18.00	0.00	1.00	0.00	0.00	0.00	19.25	19.10
0900 - 0915	0	0	12	0	1	0	0	0	13	13.00
0915 - 0930	0	0	8	0	1	0	0	0	9	9.00
0930 - 0945	0	0	8	0	2	0	0	0	10	10.00
0945 - 1000	0	0	15	0	2	0	0	0	17	17.00
Hourly Total	0	0	43	0	6	0	0	0	49	49.00
Hourly Average	0.00	0.00	10.75	0.00	1.50	0.00	0.00	0.00	12.25	12.25
Session Total	0	1	162	0	14	1	0	0	178	177.90
Session Average	0.00	0.08	13.50	0.00	1.17	0.08	0.00	0.00	14.83	14.83

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 1.6: Right from Manor Road (West) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	11	0	1	0	0	0	12	12.00
1615 - 1630	0	0	12	0	3	0	0	0	15	15.00
1630 - 1645	1	0	17	0	1	0	0	0	19	18.20
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	1	0	47	0	6	0	0	0	54	53.20
Hourly Average	0.25	0.00	11.75	0.00	1.50	0.00	0.00	0.00	13.50	13.30
1700 - 1715	0	0	13	0	0	0	0	0	13	13.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	13	0	0	0	0	0	13	13.00
1745 - 1800	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	48	0	1	0	0	0	49	49.00
Hourly Average	0.00	0.00	12.00	0.00	0.25	0.00	0.00	0.00	12.25	12.25
1800 - 1815	0	0	21	0	1	0	0	0	22	22.00
1815 - 1830	0	0	14	0	3	0	0	0	17	17.00
1830 - 1845	0	0	11	0	0	0	0	0	11	11.00
1845 - 1900	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	0	60	0	4	0	0	0	64	64.00
Hourly Average	0.00	0.00	15.00	0.00	1.00	0.00	0.00	0.00	16.00	16.00
Session Total	1	0	155	0	11	0	0	0	167	166.20
Session Average	0.08	0.00	12.92	0.00	0.92	0.00	0.00	0.00	13.92	13.85

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 1.6: Right from Manor Road (West) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	19	0	2	0	0	0	21	21.00
1115 - 1130	0	0	21	0	2	0	0	0	23	23.00
1130 - 1145	0	0	17	0	0	0	0	0	17	17.00
1145 - 1200	0	0	16	0	0	1	0	0	17	17.50
Hourly Total	0	0	73	0	4	1	0	0	78	78.50
Hourly Average	0.00	0.00	18.25	0.00	1.00	0.25	0.00	0.00	19.50	19.63
1200 - 1215	0	1	16	0	0	0	0	0	17	16.40
1215 - 1230	0	0	9	0	1	1	0	0	11	11.50
1230 - 1245	0	0	10	0	1	0	0	0	11	11.00
1245 - 1300	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	1	50	0	3	1	0	0	55	54.90
Hourly Average	0.00	0.25	12.50	0.00	0.75	0.25	0.00	0.00	13.75	13.73
1300 - 1315	0	1	14	0	1	0	0	0	16	15.40
1315 - 1330	0	0	9	0	1	0	0	0	10	10.00
1330 - 1345	0	1	7	0	0	0	0	0	8	7.40
1345 - 1400	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	2	39	0	3	0	0	0	44	42.80
Hourly Average	0.00	0.50	9.75	0.00	0.75	0.00	0.00	0.00	11.00	10.70
1400 - 1415	0	3	16	0	1	0	0	0	20	18.20
1415 - 1430	0	0	9	0	1	0	0	0	10	10.00
1430 - 1445	0	0	16	0	0	0	0	0	16	16.00
1445 - 1500	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	3	54	0	3	0	0	0	60	58.20
Hourly Average	0.00	0.75	13.50	0.00	0.75	0.00	0.00	0.00	15.00	14.55
Session Total	0	6	216	0	13	2	0	0	237	234.40
Session Average	0.00	0.38	13.50	0.00	0.81	0.13	0.00	0.00	14.81	14.65

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.1: Left from B466 Ickenham Road (North) to Kingsend								Original Data	
	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	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
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	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	1	0	0	0	1	1.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	3	0	0	1	0	0	4	4.50
Hourly Total	0	0	7	0	1	1	0	0	9	9.50
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.25	0.00	0.00	2.25	2.38
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	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	15	0	2	1	0	0	18	18.50
Session Average	0.00	0.00	1.25	0.00	0.17	0.08	0.00	0.00	1.50	1.54

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.1: Left from B466 Ickenham Road (North) to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	14	0	0	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.50	0.00	0.00	0.00	0.00	0.00	3.50	3.50
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	3	0	1	0	0	0	4	4.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	1	3	0	1	0	0	0	5	4.40
1845 - 1900	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	1	11	0	2	0	0	0	14	13.40
Hourly Average	0.00	0.25	2.75	0.00	0.50	0.00	0.00	0.00	3.50	3.35
Session Total	0	1	37	0	3	0	0	0	41	40.40
Session Average	0.00	0.08	3.08	0.00	0.25	0.00	0.00	0.00	3.42	3.37

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.1: Left from B466 Ickenham Road (North) to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	0	1	0	0	0	3	3.00
1115 - 1130	0	0	4	0	1	0	0	0	5	5.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	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	5	0	0	0	0	0	5	5.00
1230 - 1245	1	0	4	0	0	0	0	0	5	4.20
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	13	0	0	0	0	0	14	13.20
Hourly Average	0.25	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.50	3.30
1300 - 1315	0	0	3	0	0	0	0	0	3	3.00
1315 - 1330	0	0	5	0	1	0	0	0	6	6.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	12	0	2	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.00	0.00	0.00	3.50	3.50
1400 - 1415	0	0	4	0	0	0	0	0	4	4.00
1415 - 1430	0	0	3	0	3	0	0	0	6	6.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	0	3	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.00	0.75	0.00	0.00	0.00	4.00	4.00
Session Total	1	0	50	0	7	0	0	0	58	57.20
Session Average	0.06	0.00	3.13	0.00	0.44	0.00	0.00	0.00	3.63	3.58

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.2: Left from B466 Ickenham Road (North) to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	6	0	0	0	0	0	6	6.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	18	0	1	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.50	0.00	0.25	0.00	0.00	0.00	4.75	4.75
0800 - 0815	0	1	8	0	2	0	0	0	11	10.40
0815 - 0830	0	0	3	0	2	1	0	0	6	6.50
0830 - 0845	0	1	16	0	1	0	0	0	18	17.40
0845 - 0900	0	0	17	0	1	0	0	1	19	20.00
Hourly Total	0	2	44	0	6	1	0	1	54	54.30
Hourly Average	0.00	0.50	11.00	0.00	1.50	0.25	0.00	0.25	13.50	13.58
0900 - 0915	0	0	12	0	0	0	0	0	12	12.00
0915 - 0930	0	0	8	0	1	0	0	0	9	9.00
0930 - 0945	0	0	9	0	1	0	0	0	10	10.00
0945 - 1000	0	0	8	0	2	2	0	0	12	13.00
Hourly Total	0	0	37	0	4	2	0	0	43	44.00
Hourly Average	0.00	0.00	9.25	0.00	1.00	0.50	0.00	0.00	10.75	11.00
Session Total	0	2	99	0	11	3	0	1	116	117.30
Session Average	0.00	0.17	8.25	0.00	0.92	0.25	0.00	0.08	9.67	9.78

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.2: Left from B466 Ickenham Road (North) to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	21	0	1	0	0	1	24	24.40
1615 - 1630	0	0	12	0	2	0	0	0	14	14.00
1630 - 1645	0	0	17	0	1	0	0	0	18	18.00
1645 - 1700	0	1	15	0	1	0	0	0	17	16.40
Hourly Total	0	2	65	0	5	0	0	1	73	72.80
Hourly Average	0.00	0.50	16.25	0.00	1.25	0.00	0.00	0.25	18.25	18.20
1700 - 1715	0	1	21	0	0	0	0	0	22	21.40
1715 - 1730	0	0	10	0	0	0	0	0	10	10.00
1730 - 1745	0	1	16	0	0	0	0	0	17	16.40
1745 - 1800	0	0	15	0	3	0	0	0	18	18.00
Hourly Total	0	2	62	0	3	0	0	0	67	65.80
Hourly Average	0.00	0.50	15.50	0.00	0.75	0.00	0.00	0.00	16.75	16.45
1800 - 1815	0	0	21	0	1	0	0	0	22	22.00
1815 - 1830	0	0	18	0	5	0	0	0	23	23.00
1830 - 1845	0	1	19	0	0	0	0	0	20	19.40
1845 - 1900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	1	64	0	7	0	0	0	72	71.40
Hourly Average	0.00	0.25	16.00	0.00	1.75	0.00	0.00	0.00	18.00	17.85
Session Total	0	5	191	0	15	0	0	1	212	210.00
Session Average	0.00	0.42	15.92	0.00	1.25	0.00	0.00	0.08	17.67	17.50

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.2: Left from B466 Ickenham Road (North) to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	21	0	1	0	0	2	24	26.00
1115 - 1130	0	0	21	0	2	0	0	1	24	25.00
1130 - 1145	0	0	26	0	3	0	0	1	30	31.00
1145 - 1200	0	4	25	0	1	1	0	1	32	31.10
Hourly Total	0	4	93	0	7	1	0	5	110	113.10
Hourly Average	0.00	1.00	23.25	0.00	1.75	0.25	0.00	1.25	27.50	28.28
1200 - 1215	0	0	16	0	0	0	0	0	16	16.00
1215 - 1230	0	0	18	0	0	0	0	1	19	20.00
1230 - 1245	0	1	14	0	0	0	0	1	16	16.40
1245 - 1300	0	0	15	0	0	0	0	1	16	17.00
Hourly Total	0	1	63	0	0	0	0	3	67	69.40
Hourly Average	0.00	0.25	15.75	0.00	0.00	0.00	0.00	0.75	16.75	17.35
1300 - 1315	0	0	12	0	0	0	0	1	13	14.00
1315 - 1330	0	0	22	0	0	0	0	1	23	24.00
1330 - 1345	0	0	19	0	0	0	0	1	20	21.00
1345 - 1400	0	0	8	0	1	0	0	2	11	13.00
Hourly Total	0	0	61	0	1	0	0	5	67	72.00
Hourly Average	0.00	0.00	15.25	0.00	0.25	0.00	0.00	1.25	16.75	18.00
1400 - 1415	0	0	18	0	1	0	0	0	19	19.00
1415 - 1430	0	0	12	1	2	0	0	1	16	17.00
1430 - 1445	1	1	11	0	0	0	0	1	14	13.60
1445 - 1500	0	1	20	0	2	0	0	1	24	24.40
Hourly Total	1	2	61	1	5	0	0	3	73	74.00
Hourly Average	0.25	0.50	15.25	0.25	1.25	0.00	0.00	0.75	18.25	18.50
Session Total	1	7	278	1	13	1	0	16	317	328.50
Session Average	0.06	0.44	17.38	0.06	0.81	0.06	0.00	1.00	19.81	20.53

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.3: Right from B466 Ickenham Road (North) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	1	117	1	15	2	0	2	140	140.80
0715 - 0730	0	1	100	0	12	2	1	2	118	121.70
0730 - 0745	0	2	97	0	13	3	2	3	120	125.90
0745 - 0800	0	0	97	1	8	5	1	4	116	123.80
Hourly Total	2	4	411	2	48	12	4	11	494	512.20
Hourly Average	0.50	1.00	102.75	0.50	12.00	3.00	1.00	2.75	123.50	128.05
0800 - 0815	0	0	84	1	9	0	3	2	99	104.90
0815 - 0830	0	0	88	0	8	3	0	1	100	102.50
0830 - 0845	0	2	100	0	9	2	0	2	115	116.80
0845 - 0900	0	4	105	0	14	3	1	4	131	135.40
Hourly Total	0	6	377	1	40	8	4	9	445	459.60
Hourly Average	0.00	1.50	94.25	0.25	10.00	2.00	1.00	2.25	111.25	114.90
0900 - 0915	1	0	93	0	11	8	3	2	118	127.10
0915 - 0930	1	3	76	0	12	1	0	5	98	100.90
0930 - 0945	1	0	80	0	14	6	2	2	105	111.80
0945 - 1000	1	2	89	0	13	2	0	2	109	110.00
Hourly Total	4	5	338	0	50	17	5	11	430	449.80
Hourly Average	1.00	1.25	84.50	0.00	12.50	4.25	1.25	2.75	107.50	112.45
Session Total	6	15	1126	3	138	37	13	31	1369	1421.60
Session Average	0.50	1.25	93.83	0.25	11.50	3.08	1.08	2.58	114.08	118.47

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.3: Right from B466 Ickenham Road (North) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	7	95	1	15	1	1	2	122	121.60
1615 - 1630	0	5	107	0	13	1	0	4	130	131.50
1630 - 1645	0	3	95	0	14	2	0	4	118	121.20
1645 - 1700	0	2	82	0	13	3	1	5	106	112.60
Hourly Total	0	17	379	1	55	7	2	15	476	486.90
Hourly Average	0.00	4.25	94.75	0.25	13.75	1.75	0.50	3.75	119.00	121.73
1700 - 1715	0	5	110	0	4	1	0	2	122	121.50
1715 - 1730	0	6	107	0	9	0	0	3	125	124.40
1730 - 1745	0	5	109	1	8	1	0	3	127	127.50
1745 - 1800	0	5	103	0	8	2	0	2	120	120.00
Hourly Total	0	21	429	1	29	4	0	10	494	493.40
Hourly Average	0.00	5.25	107.25	0.25	7.25	1.00	0.00	2.50	123.50	123.35
1800 - 1815	1	4	86	0	11	0	2	2	106	107.40
1815 - 1830	0	3	107	1	7	0	0	2	120	120.20
1830 - 1845	0	7	98	0	8	0	0	2	115	112.80
1845 - 1900	1	7	71	0	7	0	0	1	87	83.00
Hourly Total	2	21	362	1	33	0	2	7	428	423.40
Hourly Average	0.50	5.25	90.50	0.25	8.25	0.00	0.50	1.75	107.00	105.85
Session Total	2	59	1170	3	117	11	4	32	1398	1403.70
Session Average	0.17	4.92	97.50	0.25	9.75	0.92	0.33	2.67	116.50	116.98

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.3: Right from B466 Ickenham Road (North) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	109	0	7	1	0	2	123	123.10
1115 - 1130	1	4	105	0	9	2	1	3	125	127.10
1130 - 1145	1	2	100	0	6	3	0	1	113	113.50
1145 - 1200	0	1	84	0	6	4	0	3	98	102.40
Hourly Total	2	11	398	0	28	10	1	9	459	466.10
Hourly Average	0.50	2.75	99.50	0.00	7.00	2.50	0.25	2.25	114.75	116.53
1200 - 1215	0	1	94	2	5	1	0	3	106	108.90
1215 - 1230	0	3	108	0	6	3	1	3	124	128.00
1230 - 1245	2	2	88	0	8	1	1	2	104	105.00
1245 - 1300	0	3	118	0	7	2	0	3	133	135.20
Hourly Total	2	9	408	2	26	7	2	11	467	477.10
Hourly Average	0.50	2.25	102.00	0.50	6.50	1.75	0.50	2.75	116.75	119.28
1300 - 1315	0	3	110	0	5	1	0	1	120	119.70
1315 - 1330	0	2	111	0	5	0	2	3	123	127.40
1330 - 1345	0	4	88	0	10	0	0	2	104	103.60
1345 - 1400	0	1	92	0	5	0	0	2	100	101.40
Hourly Total	0	10	401	0	25	1	2	8	447	452.10
Hourly Average	0.00	2.50	100.25	0.00	6.25	0.25	0.50	2.00	111.75	113.03
1400 - 1415	0	4	84	2	6	0	0	2	98	97.60
1415 - 1430	0	2	89	1	8	1	1	3	105	108.60
1430 - 1445	0	3	95	0	7	3	0	2	110	111.70
1445 - 1500	0	5	107	1	6	3	0	1	123	122.50
Hourly Total	0	14	375	4	27	7	1	8	436	440.40
Hourly Average	0.00	3.50	93.75	1.00	6.75	1.75	0.25	2.00	109.00	110.10
Session Total	4	44	1582	6	106	25	6	36	1809	1835.70
Session Average	0.25	2.75	98.88	0.38	6.63	1.56	0.38	2.25	113.06	114.73

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.4: Right from B466 Ickenham Road (North) to Sharps Lane								Original Data	
	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	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	1	0	0	2	2.50
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.00	1.13
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	1	0	0	0	1	1.00
0845 - 0900	0	0	1	0	1	0	0	1	3	4.00
Hourly Total	0	0	2	0	2	0	0	1	5	6.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.25	1.25	1.50
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
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
Session Total	0	0	12	0	4	1	0	1	18	19.50
Session Average	0.00	0.00	1.00	0.00	0.33	0.08	0.00	0.08	1.50	1.63

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.4: Right from B466 Ickenham Road (North) to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	4	0	1	0	0	0	5	5.00
1745 - 1800	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
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	0	0	23	0	2	0	0	0	25	25.00
Session Average	0.00	0.00	1.92	0.00	0.17	0.00	0.00	0.00	2.08	2.08

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.4: Right from B466 Ickenham Road (North) to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	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
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
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
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	1	0	1	0	0	0	2	2.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
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	0	0	10	0	1	0	0	0	11	11.00
Session Average	0.00	0.00	0.63	0.00	0.06	0.00	0.00	0.00	0.69	0.69

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.6: Left from Kingsend to Wood Lane								Original Data	
	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	1	0	0	0	0	0	1	1.00
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	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	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
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
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	11	0	1	0	0	0	12	12.00
Session Average	0.00	0.00	0.92	0.00	0.08	0.00	0.00	0.00	1.00	1.00

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.6: Left from Kingsend to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	0	0	0	1	0	0	1	1.50
1630 - 1645	0	1	2	0	0	0	0	0	3	2.40
1645 - 1700	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	1	6	0	1	1	0	0	9	8.90
Hourly Average	0.00	0.25	1.50	0.00	0.25	0.25	0.00	0.00	2.25	2.23
1700 - 1715	1	0	2	0	0	0	0	0	3	2.20
1715 - 1730	0	0	2	0	0	1	0	0	3	3.50
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	5	0	0	1	0	0	7	6.70
Hourly Average	0.25	0.00	1.25	0.00	0.00	0.25	0.00	0.00	1.75	1.68
1800 - 1815	1	0	0	0	0	0	0	0	1	0.20
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	4	0	0	0	0	0	4	4.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	7	0	0	0	0	0	8	7.20
Hourly Average	0.25	0.00	1.75	0.00	0.00	0.00	0.00	0.00	2.00	1.80
Session Total	2	1	18	0	1	2	0	0	24	22.80
Session Average	0.17	0.08	1.50	0.00	0.08	0.17	0.00	0.00	2.00	1.90

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.6: Left from Kingsend to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	3	0	0	0	0	0	4	3.40
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	12	0	0	0	0	0	13	12.40
Hourly Average	0.00	0.25	3.00	0.00	0.00	0.00	0.00	0.00	3.25	3.10
1200 - 1215	0	0	3	0	0	0	0	0	3	3.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
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	1	0	0	0	0	0	1	1.00
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	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	3	0	0	0	0	0	3	3.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	6	1	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.25	0.00	0.00	0.00	0.00	1.75	1.75
Session Total	0	1	36	1	0	0	0	0	38	37.40
Session Average	0.00	0.06	2.25	0.06	0.00	0.00	0.00	0.00	2.38	2.34

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.7: Westbound from Kingsend to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	49	0	5	1	0	1	58	58.10
0715 - 0730	1	1	49	0	8	2	0	0	61	60.60
0730 - 0745	0	3	37	0	7	1	1	1	50	51.00
0745 - 0800	0	1	39	0	5	1	0	1	47	47.90
Hourly Total	2	6	174	0	25	5	1	3	216	217.60
Hourly Average	0.50	1.50	43.50	0.00	6.25	1.25	0.25	0.75	54.00	54.40
0800 - 0815	0	1	61	0	4	0	0	1	67	67.40
0815 - 0830	1	1	47	0	7	2	0	3	61	63.60
0830 - 0845	0	2	57	1	10	3	0	0	73	73.30
0845 - 0900	0	0	55	0	10	1	0	1	67	68.50
Hourly Total	1	4	220	1	31	6	0	5	268	272.80
Hourly Average	0.25	1.00	55.00	0.25	7.75	1.50	0.00	1.25	67.00	68.20
0900 - 0915	2	0	46	1	3	1	0	1	54	53.90
0915 - 0930	0	4	40	0	9	1	0	1	55	54.10
0930 - 0945	0	1	50	0	8	2	0	2	63	65.40
0945 - 1000	0	3	40	0	1	1	1	0	46	46.00
Hourly Total	2	8	176	1	21	5	1	4	218	219.40
Hourly Average	0.50	2.00	44.00	0.25	5.25	1.25	0.25	1.00	54.50	54.85
Session Total	5	18	570	2	77	16	2	12	702	709.80
Session Average	0.42	1.50	47.50	0.17	6.42	1.33	0.17	1.00	58.50	59.15

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.7: Westbound from Kingsend to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	54	0	11	1	0	0	68	67.10
1615 - 1630	1	3	61	0	7	2	1	1	76	76.70
1630 - 1645	2	3	50	0	8	1	0	1	65	63.10
1645 - 1700	1	3	51	0	6	1	0	0	62	59.90
Hourly Total	5	10	216	0	32	5	1	2	271	266.80
Hourly Average	1.25	2.50	54.00	0.00	8.00	1.25	0.25	0.50	67.75	66.70
1700 - 1715	0	3	52	0	4	0	0	0	59	57.20
1715 - 1730	0	1	65	0	6	0	0	1	73	73.40
1730 - 1745	0	8	67	1	9	1	0	0	86	81.70
1745 - 1800	0	4	72	0	5	1	0	0	82	80.10
Hourly Total	0	16	256	1	24	2	0	1	300	292.40
Hourly Average	0.00	4.00	64.00	0.25	6.00	0.50	0.00	0.25	75.00	73.10
1800 - 1815	0	9	57	0	4	0	0	1	71	66.60
1815 - 1830	0	8	79	0	3	0	0	0	90	85.20
1830 - 1845	0	4	59	0	1	0	0	0	64	61.60
1845 - 1900	0	4	41	0	2	0	0	2	49	48.60
Hourly Total	0	25	236	0	10	0	0	3	274	262.00
Hourly Average	0.00	6.25	59.00	0.00	2.50	0.00	0.00	0.75	68.50	65.50
Session Total	5	51	708	1	66	7	1	6	845	821.20
Session Average	0.42	4.25	59.00	0.08	5.50	0.58	0.08	0.50	70.42	68.43

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.7: Westbound from Kingsend to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	61	0	4	1	1	0	67	68.80
1115 - 1130	0	0	59	0	6	1	0	0	66	66.50
1130 - 1145	1	0	64	0	5	0	0	0	70	69.20
1145 - 1200	0	2	52	0	9	1	0	0	64	63.30
Hourly Total	1	2	236	0	24	3	1	0	267	267.80
Hourly Average	0.25	0.50	59.00	0.00	6.00	0.75	0.25	0.00	66.75	66.95
1200 - 1215	0	4	44	0	3	0	0	1	52	50.60
1215 - 1230	0	4	58	0	4	0	0	0	66	63.60
1230 - 1245	1	0	64	0	5	0	1	0	71	71.50
1245 - 1300	0	0	56	0	4	0	0	0	60	60.00
Hourly Total	1	8	222	0	16	0	1	1	249	245.70
Hourly Average	0.25	2.00	55.50	0.00	4.00	0.00	0.25	0.25	62.25	61.43
1300 - 1315	0	5	63	0	2	0	1	0	71	69.30
1315 - 1330	0	4	79	0	6	2	0	0	91	89.60
1330 - 1345	0	2	70	0	2	0	0	1	75	74.80
1345 - 1400	0	2	44	0	5	0	0	0	51	49.80
Hourly Total	0	13	256	0	15	2	1	1	288	283.50
Hourly Average	0.00	3.25	64.00	0.00	3.75	0.50	0.25	0.25	72.00	70.88
1400 - 1415	0	4	42	0	7	1	0	1	55	54.10
1415 - 1430	1	1	54	0	6	0	0	0	62	60.60
1430 - 1445	0	1	51	0	4	1	0	0	57	56.90
1445 - 1500	0	0	62	0	3	0	0	0	65	65.00
Hourly Total	1	6	209	0	20	2	0	1	239	236.60
Hourly Average	0.25	1.50	52.25	0.00	5.00	0.50	0.00	0.25	59.75	59.15
Session Total	3	29	923	0	75	7	3	3	1043	1033.60
Session Average	0.19	1.81	57.69	0.00	4.69	0.44	0.19	0.19	65.19	64.60

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.8: Right from Kingsend to Sharps Lane								Original Data	
	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	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	1	0	1	1	0	0	3	3.50
Hourly Total	0	0	8	0	1	1	0	0	10	10.50
Hourly Average	0.00	0.00	2.00	0.00	0.25	0.25	0.00	0.00	2.50	2.63
0900 - 0915	0	0	3	0	0	0	0	0	3	3.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
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
Session Total	0	0	14	0	1	1	0	0	16	16.50
Session Average	0.00	0.00	1.17	0.00	0.08	0.08	0.00	0.00	1.33	1.38

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.8: Right from Kingsend to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
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	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	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
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	1	0	1	0	0	0	2	2.00
1845 - 1900	0	1	1	0	0	0	0	0	2	1.40
Hourly Total	0	1	7	0	1	0	0	0	9	8.40
Hourly Average	0.00	0.25	1.75	0.00	0.25	0.00	0.00	0.00	2.25	2.10
Session Total	0	1	23	0	1	0	0	0	25	24.40
Session Average	0.00	0.08	1.92	0.00	0.08	0.00	0.00	0.00	2.08	2.03

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.8: Right from Kingsend to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
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
1200 - 1215	0	0	5	0	0	0	0	0	5	5.00
1215 - 1230	1	0	3	0	0	0	0	0	4	3.20
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	11	0	0	0	0	0	12	11.20
Hourly Average	0.25	0.00	2.75	0.00	0.00	0.00	0.00	0.00	3.00	2.80
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	5	0	0	0	0	0	5	5.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
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
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
Session Total	1	0	34	0	0	0	0	0	35	34.20
Session Average	0.06	0.00	2.13	0.00	0.00	0.00	0.00	0.00	2.19	2.14

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.9: Right from Kingsend to B466 Ickenham Road (North)								Original Data	
	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	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	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
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	3	0	0	0	3	3.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	1	0	0	1	1.50
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	1	0	0	5	5.50
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.25	0.00	0.00	1.25	1.38
Session Total	0	0	7	0	3	1	0	0	11	11.50
Session Average	0.00	0.00	0.58	0.00	0.25	0.08	0.00	0.00	0.92	0.96

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.9: Right from Kingsend to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
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	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
1700 - 1715	0	1	2	0	0	0	0	0	3	2.40
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	3	0	0	0	0	0	3	3.00
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
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	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	2	0	0	0	0	0	2	2.00
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
Session Total	0	1	10	0	0	0	0	0	11	10.40
Session Average	0.00	0.08	0.83	0.00	0.00	0.00	0.00	0.00	0.92	0.87

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.9: Right from Kingsend to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	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
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	2	0	1	0	0	0	3	3.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
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
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	4	0	0	0	0	0	4	4.00
1345 - 1400	0	1	0	0	0	0	0	0	1	0.40
Hourly Total	0	1	4	0	0	0	0	0	5	4.40
Hourly Average	0.00	0.25	1.00	0.00	0.00	0.00	0.00	0.00	1.25	1.10
1400 - 1415	0	0	3	0	0	0	0	0	3	3.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	1	1	0	0	0	0	0	2	1.40
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
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
Session Total	0	2	18	0	1	0	0	0	21	19.80
Session Average	0.00	0.13	1.13	0.00	0.06	0.00	0.00	0.00	1.31	1.24

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.11: Left from Wood Lane to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	0	6	0	0	0	39	39.00
0715 - 0730	0	0	26	0	6	1	0	0	33	33.50
0730 - 0745	0	1	33	0	5	1	0	1	41	41.90
0745 - 0800	0	1	35	0	5	0	0	1	42	42.40
Hourly Total	0	2	127	0	22	2	0	2	155	156.80
Hourly Average	0.00	0.50	31.75	0.00	5.50	0.50	0.00	0.50	38.75	39.20
0800 - 0815	1	0	34	0	7	0	0	1	43	43.20
0815 - 0830	0	0	44	0	3	0	0	0	47	47.00
0830 - 0845	0	0	27	0	5	1	0	0	33	33.50
0845 - 0900	0	0	40	0	8	0	0	0	48	48.00
Hourly Total	1	0	145	0	23	1	0	1	171	171.70
Hourly Average	0.25	0.00	36.25	0.00	5.75	0.25	0.00	0.25	42.75	42.93
0900 - 0915	0	1	37	0	5	0	0	0	43	42.40
0915 - 0930	0	1	42	0	2	2	0	0	47	47.40
0930 - 0945	0	0	36	0	4	1	0	0	41	41.50
0945 - 1000	0	1	43	0	7	0	0	0	51	50.40
Hourly Total	0	3	158	0	18	3	0	0	182	181.70
Hourly Average	0.00	0.75	39.50	0.00	4.50	0.75	0.00	0.00	45.50	45.43
Session Total	1	5	430	0	63	6	0	3	508	510.20
Session Average	0.08	0.42	35.83	0.00	5.25	0.50	0.00	0.25	42.33	42.52

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.11: Left from Wood Lane to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	40	0	6	0	0	0	48	46.60
1615 - 1630	0	2	43	0	2	2	0	0	49	48.80
1630 - 1645	2	2	36	0	2	1	0	0	43	40.70
1645 - 1700	0	0	59	0	2	0	0	0	61	61.00
Hourly Total	3	5	178	0	12	3	0	0	201	197.10
Hourly Average	0.75	1.25	44.50	0.00	3.00	0.75	0.00	0.00	50.25	49.28
1700 - 1715	0	2	42	0	8	0	0	0	52	50.80
1715 - 1730	0	7	46	0	4	0	0	0	57	52.80
1730 - 1745	1	3	48	0	5	0	0	0	57	54.40
1745 - 1800	1	3	57	0	4	0	0	0	65	62.40
Hourly Total	2	15	193	0	21	0	0	0	231	220.40
Hourly Average	0.50	3.75	48.25	0.00	5.25	0.00	0.00	0.00	57.75	55.10
1800 - 1815	0	0	46	0	3	0	0	0	49	49.00
1815 - 1830	2	3	45	0	4	0	0	0	54	50.60
1830 - 1845	0	6	43	1	4	0	0	0	54	50.40
1845 - 1900	0	2	55	0	4	0	0	0	61	59.80
Hourly Total	2	11	189	1	15	0	0	0	218	209.80
Hourly Average	0.50	2.75	47.25	0.25	3.75	0.00	0.00	0.00	54.50	52.45
Session Total	7	31	560	1	48	3	0	0	650	627.30
Session Average	0.58	2.58	46.67	0.08	4.00	0.25	0.00	0.00	54.17	52.28

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.11: Left from Wood Lane to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	54	0	1	0	0	0	55	55.00
1115 - 1130	0	1	47	0	2	3	0	0	53	53.90
1130 - 1145	0	1	60	0	3	0	0	0	64	63.40
1145 - 1200	0	0	44	0	2	1	0	0	47	47.50
Hourly Total	0	2	205	0	8	4	0	0	219	219.80
Hourly Average	0.00	0.50	51.25	0.00	2.00	1.00	0.00	0.00	54.75	54.95
1200 - 1215	0	2	55	1	4	0	0	0	62	60.80
1215 - 1230	0	0	48	0	4	0	0	0	52	52.00
1230 - 1245	0	3	57	0	6	0	0	0	66	64.20
1245 - 1300	0	0	58	0	4	0	0	0	62	62.00
Hourly Total	0	5	218	1	18	0	0	0	242	239.00
Hourly Average	0.00	1.25	54.50	0.25	4.50	0.00	0.00	0.00	60.50	59.75
1300 - 1315	0	4	50	0	5	1	0	0	60	58.10
1315 - 1330	0	0	59	0	2	1	0	0	62	62.50
1330 - 1345	1	1	55	0	5	1	0	0	63	62.10
1345 - 1400	0	0	57	0	3	0	0	0	60	60.00
Hourly Total	1	5	221	0	15	3	0	0	245	242.70
Hourly Average	0.25	1.25	55.25	0.00	3.75	0.75	0.00	0.00	61.25	60.68
1400 - 1415	0	0	53	0	2	0	0	0	55	55.00
1415 - 1430	0	3	50	1	3	0	0	0	57	55.20
1430 - 1445	0	2	51	1	4	1	0	0	59	58.30
1445 - 1500	0	0	56	0	3	0	0	0	59	59.00
Hourly Total	0	5	210	2	12	1	0	0	230	227.50
Hourly Average	0.00	1.25	52.50	0.50	3.00	0.25	0.00	0.00	57.50	56.88
Session Total	1	17	854	3	53	8	0	0	936	929.00
Session Average	0.06	1.06	53.38	0.19	3.31	0.50	0.00	0.00	58.50	58.06

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.12: Northbound from Wood Lane to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	8	0	0	0	0	0	8	8.00
0745 - 0800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	22	0	0	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.50	0.00	0.00	0.00	0.00	0.00	5.50	5.50
0800 - 0815	0	0	6	0	0	0	0	0	6	6.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	12	0	0	0	0	0	12	12.00
0845 - 0900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	0	0	46	0	1	0	0	0	47	47.00
Hourly Average	0.00	0.00	11.50	0.00	0.25	0.00	0.00	0.00	11.75	11.75
0900 - 0915	0	0	9	0	1	0	0	0	10	10.00
0915 - 0930	0	0	10	1	0	0	0	0	11	11.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	11	0	2	0	0	0	13	13.00
Hourly Total	0	0	33	1	3	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.25	0.25	0.75	0.00	0.00	0.00	9.25	9.25
Session Total	0	0	101	1	4	0	0	0	106	106.00
Session Average	0.00	0.00	8.42	0.08	0.33	0.00	0.00	0.00	8.83	8.83

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.12: Northbound from Wood Lane to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	15	0	1	0	0	0	17	16.40
1615 - 1630	0	1	14	1	1	0	0	0	17	16.40
1630 - 1645	0	0	13	0	0	0	1	0	14	15.30
1645 - 1700	0	1	14	0	4	0	0	0	19	18.40
Hourly Total	0	3	56	1	6	0	1	0	67	66.50
Hourly Average	0.00	0.75	14.00	0.25	1.50	0.00	0.25	0.00	16.75	16.63
1700 - 1715	0	0	13	0	1	0	0	0	14	14.00
1715 - 1730	0	1	15	0	0	0	0	0	16	15.40
1730 - 1745	0	0	13	1	0	0	0	0	14	14.00
1745 - 1800	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	1	51	1	3	0	0	0	56	55.40
Hourly Average	0.00	0.25	12.75	0.25	0.75	0.00	0.00	0.00	14.00	13.85
1800 - 1815	0	0	15	0	0	0	0	0	15	15.00
1815 - 1830	0	0	11	0	0	0	0	0	11	11.00
1830 - 1845	0	1	20	0	1	0	0	0	22	21.40
1845 - 1900	1	1	12	0	1	0	0	0	15	13.60
Hourly Total	1	2	58	0	2	0	0	0	63	61.00
Hourly Average	0.25	0.50	14.50	0.00	0.50	0.00	0.00	0.00	15.75	15.25
Session Total	1	6	165	2	11	0	1	0	186	182.90
Session Average	0.08	0.50	13.75	0.17	0.92	0.00	0.08	0.00	15.50	15.24

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.12: Northbound from Wood Lane to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	23	0	0	0	0	0	23	23.00
1115 - 1130	0	1	12	0	3	0	0	0	16	15.40
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00
1145 - 1200	0	0	10	0	0	1	0	0	11	11.50
Hourly Total	0	1	56	0	4	1	0	0	62	61.90
Hourly Average	0.00	0.25	14.00	0.00	1.00	0.25	0.00	0.00	15.50	15.48
1200 - 1215	0	1	14	0	2	0	0	0	17	16.40
1215 - 1230	0	0	8	0	0	0	0	0	8	8.00
1230 - 1245	0	0	5	0	2	0	0	0	7	7.00
1245 - 1300	0	1	13	0	0	0	0	0	14	13.40
Hourly Total	0	2	40	0	4	0	0	0	46	44.80
Hourly Average	0.00	0.50	10.00	0.00	1.00	0.00	0.00	0.00	11.50	11.20
1300 - 1315	0	0	9	0	1	0	0	0	10	10.00
1315 - 1330	0	0	12	0	0	0	0	0	12	12.00
1330 - 1345	0	0	16	0	1	0	0	0	17	17.00
1345 - 1400	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	50	0	3	0	0	0	53	53.00
Hourly Average	0.00	0.00	12.50	0.00	0.75	0.00	0.00	0.00	13.25	13.25
1400 - 1415	0	0	13	0	2	0	0	0	15	15.00
1415 - 1430	1	0	14	0	0	0	0	0	15	14.20
1430 - 1445	0	0	19	0	1	0	0	0	20	20.00
1445 - 1500	0	1	11	0	1	0	0	0	13	12.40
Hourly Total	1	1	57	0	4	0	0	0	63	61.60
Hourly Average	0.25	0.25	14.25	0.00	1.00	0.00	0.00	0.00	15.75	15.40
Session Total	1	4	203	0	15	1	0	0	224	221.30
Session Average	0.06	0.25	12.69	0.00	0.94	0.06	0.00	0.00	14.00	13.83

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.13: Right from Wood Lane to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	1	0	2	0	0	1	4	5.30
0730 - 0745	0	0	2	0	1	0	0	0	3	3.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	3	0	1	0	10	11.30
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.25	0.00	2.50	2.83
0800 - 0815	0	0	4	0	0	0	0	0	4	4.00
0815 - 0830	0	0	3	0	2	0	0	1	6	7.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	1	11	0	1	0	0	0	13	12.40
Hourly Total	0	1	20	0	3	0	0	1	25	25.40
Hourly Average	0.00	0.25	5.00	0.00	0.75	0.00	0.00	0.25	6.25	6.35
0900 - 0915	0	0	8	0	0	1	0	0	9	9.50
0915 - 0930	0	0	4	0	0	1	0	0	5	5.50
0930 - 0945	0	0	10	0	0	0	0	0	10	10.00
0945 - 1000	0	0	6	0	1	0	1	1	9	11.30
Hourly Total	0	0	28	0	1	2	1	1	33	36.30
Hourly Average	0.00	0.00	7.00	0.00	0.25	0.50	0.25	0.25	8.25	9.08
Session Total	0	1	54	0	7	2	2	2	68	73.00
Session Average	0.00	0.08	4.50	0.00	0.58	0.17	0.17	0.17	5.67	6.08

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.13: Right from Wood Lane to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	2	0	0	1	8	9.00
1615 - 1630	0	0	7	0	0	0	1	0	8	9.30
1630 - 1645	0	1	4	0	0	0	0	0	5	4.40
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	1	23	0	3	0	1	1	29	30.70
Hourly Average	0.00	0.25	5.75	0.00	0.75	0.00	0.25	0.25	7.25	7.68
1700 - 1715	0	0	4	0	1	0	0	0	5	5.00
1715 - 1730	0	0	6	0	0	0	0	0	6	6.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	26	0	1	0	0	0	27	27.00
Hourly Average	0.00	0.00	6.50	0.00	0.25	0.00	0.00	0.00	6.75	6.75
1800 - 1815	0	0	6	0	0	0	0	0	6	6.00
1815 - 1830	0	0	1	0	1	0	0	0	2	2.00
1830 - 1845	0	1	3	0	0	0	0	0	4	3.40
1845 - 1900	0	1	4	0	0	0	0	0	5	4.40
Hourly Total	0	2	14	0	1	0	0	0	17	15.80
Hourly Average	0.00	0.50	3.50	0.00	0.25	0.00	0.00	0.00	4.25	3.95
Session Total	0	3	63	0	5	0	1	1	73	73.50
Session Average	0.00	0.25	5.25	0.00	0.42	0.00	0.08	0.08	6.08	6.13

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.13: Right from Wood Lane to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	9	0	1	0	0	1	12	12.40
1115 - 1130	0	0	5	0	1	0	0	1	7	8.00
1130 - 1145	0	0	8	0	1	0	0	1	10	11.00
1145 - 1200	0	0	10	0	0	0	0	1	11	12.00
Hourly Total	0	1	32	0	3	0	0	4	40	43.40
Hourly Average	0.00	0.25	8.00	0.00	0.75	0.00	0.00	1.00	10.00	10.85
1200 - 1215	0	0	5	0	1	0	0	1	7	8.00
1215 - 1230	0	0	10	0	0	0	0	1	11	12.00
1230 - 1245	0	0	5	0	0	0	0	2	7	9.00
1245 - 1300	0	0	7	0	3	1	0	0	11	11.50
Hourly Total	0	0	27	0	4	1	0	4	36	40.50
Hourly Average	0.00	0.00	6.75	0.00	1.00	0.25	0.00	1.00	9.00	10.13
1300 - 1315	0	0	9	0	0	0	0	1	10	11.00
1315 - 1330	0	0	7	0	0	0	0	2	9	11.00
1330 - 1345	0	0	8	0	2	0	0	1	11	12.00
1345 - 1400	0	1	5	0	1	0	0	0	7	6.40
Hourly Total	0	1	29	0	3	0	0	4	37	40.40
Hourly Average	0.00	0.25	7.25	0.00	0.75	0.00	0.00	1.00	9.25	10.10
1400 - 1415	0	0	8	0	0	0	0	2	10	12.00
1415 - 1430	0	0	7	0	0	0	0	2	9	11.00
1430 - 1445	1	1	8	0	0	0	0	1	11	10.60
1445 - 1500	0	0	6	0	1	0	0	1	8	9.00
Hourly Total	1	1	29	0	1	0	0	6	38	42.60
Hourly Average	0.25	0.25	7.25	0.00	0.25	0.00	0.00	1.50	9.50	10.65
Session Total	1	3	117	0	11	1	0	18	151	166.90
Session Average	0.06	0.19	7.31	0.00	0.69	0.06	0.00	1.13	9.44	10.43

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.14: Right from Wood Lane to Kingsend								Original Data	
	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	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
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
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	2	0	0	0	4	4.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	1	0	0	0	0	0	0	1	0.40
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	1	2	0	0	0	0	0	3	2.40
Hourly Average	0.00	0.25	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.60
Session Total	0	1	9	0	2	0	0	0	12	11.40
Session Average	0.00	0.08	0.75	0.00	0.17	0.00	0.00	0.00	1.00	0.95

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.14: Right from Wood Lane to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	2	0	1	0	0	0	3	3.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
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	1	2	0	0	0	0	0	3	2.40
Hourly Total	0	1	3	0	0	0	0	0	4	3.40
Hourly Average	0.00	0.25	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.85
Session Total	0	1	15	0	1	0	0	0	17	16.40
Session Average	0.00	0.08	1.25	0.00	0.08	0.00	0.00	0.00	1.42	1.37

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.14: Right from Wood Lane to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
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
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
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
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	2	0	0	0	0	0	2	2.00
1445 - 1500	0	0	1	0	0	0	0	0	1	1.00
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
Session Total	0	0	17	0	1	0	0	0	18	18.00
Session Average	0.00	0.00	1.06	0.00	0.06	0.00	0.00	0.00	1.13	1.13

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.16: Left from B466 Ickenham Road (West) to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	17	0	1	0	0	0	18	18.00
0715 - 0730	0	0	12	0	1	0	0	0	13	13.00
0730 - 0745	0	0	16	0	1	0	0	0	17	17.00
0745 - 0800	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	0	0	61	0	3	0	0	0	64	64.00
Hourly Average	0.00	0.00	15.25	0.00	0.75	0.00	0.00	0.00	16.00	16.00
0800 - 0815	0	0	20	0	3	0	0	0	23	23.00
0815 - 0830	0	0	21	0	3	0	0	0	24	24.00
0830 - 0845	0	0	23	0	2	0	0	0	25	25.00
0845 - 0900	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	76	0	9	0	0	0	85	85.00
Hourly Average	0.00	0.00	19.00	0.00	2.25	0.00	0.00	0.00	21.25	21.25
0900 - 0915	0	0	17	0	2	0	0	0	19	19.00
0915 - 0930	0	0	11	0	1	0	0	0	12	12.00
0930 - 0945	0	0	8	0	3	0	0	0	11	11.00
0945 - 1000	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	0	0	43	0	8	0	0	0	51	51.00
Hourly Average	0.00	0.00	10.75	0.00	2.00	0.00	0.00	0.00	12.75	12.75
Session Total	0	0	180	0	20	0	0	0	200	200.00
Session Average	0.00	0.00	15.00	0.00	1.67	0.00	0.00	0.00	16.67	16.67

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.16: Left from B466 Ickenham Road (West) to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	23	0	2	0	0	0	25	25.00
1615 - 1630	0	0	15	0	0	1	0	0	16	16.50
1630 - 1645	0	0	15	0	0	0	0	0	15	15.00
1645 - 1700	0	2	18	0	0	0	0	0	20	18.80
Hourly Total	0	2	71	0	2	1	0	0	76	75.30
Hourly Average	0.00	0.50	17.75	0.00	0.50	0.25	0.00	0.00	19.00	18.83
1700 - 1715	0	0	13	0	1	0	0	0	14	14.00
1715 - 1730	0	0	19	0	1	0	0	0	20	20.00
1730 - 1745	0	2	11	0	1	0	0	0	14	12.80
1745 - 1800	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	0	2	57	0	4	0	0	0	63	61.80
Hourly Average	0.00	0.50	14.25	0.00	1.00	0.00	0.00	0.00	15.75	15.45
1800 - 1815	0	0	24	0	1	0	0	0	25	25.00
1815 - 1830	0	0	12	0	2	0	0	0	14	14.00
1830 - 1845	0	0	16	0	0	0	0	0	16	16.00
1845 - 1900	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	69	0	3	0	0	0	72	72.00
Hourly Average	0.00	0.00	17.25	0.00	0.75	0.00	0.00	0.00	18.00	18.00
Session Total	0	4	197	0	9	1	0	0	211	209.10
Session Average	0.00	0.33	16.42	0.00	0.75	0.08	0.00	0.00	17.58	17.43

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.16: Left from B466 Ickenham Road (West) to Sharps Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	13	0	0	0	0	0	13	13.00
1115 - 1130	0	0	15	0	1	0	0	0	16	16.00
1130 - 1145	0	1	9	0	0	1	0	0	11	10.90
1145 - 1200	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	1	47	0	1	1	0	0	50	49.90
Hourly Average	0.00	0.25	11.75	0.00	0.25	0.25	0.00	0.00	12.50	12.48
1200 - 1215	0	0	17	0	1	0	0	0	18	18.00
1215 - 1230	0	0	8	0	1	0	0	0	9	9.00
1230 - 1245	0	0	9	0	0	0	0	0	9	9.00
1245 - 1300	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	0	53	0	2	0	0	0	55	55.00
Hourly Average	0.00	0.00	13.25	0.00	0.50	0.00	0.00	0.00	13.75	13.75
1300 - 1315	0	2	10	0	0	0	0	0	12	10.80
1315 - 1330	0	1	20	0	1	0	0	0	22	21.40
1330 - 1345	1	0	19	0	0	0	0	0	20	19.20
1345 - 1400	0	1	16	0	1	0	0	0	18	17.40
Hourly Total	1	4	65	0	2	0	0	0	72	68.80
Hourly Average	0.25	1.00	16.25	0.00	0.50	0.00	0.00	0.00	18.00	17.20
1400 - 1415	0	1	16	0	2	0	0	0	19	18.40
1415 - 1430	0	0	11	0	0	0	0	0	11	11.00
1430 - 1445	0	0	13	0	2	0	0	1	16	17.00
1445 - 1500	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	1	56	0	5	0	0	1	63	63.40
Hourly Average	0.00	0.25	14.00	0.00	1.25	0.00	0.00	0.25	15.75	15.85
Session Total	1	6	221	0	10	1	0	1	240	237.10
Session Average	0.06	0.38	13.81	0.00	0.63	0.06	0.00	0.06	15.00	14.82

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.17: Left from B466 Ickenham Road (West) to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	66	0	13	4	0	4	88	93.40
0715 - 0730	0	1	86	0	18	9	0	3	117	123.90
0730 - 0745	1	0	91	0	23	6	0	4	125	131.20
0745 - 0800	0	1	91	0	17	6	0	1	116	119.40
Hourly Total	1	3	334	0	71	25	0	12	446	467.90
Hourly Average	0.25	0.75	83.50	0.00	17.75	6.25	0.00	3.00	111.50	116.98
0800 - 0815	0	1	92	0	16	6	2	3	120	128.00
0815 - 0830	0	1	57	0	8	2	1	3	72	76.70
0830 - 0845	1	5	55	0	9	5	0	4	79	81.70
0845 - 0900	2	1	69	0	8	3	1	0	84	84.60
Hourly Total	3	8	273	0	41	16	4	10	355	371.00
Hourly Average	0.75	2.00	68.25	0.00	10.25	4.00	1.00	2.50	88.75	92.75
0900 - 0915	1	1	80	0	9	3	0	3	97	100.10
0915 - 0930	0	1	82	0	10	6	0	7	106	115.40
0930 - 0945	0	0	66	0	9	6	4	1	86	95.20
0945 - 1000	0	0	75	1	18	7	2	3	106	115.10
Hourly Total	1	2	303	1	46	22	6	14	395	425.80
Hourly Average	0.25	0.50	75.75	0.25	11.50	5.50	1.50	3.50	98.75	106.45
Session Total	5	13	910	1	158	63	10	36	1196	1264.70
Session Average	0.42	1.08	75.83	0.08	13.17	5.25	0.83	3.00	99.67	105.39

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.17: Left from B466 Ickenham Road (West) to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	100	0	8	2	0	3	116	118.20
1615 - 1630	1	6	93	0	7	2	0	2	111	109.60
1630 - 1645	1	2	87	0	6	2	0	3	101	103.00
1645 - 1700	0	1	70	0	8	1	0	1	81	81.90
Hourly Total	2	12	350	0	29	7	0	9	409	412.70
Hourly Average	0.50	3.00	87.50	0.00	7.25	1.75	0.00	2.25	102.25	103.18
1700 - 1715	1	1	85	0	7	1	0	3	98	100.10
1715 - 1730	1	5	82	0	5	0	0	2	95	93.20
1730 - 1745	0	6	91	0	8	1	0	2	108	106.90
1745 - 1800	1	5	85	0	4	0	1	3	99	99.50
Hourly Total	3	17	343	0	24	2	1	10	400	399.70
Hourly Average	0.75	4.25	85.75	0.00	6.00	0.50	0.25	2.50	100.00	99.93
1800 - 1815	1	7	78	0	13	1	0	3	103	101.50
1815 - 1830	0	3	92	0	8	1	1	1	106	107.00
1830 - 1845	0	4	86	0	11	1	0	2	104	104.10
1845 - 1900	1	4	103	1	4	0	0	2	115	113.80
Hourly Total	2	18	359	1	36	3	1	8	428	426.40
Hourly Average	0.50	4.50	89.75	0.25	9.00	0.75	0.25	2.00	107.00	106.60
Session Total	7	47	1052	1	89	12	2	27	1237	1238.80
Session Average	0.58	3.92	87.67	0.08	7.42	1.00	0.17	2.25	103.08	103.23

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.17: Left from B466 Ickenham Road (West) to B466 Ickenham Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	80	1	10	1	1	2	99	100.40
1115 - 1130	0	1	70	0	8	0	0	2	81	82.40
1130 - 1145	0	1	81	0	5	2	1	2	92	95.70
1145 - 1200	0	0	80	1	7	2	0	1	91	93.00
Hourly Total	0	6	311	2	30	5	2	7	363	371.50
Hourly Average	0.00	1.50	77.75	0.50	7.50	1.25	0.50	1.75	90.75	92.88
1200 - 1215	0	0	80	0	5	2	2	3	92	98.60
1215 - 1230	0	2	78	0	7	0	0	2	89	89.00
1230 - 1245	1	2	75	0	5	4	0	3	90	93.00
1245 - 1300	0	3	86	0	4	1	0	0	94	92.70
Hourly Total	1	7	319	0	21	7	2	8	365	374.10
Hourly Average	0.25	1.75	79.75	0.00	5.25	1.75	0.50	2.00	91.25	93.53
1300 - 1315	0	3	88	0	4	1	0	2	98	98.70
1315 - 1330	1	5	78	0	5	0	0	3	92	91.20
1330 - 1345	1	2	84	0	3	1	0	1	92	91.50
1345 - 1400	0	0	87	0	7	1	0	2	97	99.50
Hourly Total	2	10	337	0	19	3	0	8	379	380.90
Hourly Average	0.50	2.50	84.25	0.00	4.75	0.75	0.00	2.00	94.75	95.23
1400 - 1415	0	1	67	0	10	1	0	2	81	82.90
1415 - 1430	1	4	75	0	9	6	0	3	98	100.80
1430 - 1445	0	0	91	0	11	2	0	1	105	107.00
1445 - 1500	1	2	72	0	10	0	1	3	89	91.30
Hourly Total	2	7	305	0	40	9	1	9	373	382.00
Hourly Average	0.50	1.75	76.25	0.00	10.00	2.25	0.25	2.25	93.25	95.50
Session Total	5	30	1272	2	110	24	5	32	1480	1508.50
Session Average	0.31	1.88	79.50	0.13	6.88	1.50	0.31	2.00	92.50	94.28

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.18: Eastbound from B466 Ickenham Road (West) to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	55	0	12	5	1	4	78	85.20
0715 - 0730	0	2	34	0	11	3	1	3	54	58.60
0730 - 0745	0	0	54	0	6	3	2	1	66	71.10
0745 - 0800	0	2	71	0	12	5	0	1	91	93.30
Hourly Total	0	5	214	0	41	16	4	9	289	308.20
Hourly Average	0.00	1.25	53.50	0.00	10.25	4.00	1.00	2.25	72.25	77.05
0800 - 0815	0	0	65	0	5	2	0	0	72	73.00
0815 - 0830	0	1	62	0	13	1	0	1	78	78.90
0830 - 0845	1	3	48	0	5	0	0	1	58	56.40
0845 - 0900	0	2	42	0	13	2	0	0	59	58.80
Hourly Total	1	6	217	0	36	5	0	2	267	267.10
Hourly Average	0.25	1.50	54.25	0.00	9.00	1.25	0.00	0.50	66.75	66.78
0900 - 0915	0	6	41	0	9	3	1	0	60	59.20
0915 - 0930	0	1	39	0	11	1	1	0	53	54.20
0930 - 0945	0	2	69	0	5	3	0	0	79	79.30
0945 - 1000	2	0	60	0	11	4	1	0	78	79.70
Hourly Total	2	9	209	0	36	11	3	0	270	272.40
Hourly Average	0.50	2.25	52.25	0.00	9.00	2.75	0.75	0.00	67.50	68.10
Session Total	3	20	640	0	113	32	7	11	826	847.70
Session Average	0.25	1.67	53.33	0.00	9.42	2.67	0.58	0.92	68.83	70.64

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.18: Eastbound from B466 Ickenham Road (West) to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	67	0	3	3	0	0	75	75.10
1615 - 1630	0	1	51	0	12	0	0	0	64	63.40
1630 - 1645	1	2	70	0	6	0	0	0	79	77.00
1645 - 1700	0	1	62	0	10	1	0	0	74	73.90
Hourly Total	2	5	250	0	31	4	0	0	292	289.40
Hourly Average	0.50	1.25	62.50	0.00	7.75	1.00	0.00	0.00	73.00	72.35
1700 - 1715	1	4	73	0	5	0	0	0	83	79.80
1715 - 1730	1	4	70	0	5	1	0	0	81	78.30
1730 - 1745	0	10	69	0	6	0	0	0	85	79.00
1745 - 1800	1	4	68	1	6	0	0	1	81	78.80
Hourly Total	3	22	280	1	22	1	0	1	330	315.90
Hourly Average	0.75	5.50	70.00	0.25	5.50	0.25	0.00	0.25	82.50	78.98
1800 - 1815	0	2	71	0	7	2	0	0	82	81.80
1815 - 1830	0	6	74	0	3	0	0	0	83	79.40
1830 - 1845	0	8	62	0	7	0	0	0	77	72.20
1845 - 1900	1	7	70	0	8	0	0	0	86	81.00
Hourly Total	1	23	277	0	25	2	0	0	328	314.40
Hourly Average	0.25	5.75	69.25	0.00	6.25	0.50	0.00	0.00	82.00	78.60
Session Total	6	50	807	1	78	7	0	1	950	919.70
Session Average	0.50	4.17	67.25	0.08	6.50	0.58	0.00	0.08	79.17	76.64

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.18: Eastbound from B466 Ickenham Road (West) to Kingsend								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	48	0	3	0	1	0	53	53.70
1115 - 1130	0	1	65	0	6	0	0	0	72	71.40
1130 - 1145	0	2	71	1	6	1	0	0	81	80.30
1145 - 1200	0	2	60	0	5	1	0	1	69	69.30
Hourly Total	0	6	244	1	20	2	1	1	275	274.70
Hourly Average	0.00	1.50	61.00	0.25	5.00	0.50	0.25	0.25	68.75	68.68
1200 - 1215	0	3	66	0	6	0	1	0	76	75.50
1215 - 1230	0	0	70	0	2	0	0	0	72	72.00
1230 - 1245	0	4	53	0	5	0	0	0	62	59.60
1245 - 1300	0	4	71	0	3	0	0	0	78	75.60
Hourly Total	0	11	260	0	16	0	1	0	288	282.70
Hourly Average	0.00	2.75	65.00	0.00	4.00	0.00	0.25	0.00	72.00	70.68
1300 - 1315	0	1	72	0	4	0	0	0	77	76.40
1315 - 1330	0	2	74	0	6	2	0	1	85	85.80
1330 - 1345	0	2	84	0	4	3	0	0	93	93.30
1345 - 1400	0	6	68	0	5	0	0	0	79	75.40
Hourly Total	0	11	298	0	19	5	0	1	334	330.90
Hourly Average	0.00	2.75	74.50	0.00	4.75	1.25	0.00	0.25	83.50	82.73
1400 - 1415	0	6	67	0	8	0	0	0	81	77.40
1415 - 1430	0	4	72	0	5	1	0	0	82	80.10
1430 - 1445	2	2	56	0	4	3	1	0	68	68.00
1445 - 1500	0	1	62	0	1	1	0	1	66	66.90
Hourly Total	2	13	257	0	18	5	1	1	297	292.40
Hourly Average	0.50	3.25	64.25	0.00	4.50	1.25	0.25	0.25	74.25	73.10
Session Total	2	41	1059	1	73	12	3	3	1194	1180.70
Session Average	0.13	2.56	66.19	0.06	4.56	0.75	0.19	0.19	74.63	73.79

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.19: Right from B466 Ickenham Road (West) to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	23	0	4	2	0	0	30	30.40
0715 - 0730	0	0	28	0	7	1	0	0	36	36.50
0730 - 0745	1	0	34	0	7	1	0	0	43	42.70
0745 - 0800	0	1	28	0	10	1	0	0	40	39.90
Hourly Total	1	2	113	0	28	5	0	0	149	149.50
Hourly Average	0.25	0.50	28.25	0.00	7.00	1.25	0.00	0.00	37.25	37.38
0800 - 0815	1	0	39	0	3	1	0	0	44	43.70
0815 - 0830	1	1	37	0	2	0	0	0	41	39.60
0830 - 0845	0	0	40	0	0	3	1	0	44	46.80
0845 - 0900	0	0	36	0	2	1	0	0	39	39.50
Hourly Total	2	1	152	0	7	5	1	0	168	169.60
Hourly Average	0.50	0.25	38.00	0.00	1.75	1.25	0.25	0.00	42.00	42.40
0900 - 0915	0	1	39	1	2	0	1	0	44	44.70
0915 - 0930	0	5	30	0	9	0	0	0	44	41.00
0930 - 0945	0	0	26	0	5	0	0	0	31	31.00
0945 - 1000	1	1	38	0	7	1	0	0	48	47.10
Hourly Total	1	7	133	1	23	1	1	0	167	163.80
Hourly Average	0.25	1.75	33.25	0.25	5.75	0.25	0.25	0.00	41.75	40.95
Session Total	4	10	398	1	58	11	2	0	484	482.90
Session Average	0.33	0.83	33.17	0.08	4.83	0.92	0.17	0.00	40.33	40.24

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.19: Right from B466 Ickenham Road (West) to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	2	54	0	7	0	0	0	65	62.20
1615 - 1630	0	3	47	0	11	1	0	1	63	62.70
1630 - 1645	0	1	66	0	4	0	0	1	72	72.40
1645 - 1700	0	0	71	0	5	0	0	0	76	76.00
Hourly Total	2	6	238	0	27	1	0	2	276	273.30
Hourly Average	0.50	1.50	59.50	0.00	6.75	0.25	0.00	0.50	69.00	68.33
1700 - 1715	0	2	60	0	2	0	0	0	64	62.80
1715 - 1730	0	3	65	0	6	0	0	0	74	72.20
1730 - 1745	2	1	70	0	6	1	0	0	80	78.30
1745 - 1800	1	2	60	0	8	0	0	0	71	69.00
Hourly Total	3	8	255	0	22	1	0	0	289	282.30
Hourly Average	0.75	2.00	63.75	0.00	5.50	0.25	0.00	0.00	72.25	70.58
1800 - 1815	0	1	58	0	3	1	0	0	63	62.90
1815 - 1830	0	1	53	1	2	0	0	0	57	56.40
1830 - 1845	0	1	53	0	2	0	0	0	56	55.40
1845 - 1900	0	4	51	0	1	0	0	0	56	53.60
Hourly Total	0	7	215	1	8	1	0	0	232	228.30
Hourly Average	0.00	1.75	53.75	0.25	2.00	0.25	0.00	0.00	58.00	57.08
Session Total	5	21	708	1	57	3	0	2	797	783.90
Session Average	0.42	1.75	59.00	0.08	4.75	0.25	0.00	0.17	66.42	65.33

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.19: Right from B466 Ickenham Road (West) to Wood Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	57	0	1	0	0	0	58	58.00
1115 - 1130	0	1	57	0	4	0	0	0	62	61.40
1130 - 1145	0	0	77	0	1	0	0	4	82	86.00
1145 - 1200	0	1	60	0	2	0	0	1	64	64.40
Hourly Total	0	2	251	0	8	0	0	5	266	269.80
Hourly Average	0.00	0.50	62.75	0.00	2.00	0.00	0.00	1.25	66.50	67.45
1200 - 1215	1	0	68	0	2	1	0	0	72	71.70
1215 - 1230	0	2	53	0	3	1	0	1	60	60.30
1230 - 1245	0	1	72	0	5	0	0	3	81	83.40
1245 - 1300	0	2	79	0	3	0	0	1	85	84.80
Hourly Total	1	5	272	0	13	2	0	5	298	300.20
Hourly Average	0.25	1.25	68.00	0.00	3.25	0.50	0.00	1.25	74.50	75.05
1300 - 1315	0	2	58	1	3	0	0	0	64	62.80
1315 - 1330	0	0	59	0	6	0	0	0	65	65.00
1330 - 1345	1	1	61	0	3	2	0	1	69	69.60
1345 - 1400	0	1	63	0	0	1	0	0	65	64.90
Hourly Total	1	4	241	1	12	3	0	1	263	262.30
Hourly Average	0.25	1.00	60.25	0.25	3.00	0.75	0.00	0.25	65.75	65.58
1400 - 1415	0	0	52	0	1	0	0	0	53	53.00
1415 - 1430	0	1	44	1	5	0	0	0	51	50.40
1430 - 1445	0	1	40	0	3	2	0	1	47	48.40
1445 - 1500	0	0	56	1	7	1	0	0	65	65.50
Hourly Total	0	2	192	2	16	3	0	1	216	217.30
Hourly Average	0.00	0.50	48.00	0.50	4.00	0.75	0.00	0.25	54.00	54.33
Session Total	2	13	956	3	49	8	0	12	1043	1049.60
Session Average	0.13	0.81	59.75	0.19	3.06	0.50	0.00	0.75	65.19	65.60

Ruislip
Classified Junction Count

Site 2 of 4
B466 Ickenham Road (North)
Kingsend
Wood Lane
B466 Ickenham Road (West)
Sharps Lane

Lat/Long
lat 51.572140° lon -0.431224°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 2.20: U-Turn from B466 Ickenham Road (West) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	1	0	0	0	3	3.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
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	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
0800 - 0815	0	0	0	0	1	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	1	1	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.25	0.25	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	1	0	1	0	2	3.30
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	6	0	2	1	1	0	10	11.80
Hourly Average	0.00	0.00	1.50	0.00	0.50	0.25	0.25	0.00	2.50	2.95
Session Total	0	0	10	1	4	1	1	0	17	18.80
Session Average	0.00	0.00	0.83	0.08	0.33	0.08	0.08	0.00	1.42	1.57

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 2.20: U-Turn from B466 Ickenham Road (West) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	1	0	0	2	2.50
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.00	1.13
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	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
1800 - 1815	0	0	2	0	0	0	1	0	3	4.30
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	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	1	0	4	5.30
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.25	0.00	1.00	1.33
Session Total	0	0	7	0	0	1	1	0	9	10.80
Session Average	0.00	0.00	0.58	0.00	0.00	0.08	0.08	0.00	0.75	0.90

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 2.20: U-Turn from B466 Ickenham Road (West) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
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	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
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	1	1	0	0	0	0	0	2	1.40
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	1	4	0	0	0	0	0	5	4.40
Hourly Average	0.00	0.25	1.00	0.00	0.00	0.00	0.00	0.00	1.25	1.10
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
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
1400 - 1415	0	0	2	0	0	0	0	0	2	2.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	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
Session Total	0	1	16	0	0	0	0	0	17	16.40
Session Average	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00	1.06	1.03

Ruislip
Classified Junction Count

Site 3 of 4
Church Avenue
B466 Ickenham Road (East)
B466 Ickenham Road (West)

Lat/Long
lat 51.573012° lon -0.430402°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 3.1: Left from Church Avenue to B466 Ickenham Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
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	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	1	0	0	0	2	2.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	13	0	2	0	0	0	15	15.00
Session Average	0.00	0.00	1.08	0.00	0.17	0.00	0.00	0.00	1.25	1.25

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 3.1: Left from Church Avenue to B466 Ickenham Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
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	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	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
Session Total	0	0	11	0	0	0	0	0	11	11.00
Session Average	0.00	0.00	0.92	0.00	0.00	0.00	0.00	0.00	0.92	0.92

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 3.1: Left from Church Avenue to B466 Ickenham Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	4	0	0	0	0	0	4	4.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1200 - 1215	0	0	1	0	1	0	0	0	2	2.00
1215 - 1230	0	0	2	0	1	0	0	0	3	3.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.00	2.75	2.75
1300 - 1315	0	0	6	0	0	0	0	0	6	6.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	0	0	1	0	0	0	1	1.00
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
1400 - 1415	0	1	2	0	0	0	0	0	3	2.40
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	5	0	0	0	0	0	6	5.40
Hourly Average	0.00	0.25	1.25	0.00	0.00	0.00	0.00	0.00	1.50	1.35
Session Total	0	1	32	0	3	0	0	0	36	35.40
Session Average	0.00	0.06	2.00	0.00	0.19	0.00	0.00	0.00	2.25	2.21

Ruislip
Classified Junction Count

Site 3 of 4
Church Avenue
B466 Ickenham Road (East)
B466 Ickenham Road (West)

Lat/Long
lat 51.573012° lon -0.430402°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 3.2: Right from Church Avenue to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	0	52	0	4	0	0	0	58	56.40
0715 - 0730	0	1	50	0	5	0	0	1	57	57.40
0730 - 0745	0	1	39	0	3	2	0	0	45	45.40
0745 - 0800	0	0	49	0	2	0	0	0	51	51.00
Hourly Total	2	2	190	0	14	2	0	1	211	210.20
Hourly Average	0.50	0.50	47.50	0.00	3.50	0.50	0.00	0.25	52.75	52.55
0800 - 0815	0	0	42	0	3	0	0	0	45	45.00
0815 - 0830	0	0	36	0	4	1	0	0	41	41.50
0830 - 0845	0	1	55	0	6	1	0	1	64	64.90
0845 - 0900	0	1	55	0	10	1	0	0	67	66.90
Hourly Total	0	2	188	0	23	3	0	1	217	218.30
Hourly Average	0.00	0.50	47.00	0.00	5.75	0.75	0.00	0.25	54.25	54.58
0900 - 0915	1	0	43	0	3	2	0	0	49	49.20
0915 - 0930	1	0	39	0	4	1	0	0	45	44.70
0930 - 0945	1	0	43	0	6	2	0	0	52	52.20
0945 - 1000	1	0	43	0	7	1	0	0	52	51.70
Hourly Total	4	0	168	0	20	6	0	0	198	197.80
Hourly Average	1.00	0.00	42.00	0.00	5.00	1.50	0.00	0.00	49.50	49.45
Session Total	6	4	546	0	57	11	0	2	626	626.30
Session Average	0.50	0.33	45.50	0.00	4.75	0.92	0.00	0.17	52.17	52.19

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 3.2: Right from Church Avenue to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	67	0	10	0	0	0	78	77.40
1615 - 1630	0	1	48	0	9	1	0	0	59	58.90
1630 - 1645	0	1	60	0	7	2	0	0	70	70.40
1645 - 1700	0	2	49	0	7	1	0	0	59	58.30
Hourly Total	0	5	224	0	33	4	0	0	266	265.00
Hourly Average	0.00	1.25	56.00	0.00	8.25	1.00	0.00	0.00	66.50	66.25
1700 - 1715	0	1	82	0	3	1	0	0	87	86.90
1715 - 1730	0	1	52	0	2	0	0	1	56	56.40
1730 - 1745	0	0	63	1	3	0	0	0	67	67.00
1745 - 1800	0	1	51	0	6	1	0	0	59	58.90
Hourly Total	0	3	248	1	14	2	0	1	269	269.20
Hourly Average	0.00	0.75	62.00	0.25	3.50	0.50	0.00	0.25	67.25	67.30
1800 - 1815	0	1	64	0	7	0	1	0	73	73.70
1815 - 1830	0	1	65	0	9	0	0	0	75	74.40
1830 - 1845	0	7	56	0	7	0	0	0	70	65.80
1845 - 1900	1	4	48	0	3	0	0	0	56	52.80
Hourly Total	1	13	233	0	26	0	1	0	274	266.70
Hourly Average	0.25	3.25	58.25	0.00	6.50	0.00	0.25	0.00	68.50	66.68
Session Total	1	21	705	1	73	6	1	1	809	800.90
Session Average	0.08	1.75	58.75	0.08	6.08	0.50	0.08	0.08	67.42	66.74

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 3.2: Right from Church Avenue to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	70	0	6	0	0	0	76	76.00
1115 - 1130	1	1	77	0	7	0	0	0	86	84.60
1130 - 1145	1	0	71	0	2	1	0	0	75	74.70
1145 - 1200	0	0	61	0	6	5	0	0	72	74.50
Hourly Total	2	1	279	0	21	6	0	0	309	309.80
Hourly Average	0.50	0.25	69.75	0.00	5.25	1.50	0.00	0.00	77.25	77.45
1200 - 1215	0	0	70	1	2	0	0	0	73	73.00
1215 - 1230	0	2	52	0	4	1	0	0	59	58.30
1230 - 1245	2	0	58	0	4	1	1	0	66	66.20
1245 - 1300	0	0	63	0	1	0	0	0	64	64.00
Hourly Total	2	2	243	1	11	2	1	0	262	261.50
Hourly Average	0.50	0.50	60.75	0.25	2.75	0.50	0.25	0.00	65.50	65.38
1300 - 1315	0	1	66	0	1	0	0	0	68	67.40
1315 - 1330	0	0	70	0	4	0	0	0	74	74.00
1330 - 1345	0	1	59	0	7	0	0	0	67	66.40
1345 - 1400	0	1	44	0	5	0	0	0	50	49.40
Hourly Total	0	3	239	0	17	0	0	0	259	257.20
Hourly Average	0.00	0.75	59.75	0.00	4.25	0.00	0.00	0.00	64.75	64.30
1400 - 1415	0	4	55	0	3	0	0	0	62	59.60
1415 - 1430	0	0	50	0	5	1	1	0	57	58.80
1430 - 1445	1	0	53	0	5	2	0	0	61	61.20
1445 - 1500	0	2	72	0	5	1	0	0	80	79.30
Hourly Total	1	6	230	0	18	4	1	0	260	258.90
Hourly Average	0.25	1.50	57.50	0.00	4.50	1.00	0.25	0.00	65.00	64.73
Session Total	5	12	991	1	67	12	2	0	1090	1087.40
Session Average	0.31	0.75	61.94	0.06	4.19	0.75	0.13	0.00	68.13	67.96

Ruislip
Classified Junction Count

Site 3 of 4
Church Avenue
B466 Ickenham Road (East)
B466 Ickenham Road (West)

Lat/Long
lat 51.573012° lon -0.430402°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 3.3: Left from B466 Ickenham Road (East) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	65	1	11	2	0	2	82	84.40
0715 - 0730	0	0	65	0	7	2	1	2	77	81.30
0730 - 0745	0	1	61	0	10	2	2	2	78	83.00
0745 - 0800	0	0	59	1	7	5	1	4	77	84.80
Hourly Total	0	2	250	2	35	11	4	10	314	333.50
Hourly Average	0.00	0.50	62.50	0.50	8.75	2.75	1.00	2.50	78.50	83.38
0800 - 0815	0	1	48	1	8	0	3	2	63	68.30
0815 - 0830	0	0	59	0	6	3	0	1	69	71.50
0830 - 0845	0	3	65	0	5	1	0	3	77	78.70
0845 - 0900	0	2	79	0	8	3	1	4	97	102.60
Hourly Total	0	6	251	1	27	7	4	10	306	321.10
Hourly Average	0.00	1.50	62.75	0.25	6.75	1.75	1.00	2.50	76.50	80.28
0900 - 0915	0	0	59	0	8	6	3	4	80	90.90
0915 - 0930	0	3	44	0	10	1	0	3	61	62.70
0930 - 0945	0	0	50	0	10	4	2	2	68	74.60
0945 - 1000	0	2	64	0	10	3	0	2	81	83.30
Hourly Total	0	5	217	0	38	14	5	11	290	311.50
Hourly Average	0.00	1.25	54.25	0.00	9.50	3.50	1.25	2.75	72.50	77.88
Session Total	0	13	718	3	100	32	13	31	910	966.10
Session Average	0.00	1.08	59.83	0.25	8.33	2.67	1.08	2.58	75.83	80.51

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 3.3: Left from B466 Ickenham Road (East) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	7	62	1	5	1	1	3	80	80.60
1615 - 1630	0	4	72	0	7	0	0	4	87	88.60
1630 - 1645	0	2	62	0	7	1	0	4	76	79.30
1645 - 1700	0	1	51	0	9	1	1	5	68	74.20
Hourly Total	0	14	247	1	28	3	2	16	311	322.70
Hourly Average	0.00	3.50	61.75	0.25	7.00	0.75	0.50	4.00	77.75	80.68
1700 - 1715	0	5	60	0	2	0	0	2	69	68.00
1715 - 1730	0	5	67	0	6	0	0	2	80	79.00
1730 - 1745	0	7	66	0	6	1	0	3	83	82.30
1745 - 1800	0	3	73	0	6	1	0	2	85	85.70
Hourly Total	0	20	266	0	20	2	0	9	317	315.00
Hourly Average	0.00	5.00	66.50	0.00	5.00	0.50	0.00	2.25	79.25	78.75
1800 - 1815	1	3	57	0	6	0	1	2	70	70.70
1815 - 1830	0	2	54	1	4	0	0	2	63	63.80
1830 - 1845	0	2	65	0	4	0	0	2	73	73.80
1845 - 1900	0	3	44	0	3	0	0	1	51	50.20
Hourly Total	1	10	220	1	17	0	1	7	257	258.50
Hourly Average	0.25	2.50	55.00	0.25	4.25	0.00	0.25	1.75	64.25	64.63
Session Total	1	44	733	2	65	5	3	32	885	896.20
Session Average	0.08	3.67	61.08	0.17	5.42	0.42	0.25	2.67	73.75	74.68

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 3.3: Left from B466 Ickenham Road (East) to B466 Ickenham Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	69	0	4	1	0	5	83	86.10
1115 - 1130	1	3	55	0	5	2	1	3	70	72.70
1130 - 1145	0	2	53	0	7	2	0	2	66	67.80
1145 - 1200	0	5	63	0	1	0	0	4	73	74.00
Hourly Total	1	14	240	0	17	5	1	14	292	300.60
Hourly Average	0.25	3.50	60.00	0.00	4.25	1.25	0.25	3.50	73.00	75.15
1200 - 1215	0	1	46	1	4	1	0	3	56	58.90
1215 - 1230	0	1	69	0	4	2	1	4	81	86.70
1230 - 1245	1	4	55	0	4	0	0	4	68	68.80
1245 - 1300	0	2	70	0	3	2	0	3	80	82.80
Hourly Total	1	8	240	1	15	5	1	14	285	297.20
Hourly Average	0.25	2.00	60.00	0.25	3.75	1.25	0.25	3.50	71.25	74.30
1300 - 1315	0	2	59	0	3	1	0	2	67	68.30
1315 - 1330	0	2	67	0	2	0	0	5	78	84.40
1330 - 1345	0	3	54	0	4	0	0	2	63	63.20
1345 - 1400	0	0	56	0	3	0	0	4	63	67.00
Hourly Total	0	7	236	0	12	1	2	13	271	282.90
Hourly Average	0.00	1.75	59.00	0.00	3.00	0.25	0.50	3.25	67.75	70.73
1400 - 1415	0	0	56	2	2	0	0	2	62	64.00
1415 - 1430	0	2	51	2	8	0	0	5	68	71.80
1430 - 1445	0	5	63	0	4	1	0	2	75	74.50
1445 - 1500	0	3	64	1	4	2	0	2	76	77.20
Hourly Total	0	10	234	5	18	3	0	11	281	287.50
Hourly Average	0.00	2.50	58.50	1.25	4.50	0.75	0.00	2.75	70.25	71.88
Session Total	2	39	950	6	62	14	4	52	1129	1168.20
Session Average	0.13	2.44	59.38	0.38	3.88	0.88	0.25	3.25	70.56	73.01

Ruislip
Classified Junction Count

Site 3 of 4
Church Avenue
B466 Ickenham Road (East)
B466 Ickenham Road (West)

Lat/Long
lat 51.573012° lon -0.430402°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 3.4: Right from B466 Ickenham Road (East) to Church Avenue								Original Data	
	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	0	1	0	0	2	2.50
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
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	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	3	0	1	0	0	0	4	4.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	8	0	1	1	0	0	10	10.50
Session Average	0.00	0.00	0.67	0.00	0.08	0.08	0.00	0.00	0.83	0.88

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 3.4: Right from B466 Ickenham Road (East) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
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	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
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	1	0	1	0	0	0	0	0	2	1.20
1845 - 1900	0	1	3	0	0	0	0	0	4	3.40
Hourly Total	1	1	8	0	0	0	0	0	10	8.60
Hourly Average	0.25	0.25	2.00	0.00	0.00	0.00	0.00	0.00	2.50	2.15
Session Total	1	1	21	0	0	0	0	0	23	21.60
Session Average	0.08	0.08	1.75	0.00	0.00	0.00	0.00	0.00	1.92	1.80

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 3.4: Right from B466 Ickenham Road (East) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	1	6	0	0	0	0	0	7	6.40
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
1200 - 1215	0	0	4	0	0	0	0	0	4	4.00
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	4	0	1	1	0	0	6	6.50
Hourly Total	0	0	12	0	2	1	0	0	15	15.50
Hourly Average	0.00	0.00	3.00	0.00	0.50	0.25	0.00	0.00	3.75	3.88
1300 - 1315	0	0	4	0	1	0	0	0	5	5.00
1315 - 1330	0	0	4	0	1	0	0	0	5	5.00
1330 - 1345	0	0	2	0	1	0	0	0	3	3.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	10	0	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.25	3.25
1400 - 1415	0	0	3	0	2	0	0	0	5	5.00
1415 - 1430	0	0	2	0	0	0	0	0	2	2.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
Session Total	0	1	38	0	8	1	0	0	48	47.90
Session Average	0.00	0.06	2.38	0.00	0.50	0.06	0.00	0.00	3.00	2.99

Ruislip
Classified Junction Count

Site 3 of 4
Church Avenue
B466 Ickenham Road (East)
B466 Ickenham Road (West)

Lat/Long
lat 51.573012° lon -0.430402°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 3.5: Left from B466 Ickenham Road (West) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	31	0	5	0	0	0	36	36.00
0715 - 0730	0	0	46	0	14	3	0	1	64	66.50
0730 - 0745	0	0	51	0	9	1	0	1	62	63.50
0745 - 0800	0	0	47	0	9	3	0	0	59	60.50
Hourly Total	0	0	175	0	37	7	0	2	221	226.50
Hourly Average	0.00	0.00	43.75	0.00	9.25	1.75	0.00	0.50	55.25	56.63
0800 - 0815	0	1	43	0	5	1	0	0	50	49.90
0815 - 0830	0	1	31	0	1	0	0	0	33	32.40
0830 - 0845	0	2	29	0	7	1	0	1	40	40.30
0845 - 0900	0	2	50	0	3	2	0	0	57	56.80
Hourly Total	0	6	153	0	16	4	0	1	180	179.40
Hourly Average	0.00	1.50	38.25	0.00	4.00	1.00	0.00	0.25	45.00	44.85
0900 - 0915	0	0	43	0	1	2	0	0	46	47.00
0915 - 0930	0	1	39	0	7	1	0	1	49	49.90
0930 - 0945	0	0	45	0	5	5	2	0	57	62.10
0945 - 1000	0	0	43	1	5	5	0	1	55	58.50
Hourly Total	0	1	170	1	18	13	2	2	207	217.50
Hourly Average	0.00	0.25	42.50	0.25	4.50	3.25	0.50	0.50	51.75	54.38
Session Total	0	7	498	1	71	24	2	5	608	623.40
Session Average	0.00	0.58	41.50	0.08	5.92	2.00	0.17	0.42	50.67	51.95

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 3.5: Left from B466 Ickenham Road (West) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	2	56	0	4	0	0	0	62	60.80
1615 - 1630	0	3	54	0	3	1	0	1	62	61.70
1630 - 1645	1	1	54	0	4	1	0	0	61	60.10
1645 - 1700	0	0	43	0	4	0	0	0	47	47.00
Hourly Total	1	6	207	0	15	2	0	1	232	229.60
Hourly Average	0.25	1.50	51.75	0.00	3.75	0.50	0.00	0.25	58.00	57.40
1700 - 1715	1	1	48	0	2	0	0	0	52	50.60
1715 - 1730	1	3	50	0	1	0	0	0	55	52.40
1730 - 1745	0	1	53	0	6	1	0	0	61	60.90
1745 - 1800	0	1	58	0	3	0	0	0	62	61.40
Hourly Total	2	6	209	0	12	1	0	0	230	225.30
Hourly Average	0.50	1.50	52.25	0.00	3.00	0.25	0.00	0.00	57.50	56.33
1800 - 1815	1	3	41	0	10	1	0	0	56	53.90
1815 - 1830	1	1	53	0	6	1	0	0	62	61.10
1830 - 1845	0	1	55	0	4	1	0	0	61	60.90
1845 - 1900	0	1	51	1	2	0	0	0	55	54.40
Hourly Total	2	6	200	1	22	3	0	0	234	230.30
Hourly Average	0.50	1.50	50.00	0.25	5.50	0.75	0.00	0.00	58.50	57.58
Session Total	5	18	616	1	49	6	0	1	696	685.20
Session Average	0.42	1.50	51.33	0.08	4.08	0.50	0.00	0.08	58.00	57.10

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 3.5: Left from B466 Ickenham Road (West) to Church Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	1	0	56	1	4	1	0	0	63	62.70
1115 - 1130	0	0	44	0	4	0	0	0	48	48.00
1130 - 1145	0	0	50	0	2	0	1	0	53	54.30
1145 - 1200	0	0	47	0	4	0	0	0	51	51.00
Hourly Total	1	0	197	1	14	1	1	0	215	216.00
Hourly Average	0.25	0.00	49.25	0.25	3.50	0.25	0.25	0.00	53.75	54.00
1200 - 1215	0	0	46	0	3	1	0	0	50	50.50
1215 - 1230	0	0	54	0	5	0	0	0	59	59.00
1230 - 1245	1	1	42	0	4	4	0	0	52	52.60
1245 - 1300	0	1	52	0	7	2	0	0	62	62.40
Hourly Total	1	2	194	0	19	7	0	0	223	224.50
Hourly Average	0.25	0.50	48.50	0.00	4.75	1.75	0.00	0.00	55.75	56.13
1300 - 1315	0	0	63	0	3	1	0	0	67	67.50
1315 - 1330	0	0	43	0	2	0	0	0	45	45.00
1330 - 1345	0	2	55	0	5	0	0	0	62	60.80
1345 - 1400	0	1	48	0	5	1	0	0	55	54.90
Hourly Total	0	3	209	0	15	2	0	0	229	228.20
Hourly Average	0.00	0.75	52.25	0.00	3.75	0.50	0.00	0.00	57.25	57.05
1400 - 1415	0	0	39	0	8	0	0	0	47	47.00
1415 - 1430	1	2	39	0	7	3	0	0	52	51.50
1430 - 1445	0	0	49	0	4	1	0	0	54	54.50
1445 - 1500	0	0	46	0	10	0	0	0	56	56.00
Hourly Total	1	2	173	0	29	4	0	0	209	209.00
Hourly Average	0.25	0.50	43.25	0.00	7.25	1.00	0.00	0.00	52.25	52.25
Session Total	3	7	773	1	77	14	1	0	876	877.70
Session Average	0.19	0.44	48.31	0.06	4.81	0.88	0.06	0.00	54.75	54.86

Ruislip
Classified Junction Count

Site 3 of 4
Church Avenue
B466 Ickenham Road (East)
B466 Ickenham Road (West)

Lat/Long
lat 51.573012° lon -0.430402°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 3.6: Right from B466 Ickenham Road (West) to B466 Ickenham Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	40	0	5	4	0	4	54	59.40
0715 - 0730	0	1	39	0	10	6	0	2	58	62.40
0730 - 0745	1	0	46	0	15	4	1	3	70	75.50
0745 - 0800	0	1	45	0	7	4	0	1	58	60.40
Hourly Total	1	3	170	0	37	18	1	10	240	257.70
Hourly Average	0.25	0.75	42.50	0.00	9.25	4.50	0.25	2.50	60.00	64.43
0800 - 0815	0	0	55	0	11	3	2	3	74	81.10
0815 - 0830	0	0	33	0	11	4	1	4	53	60.30
0830 - 0845	1	3	26	0	4	4	0	3	41	43.40
0845 - 0900	2	0	33	0	6	1	1	0	43	43.20
Hourly Total	3	3	147	0	32	12	4	10	211	228.00
Hourly Average	0.75	0.75	36.75	0.00	8.00	3.00	1.00	2.50	52.75	57.00
0900 - 0915	1	1	49	0	9	2	0	3	65	67.60
0915 - 0930	0	0	44	0	5	6	0	6	61	70.00
0930 - 0945	0	0	33	0	5	3	2	1	44	49.10
0945 - 1000	0	0	39	0	11	2	3	3	58	65.90
Hourly Total	1	1	165	0	30	13	5	13	228	252.60
Hourly Average	0.25	0.25	41.25	0.00	7.50	3.25	1.25	3.25	57.00	63.15
Session Total	5	7	482	0	99	43	10	33	679	738.30
Session Average	0.42	0.58	40.17	0.00	8.25	3.58	0.83	2.75	56.58	61.53

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 3.6: Right from B466 Ickenham Road (West) to B466 Ickenham Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	52	0	6	2	0	4	65	69.40
1615 - 1630	1	3	45	0	6	1	1	1	58	58.20
1630 - 1645	0	2	39	0	2	1	0	3	47	49.30
1645 - 1700	0	1	39	0	4	1	0	1	46	46.90
Hourly Total	1	7	175	0	18	5	1	9	216	223.80
Hourly Average	0.25	1.75	43.75	0.00	4.50	1.25	0.25	2.25	54.00	55.95
1700 - 1715	1	1	45	0	5	1	0	2	55	56.10
1715 - 1730	0	2	40	0	4	0	0	3	49	50.80
1730 - 1745	0	5	46	0	3	0	0	2	56	55.00
1745 - 1800	2	4	43	0	1	0	1	3	54	54.30
Hourly Total	3	12	174	0	13	1	1	10	214	216.20
Hourly Average	0.75	3.00	43.50	0.00	3.25	0.25	0.25	2.50	53.50	54.05
1800 - 1815	0	4	42	0	3	0	0	2	51	50.60
1815 - 1830	0	2	43	0	3	0	1	2	51	53.10
1830 - 1845	1	2	37	0	7	0	0	2	49	49.00
1845 - 1900	0	6	56	0	2	0	0	2	66	64.40
Hourly Total	1	14	178	0	15	0	1	8	217	217.10
Hourly Average	0.25	3.50	44.50	0.00	3.75	0.00	0.25	2.00	54.25	54.28
Session Total	5	33	527	0	46	6	3	27	647	657.10
Session Average	0.42	2.75	43.92	0.00	3.83	0.50	0.25	2.25	53.92	54.76

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 3.6: Right from B466 Ickenham Road (West) to B466 Ickenham Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	5	35	0	9	0	1	3	53	54.30
1115 - 1130	0	1	35	0	4	0	0	3	43	45.40
1130 - 1145	0	1	45	0	3	2	0	3	54	57.40
1145 - 1200	0	0	45	1	4	2	0	1	53	55.00
Hourly Total	0	7	160	1	20	4	1	10	203	212.10
Hourly Average	0.00	1.75	40.00	0.25	5.00	1.00	0.25	2.50	50.75	53.03
1200 - 1215	1	0	42	0	0	1	2	5	51	58.30
1215 - 1230	0	2	38	0	3	0	0	2	45	45.80
1230 - 1245	0	1	44	0	2	0	0	6	53	58.40
1245 - 1300	0	2	45	0	3	0	0	0	50	48.80
Hourly Total	1	5	169	0	8	1	2	13	199	211.30
Hourly Average	0.25	1.25	42.25	0.00	2.00	0.25	0.50	3.25	49.75	52.83
1300 - 1315	0	3	35	0	1	0	0	3	42	43.20
1315 - 1330	1	5	41	0	2	0	0	5	54	55.20
1330 - 1345	2	0	40	0	2	1	0	2	47	47.90
1345 - 1400	1	1	45	0	2	0	0	2	51	51.60
Hourly Total	4	9	161	0	7	1	0	12	194	197.90
Hourly Average	1.00	2.25	40.25	0.00	1.75	0.25	0.00	3.00	48.50	49.48
1400 - 1415	0	1	45	0	3	1	0	4	54	57.90
1415 - 1430	0	2	40	0	2	3	0	5	52	57.30
1430 - 1445	0	1	45	0	3	1	0	2	52	53.90
1445 - 1500	0	3	40	0	4	0	1	4	52	55.50
Hourly Total	0	7	170	0	12	5	1	15	210	224.60
Hourly Average	0.00	1.75	42.50	0.00	3.00	1.25	0.25	3.75	52.50	56.15
Session Total	5	28	660	1	47	11	4	50	806	845.90
Session Average	0.31	1.75	41.25	0.06	2.94	0.69	0.25	3.13	50.38	52.87

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.1: Left from Midcroft to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	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
0800 - 0815	0	0	3	0	1	0	0	0	4	4.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	4	0	0	0	0	0	4	4.00
0845 - 0900	0	0	4	0	0	1	0	0	5	5.50
Hourly Total	0	0	16	0	1	1	0	0	18	18.50
Hourly Average	0.00	0.00	4.00	0.00	0.25	0.25	0.00	0.00	4.50	4.63
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	2	10	0	0	0	0	0	12	10.80
Hourly Total	0	2	22	0	2	0	0	0	26	24.80
Hourly Average	0.00	0.50	5.50	0.00	0.50	0.00	0.00	0.00	6.50	6.20
Session Total	0	2	47	0	4	1	0	0	54	53.30
Session Average	0.00	0.17	3.92	0.00	0.33	0.08	0.00	0.00	4.50	4.44

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.1: Left from Midcroft to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	2	0	0	0	0	0	3	2.40
1615 - 1630	0	1	3	0	1	0	0	0	5	4.40
1630 - 1645	0	1	1	0	2	0	0	0	4	3.40
1645 - 1700	0	2	0	0	0	0	0	0	2	0.80
Hourly Total	0	5	6	0	3	0	0	0	14	11.00
Hourly Average	0.00	1.25	1.50	0.00	0.75	0.00	0.00	0.00	3.50	2.75
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	7	0	0	0	0	0	7	7.00
1745 - 1800	0	1	5	0	1	0	0	0	7	6.40
Hourly Total	0	1	27	0	2	0	0	0	30	29.40
Hourly Average	0.00	0.25	6.75	0.00	0.50	0.00	0.00	0.00	7.50	7.35
1800 - 1815	0	3	7	0	0	0	0	0	10	8.20
1815 - 1830	0	0	4	0	1	0	0	0	5	5.00
1830 - 1845	0	0	10	0	0	0	0	0	10	10.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	3	26	0	1	0	0	0	30	28.20
Hourly Average	0.00	0.75	6.50	0.00	0.25	0.00	0.00	0.00	7.50	7.05
Session Total	0	9	59	0	6	0	0	0	74	68.60
Session Average	0.00	0.75	4.92	0.00	0.50	0.00	0.00	0.00	6.17	5.72

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.1: Left from Midcroft to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	4	0	0	0	0	0	4	4.00
1115 - 1130	0	0	13	0	1	0	0	0	14	14.00
1130 - 1145	0	0	7	0	0	0	0	0	7	7.00
1145 - 1200	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	0	0	35	0	1	0	0	0	36	36.00
Hourly Average	0.00	0.00	8.75	0.00	0.25	0.00	0.00	0.00	9.00	9.00
1200 - 1215	0	0	6	0	0	0	0	0	6	6.00
1215 - 1230	0	0	3	0	0	0	0	0	3	3.00
1230 - 1245	0	1	7	0	1	0	0	0	9	8.40
1245 - 1300	0	2	6	0	1	0	0	0	9	7.80
Hourly Total	0	3	22	0	2	0	0	0	27	25.20
Hourly Average	0.00	0.75	5.50	0.00	0.50	0.00	0.00	0.00	6.75	6.30
1300 - 1315	0	1	5	0	0	0	0	0	6	5.40
1315 - 1330	0	0	5	0	0	0	0	0	5	5.00
1330 - 1345	0	1	4	0	0	0	0	0	5	4.40
1345 - 1400	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	2	17	0	0	0	0	0	19	17.80
Hourly Average	0.00	0.50	4.25	0.00	0.00	0.00	0.00	0.00	4.75	4.45
1400 - 1415	0	0	7	0	0	0	0	0	7	7.00
1415 - 1430	0	1	6	0	0	0	0	0	7	6.40
1430 - 1445	0	1	8	0	1	0	0	0	10	9.40
1445 - 1500	0	2	6	0	0	0	0	0	8	6.80
Hourly Total	0	4	27	0	1	0	0	0	32	29.60
Hourly Average	0.00	1.00	6.75	0.00	0.25	0.00	0.00	0.00	8.00	7.40
Session Total	0	9	101	0	4	0	0	0	114	108.60
Session Average	0.00	0.56	6.31	0.00	0.25	0.00	0.00	0.00	7.13	6.79

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.2: Westbound from Midcroft to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	5	0	1	1	0	0	8	7.90
0715 - 0730	0	0	0	0	2	0	0	0	2	2.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	1	16	0	4	1	0	0	22	21.90
Hourly Average	0.00	0.25	4.00	0.00	1.00	0.25	0.00	0.00	5.50	5.48
0800 - 0815	0	0	10	1	0	0	0	0	11	11.00
0815 - 0830	0	0	5	0	0	1	0	0	6	6.50
0830 - 0845	0	0	13	0	1	0	0	0	14	14.00
0845 - 0900	0	0	19	0	3	1	0	0	23	23.50
Hourly Total	0	0	47	1	4	2	0	0	54	55.00
Hourly Average	0.00	0.00	11.75	0.25	1.00	0.50	0.00	0.00	13.50	13.75
0900 - 0915	0	0	7	0	0	0	0	0	7	7.00
0915 - 0930	0	0	5	0	4	0	0	0	9	9.00
0930 - 0945	0	0	10	0	0	0	0	0	10	10.00
0945 - 1000	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	38	0	5	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.50	0.00	1.25	0.00	0.00	0.00	10.75	10.75
Session Total	0	1	101	1	13	3	0	0	119	119.90
Session Average	0.00	0.08	8.42	0.08	1.08	0.25	0.00	0.00	9.92	9.99

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.2: Westbound from Midcroft to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	13	0	2	0	0	0	15	15.00
1615 - 1630	0	0	14	0	3	0	0	0	17	17.00
1630 - 1645	0	1	8	0	1	0	0	0	10	9.40
1645 - 1700	0	1	13	0	3	0	0	0	17	16.40
Hourly Total	0	2	48	0	9	0	0	0	59	57.80
Hourly Average	0.00	0.50	12.00	0.00	2.25	0.00	0.00	0.00	14.75	14.45
1700 - 1715	0	2	9	0	0	0	0	0	11	9.80
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	2	14	0	1	0	0	0	17	15.80
1745 - 1800	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	0	4	49	0	1	0	0	0	54	51.60
Hourly Average	0.00	1.00	12.25	0.00	0.25	0.00	0.00	0.00	13.50	12.90
1800 - 1815	1	0	9	0	1	0	0	0	11	10.20
1815 - 1830	0	1	12	1	2	0	0	0	16	15.40
1830 - 1845	0	0	5	0	0	0	0	0	5	5.00
1845 - 1900	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	1	1	29	1	4	0	0	0	36	34.60
Hourly Average	0.25	0.25	7.25	0.25	1.00	0.00	0.00	0.00	9.00	8.65
Session Total	1	7	126	1	14	0	0	0	149	144.00
Session Average	0.08	0.58	10.50	0.08	1.17	0.00	0.00	0.00	12.42	12.00

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.2: Westbound from Midcroft to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	19	0	0	0	0	0	19	19.00
1115 - 1130	0	0	7	0	1	0	0	0	8	8.00
1130 - 1145	1	0	13	0	0	0	0	0	14	13.20
1145 - 1200	0	0	21	0	1	0	0	0	22	22.00
Hourly Total	1	0	60	0	2	0	0	0	63	62.20
Hourly Average	0.25	0.00	15.00	0.00	0.50	0.00	0.00	0.00	15.75	15.55
1200 - 1215	0	0	10	0	2	0	0	0	12	12.00
1215 - 1230	0	0	20	0	0	1	0	0	21	21.50
1230 - 1245	1	0	14	0	0	0	0	0	15	14.20
1245 - 1300	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	1	0	59	0	2	1	0	0	63	62.70
Hourly Average	0.25	0.00	14.75	0.00	0.50	0.25	0.00	0.00	15.75	15.68
1300 - 1315	0	0	13	0	0	0	0	0	13	13.00
1315 - 1330	0	0	12	0	0	0	0	0	12	12.00
1330 - 1345	0	0	16	0	2	0	0	0	18	18.00
1345 - 1400	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	53	0	2	0	0	0	55	55.00
Hourly Average	0.00	0.00	13.25	0.00	0.50	0.00	0.00	0.00	13.75	13.75
1400 - 1415	0	0	11	0	0	0	0	0	11	11.00
1415 - 1430	0	0	9	0	0	0	0	0	9	9.00
1430 - 1445	0	0	8	0	2	0	0	0	10	10.00
1445 - 1500	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	40	0	2	0	0	0	42	42.00
Hourly Average	0.00	0.00	10.00	0.00	0.50	0.00	0.00	0.00	10.50	10.50
Session Total	2	0	212	0	8	1	0	0	223	221.90
Session Average	0.13	0.00	13.25	0.00	0.50	0.06	0.00	0.00	13.94	13.87

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.3: Right from Midcroft to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	0	3	3.00
0715 - 0730	0	0	4	0	0	0	0	0	4	4.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	16	0	2	0	0	0	18	18.00
Hourly Average	0.00	0.00	4.00	0.00	0.50	0.00	0.00	0.00	4.50	4.50
0800 - 0815	0	0	7	0	1	0	0	0	8	8.00
0815 - 0830	0	0	5	0	0	0	0	0	5	5.00
0830 - 0845	0	0	12	1	2	0	0	0	15	15.00
0845 - 0900	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	0	0	39	1	4	0	0	0	44	44.00
Hourly Average	0.00	0.00	9.75	0.25	1.00	0.00	0.00	0.00	11.00	11.00
0900 - 0915	0	1	3	0	1	1	0	0	6	5.90
0915 - 0930	0	0	5	0	1	0	0	0	6	6.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	1	6	0	1	1	0	0	9	8.90
Hourly Total	0	2	19	0	3	2	0	0	26	25.80
Hourly Average	0.00	0.50	4.75	0.00	0.75	0.50	0.00	0.00	6.50	6.45
Session Total	0	2	74	1	9	2	0	0	88	87.80
Session Average	0.00	0.17	6.17	0.08	0.75	0.17	0.00	0.00	7.33	7.32

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.3: Right from Midcroft to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	11	0	0	0	0	0	12	11.40
1615 - 1630	0	2	11	0	0	0	0	0	13	11.80
1630 - 1645	0	2	16	0	1	0	0	0	19	17.80
1645 - 1700	0	2	7	0	1	1	0	0	11	10.30
Hourly Total	0	7	45	0	2	1	0	0	55	51.30
Hourly Average	0.00	1.75	11.25	0.00	0.50	0.25	0.00	0.00	13.75	12.83
1700 - 1715	0	2	12	0	1	0	0	0	15	13.80
1715 - 1730	0	1	7	0	0	0	0	0	8	7.40
1730 - 1745	0	0	8	0	1	0	0	0	9	9.00
1745 - 1800	0	1	9	0	1	0	0	0	11	10.40
Hourly Total	0	4	36	0	3	0	0	0	43	40.60
Hourly Average	0.00	1.00	9.00	0.00	0.75	0.00	0.00	0.00	10.75	10.15
1800 - 1815	0	4	10	0	0	0	0	0	14	11.60
1815 - 1830	0	2	13	0	1	0	0	0	16	14.80
1830 - 1845	0	3	6	0	2	0	0	0	11	9.20
1845 - 1900	0	1	7	0	1	0	0	0	9	8.40
Hourly Total	0	10	36	0	4	0	0	0	50	44.00
Hourly Average	0.00	2.50	9.00	0.00	1.00	0.00	0.00	0.00	12.50	11.00
Session Total	0	21	117	0	9	1	0	0	148	135.90
Session Average	0.00	1.75	9.75	0.00	0.75	0.08	0.00	0.00	12.33	11.33

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.3: Right from Midcroft to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	2	3	0	0	0	0	0	5	3.80
1115 - 1130	0	2	8	0	0	0	0	0	10	8.80
1130 - 1145	0	0	11	0	1	0	0	0	12	12.00
1145 - 1200	0	1	11	0	3	0	0	0	15	14.40
Hourly Total	0	5	33	0	4	0	0	0	42	39.00
Hourly Average	0.00	1.25	8.25	0.00	1.00	0.00	0.00	0.00	10.50	9.75
1200 - 1215	0	0	10	0	0	0	0	0	10	10.00
1215 - 1230	0	0	7	0	0	0	0	0	7	7.00
1230 - 1245	0	2	7	0	0	0	0	0	9	7.80
1245 - 1300	0	4	4	0	0	0	0	0	8	5.60
Hourly Total	0	6	28	0	0	0	0	0	34	30.40
Hourly Average	0.00	1.50	7.00	0.00	0.00	0.00	0.00	0.00	8.50	7.60
1300 - 1315	0	2	8	0	1	0	0	0	11	9.80
1315 - 1330	0	0	11	0	1	1	0	0	13	13.50
1330 - 1345	0	2	10	0	0	0	0	0	12	10.80
1345 - 1400	0	1	5	0	1	0	0	0	7	6.40
Hourly Total	0	5	34	0	3	1	0	0	43	40.50
Hourly Average	0.00	1.25	8.50	0.00	0.75	0.25	0.00	0.00	10.75	10.13
1400 - 1415	0	1	7	0	0	0	0	0	8	7.40
1415 - 1430	0	0	8	0	0	0	0	0	8	8.00
1430 - 1445	0	1	13	0	0	0	0	0	14	13.40
1445 - 1500	0	1	8	0	1	0	0	0	10	9.40
Hourly Total	0	3	36	0	1	0	0	0	40	38.20
Hourly Average	0.00	0.75	9.00	0.00	0.25	0.00	0.00	0.00	10.00	9.55
Session Total	0	19	131	0	8	1	0	0	159	148.10
Session Average	0.00	1.19	8.19	0.00	0.50	0.06	0.00	0.00	9.94	9.26

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.4: Left from A4180 High Street (South) to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	2	6	8.00
0715 - 0730	0	0	5	0	0	0	0	2	7	9.00
0730 - 0745	0	0	6	0	1	0	0	2	9	11.00
0745 - 0800	0	0	5	0	2	1	1	3	12	16.80
Hourly Total	0	0	20	0	3	1	1	9	34	44.80
Hourly Average	0.00	0.00	5.00	0.00	0.75	0.25	0.25	2.25	8.50	11.20
0800 - 0815	0	1	5	0	2	0	0	2	10	11.40
0815 - 0830	0	0	3	0	0	0	0	2	5	7.00
0830 - 0845	0	2	5	0	1	0	0	1	9	8.80
0845 - 0900	0	2	5	0	0	0	0	2	9	9.80
Hourly Total	0	5	18	0	3	0	0	7	33	37.00
Hourly Average	0.00	1.25	4.50	0.00	0.75	0.00	0.00	1.75	8.25	9.25
0900 - 0915	0	0	6	0	1	0	0	2	9	11.00
0915 - 0930	0	1	10	0	2	0	0	2	15	16.40
0930 - 0945	0	0	4	0	2	0	0	2	8	10.00
0945 - 1000	0	1	7	0	1	0	0	2	11	12.40
Hourly Total	0	2	27	0	6	0	0	8	43	49.80
Hourly Average	0.00	0.50	6.75	0.00	1.50	0.00	0.00	2.00	10.75	12.45
Session Total	0	7	65	0	12	1	1	24	110	131.60
Session Average	0.00	0.58	5.42	0.00	1.00	0.08	0.08	2.00	9.17	10.97

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.4: Left from A4180 High Street (South) to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	4	6	0	1	0	0	3	14	14.60
1615 - 1630	0	1	9	0	0	0	0	2	12	13.40
1630 - 1645	0	1	12	0	1	0	0	2	16	17.40
1645 - 1700	0	0	9	0	0	0	0	2	11	13.00
Hourly Total	0	6	36	0	2	0	0	9	53	58.40
Hourly Average	0.00	1.50	9.00	0.00	0.50	0.00	0.00	2.25	13.25	14.60
1700 - 1715	0	2	14	0	0	0	0	2	18	18.80
1715 - 1730	0	2	5	0	1	0	0	2	10	10.80
1730 - 1745	0	0	7	0	1	1	0	3	12	15.50
1745 - 1800	0	1	8	0	0	0	0	2	11	12.40
Hourly Total	0	5	34	0	2	1	0	9	51	57.50
Hourly Average	0.00	1.25	8.50	0.00	0.50	0.25	0.00	2.25	12.75	14.38
1800 - 1815	0	0	7	0	0	0	0	2	9	11.00
1815 - 1830	0	1	6	0	0	0	0	2	9	10.40
1830 - 1845	0	1	6	0	1	0	0	2	10	11.40
1845 - 1900	0	0	9	0	0	0	0	1	10	11.00
Hourly Total	0	2	28	0	1	0	0	7	38	43.80
Hourly Average	0.00	0.50	7.00	0.00	0.25	0.00	0.00	1.75	9.50	10.95
Session Total	0	13	98	0	5	1	0	25	142	159.70
Session Average	0.00	1.08	8.17	0.00	0.42	0.08	0.00	2.08	11.83	13.31

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.4: Left from A4180 High Street (South) to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	4	8	0	2	0	0	5	19	21.60
1115 - 1130	0	2	11	0	0	0	0	3	16	17.80
1130 - 1145	0	1	8	0	2	0	0	2	13	14.40
1145 - 1200	0	4	13	0	0	0	0	4	21	22.60
Hourly Total	0	11	40	0	4	0	0	14	69	76.40
Hourly Average	0.00	2.75	10.00	0.00	1.00	0.00	0.00	3.50	17.25	19.10
1200 - 1215	0	1	6	0	0	0	0	3	10	12.40
1215 - 1230	0	1	4	0	1	0	0	4	10	13.40
1230 - 1245	0	1	15	0	1	0	0	3	20	22.40
1245 - 1300	0	2	12	0	0	0	0	3	17	18.80
Hourly Total	0	5	37	0	2	0	0	13	57	67.00
Hourly Average	0.00	1.25	9.25	0.00	0.50	0.00	0.00	3.25	14.25	16.75
1300 - 1315	0	3	11	0	0	0	0	2	16	16.20
1315 - 1330	0	1	3	0	0	0	0	4	8	11.40
1330 - 1345	0	2	10	0	0	0	0	2	14	14.80
1345 - 1400	0	0	2	0	0	0	0	4	6	10.00
Hourly Total	0	6	26	0	0	0	0	12	44	52.40
Hourly Average	0.00	1.50	6.50	0.00	0.00	0.00	0.00	3.00	11.00	13.10
1400 - 1415	0	0	8	0	2	0	0	2	12	14.00
1415 - 1430	0	1	7	0	2	0	0	5	15	19.40
1430 - 1445	0	2	6	0	1	0	0	2	11	11.80
1445 - 1500	0	1	11	0	0	0	0	2	14	15.40
Hourly Total	0	4	32	0	5	0	0	11	52	60.60
Hourly Average	0.00	1.00	8.00	0.00	1.25	0.00	0.00	2.75	13.00	15.15
Session Total	0	26	135	0	11	0	0	50	222	256.40
Session Average	0.00	1.63	8.44	0.00	0.69	0.00	0.00	3.13	13.88	16.03

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.5: Northbound from A4180 High Street (South) to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	34	0	6	0	1	1	43	44.70
0715 - 0730	0	2	49	0	12	3	1	1	68	70.60
0730 - 0745	1	1	56	0	12	5	1	2	78	82.40
0745 - 0800	0	2	62	0	9	1	0	2	76	77.30
Hourly Total	1	6	201	0	39	9	3	6	265	275.00
Hourly Average	0.25	1.50	50.25	0.00	9.75	2.25	0.75	1.50	66.25	68.75
0800 - 0815	1	1	54	0	14	4	2	2	78	83.20
0815 - 0830	0	0	61	0	5	1	0	0	67	67.50
0830 - 0845	0	2	69	0	7	3	0	1	82	83.30
0845 - 0900	0	1	48	0	5	0	0	2	56	57.40
Hourly Total	1	4	232	0	31	8	2	5	283	291.40
Hourly Average	0.25	1.00	58.00	0.00	7.75	2.00	0.50	1.25	70.75	72.85
0900 - 0915	1	4	39	0	5	0	0	2	51	49.80
0915 - 0930	0	1	39	0	6	3	1	2	52	56.20
0930 - 0945	0	7	42	0	8	2	2	0	61	60.40
0945 - 1000	0	2	50	0	8	2	1	1	64	66.10
Hourly Total	1	14	170	0	27	7	4	5	228	232.50
Hourly Average	0.25	3.50	42.50	0.00	6.75	1.75	1.00	1.25	57.00	58.13
Session Total	3	24	603	0	97	24	9	16	776	798.90
Session Average	0.25	2.00	50.25	0.00	8.08	2.00	0.75	1.33	64.67	66.58

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.5: Northbound from A4180 High Street (South) to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	7	64	0	5	0	0	2	78	75.80
1615 - 1630	0	5	48	0	6	1	0	3	63	63.50
1630 - 1645	1	5	49	0	6	0	0	2	63	61.20
1645 - 1700	1	5	54	0	5	0	0	2	67	65.20
Hourly Total	2	22	215	0	22	1	0	9	271	265.70
Hourly Average	0.50	5.50	53.75	0.00	5.50	0.25	0.00	2.25	67.75	66.43
1700 - 1715	1	10	68	1	7	0	0	0	87	80.20
1715 - 1730	0	8	62	0	5	0	0	2	77	74.20
1730 - 1745	0	10	51	0	4	0	0	2	67	63.00
1745 - 1800	0	13	60	0	6	1	0	1	81	74.70
Hourly Total	1	41	241	1	22	1	0	5	312	292.10
Hourly Average	0.25	10.25	60.25	0.25	5.50	0.25	0.00	1.25	78.00	73.03
1800 - 1815	0	13	69	0	8	0	0	2	92	86.20
1815 - 1830	0	5	64	0	5	0	0	2	76	75.00
1830 - 1845	2	9	68	0	3	0	0	2	84	79.00
1845 - 1900	0	10	70	0	0	0	0	1	81	76.00
Hourly Total	2	37	271	0	16	0	0	7	333	316.20
Hourly Average	0.50	9.25	67.75	0.00	4.00	0.00	0.00	1.75	83.25	79.05
Session Total	5	100	727	1	60	2	0	21	916	874.00
Session Average	0.42	8.33	60.58	0.08	5.00	0.17	0.00	1.75	76.33	72.83

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.5: Northbound from A4180 High Street (South) to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	5	59	0	3	1	0	0	68	65.50
1115 - 1130	0	4	55	0	1	0	0	2	62	61.60
1130 - 1145	0	4	64	0	3	0	0	2	73	72.60
1145 - 1200	1	4	57	0	4	0	0	3	69	68.80
Hourly Total	1	17	235	0	11	1	0	7	272	268.50
Hourly Average	0.25	4.25	58.75	0.00	2.75	0.25	0.00	1.75	68.00	67.13
1200 - 1215	1	9	57	0	0	0	0	0	67	60.80
1215 - 1230	0	6	56	0	2	3	1	3	71	73.20
1230 - 1245	1	5	54	0	2	0	1	2	65	64.50
1245 - 1300	1	6	62	0	0	0	0	2	71	68.60
Hourly Total	3	26	229	0	4	3	2	7	274	267.10
Hourly Average	0.75	6.50	57.25	0.00	1.00	0.75	0.50	1.75	68.50	66.78
1300 - 1315	1	5	44	0	3	0	0	1	54	51.20
1315 - 1330	0	5	51	0	1	0	0	2	59	58.00
1330 - 1345	0	6	60	0	6	1	0	1	74	71.90
1345 - 1400	1	6	49	0	3	0	1	1	61	58.90
Hourly Total	2	22	204	0	13	1	1	5	248	240.00
Hourly Average	0.50	5.50	51.00	0.00	3.25	0.25	0.25	1.25	62.00	60.00
1400 - 1415	1	5	63	0	2	0	0	2	73	71.20
1415 - 1430	2	6	53	1	8	0	0	1	71	66.80
1430 - 1445	0	4	54	0	7	0	0	2	67	66.60
1445 - 1500	0	4	60	0	3	0	0	2	69	68.60
Hourly Total	3	19	230	1	20	0	0	7	280	273.20
Hourly Average	0.75	4.75	57.50	0.25	5.00	0.00	0.00	1.75	70.00	68.30
Session Total	9	84	898	1	48	5	3	26	1074	1048.80
Session Average	0.56	5.25	56.13	0.06	3.00	0.31	0.19	1.63	67.13	65.55

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.6: Right from A4180 High Street (South) to Midcroft								Original Data	
	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	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	1	1	2	0	0	0	0	0	4	2.60
0845 - 0900	0	0	1	0	1	1	0	0	3	3.50
Hourly Total	1	1	5	0	1	1	0	0	9	8.10
Hourly Average	0.25	0.25	1.25	0.00	0.25	0.25	0.00	0.00	2.25	2.03
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	5	0	0	0	0	0	5	5.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	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
Session Total	1	1	28	0	1	1	0	0	32	31.10
Session Average	0.08	0.08	2.33	0.00	0.08	0.08	0.00	0.00	2.67	2.59

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.6: Right from A4180 High Street (South) to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	0	0	0	0	4	4.00
1615 - 1630	0	1	1	0	0	0	0	0	2	1.40
1630 - 1645	0	2	4	0	0	0	0	0	6	4.80
1645 - 1700	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	3	15	0	0	0	0	0	18	16.20
Hourly Average	0.00	0.75	3.75	0.00	0.00	0.00	0.00	0.00	4.50	4.05
1700 - 1715	0	0	10	0	0	0	0	0	10	10.00
1715 - 1730	0	1	4	0	0	0	0	0	5	4.40
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	3	4	0	2	0	0	0	9	7.20
Hourly Total	0	4	23	0	2	0	0	0	29	26.60
Hourly Average	0.00	1.00	5.75	0.00	0.50	0.00	0.00	0.00	7.25	6.65
1800 - 1815	0	1	2	0	0	0	0	0	3	2.40
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	1	2	0	0	0	0	0	3	2.40
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	2	12	0	0	0	0	0	14	12.80
Hourly Average	0.00	0.50	3.00	0.00	0.00	0.00	0.00	0.00	3.50	3.20
Session Total	0	9	50	0	2	0	0	0	61	55.60
Session Average	0.00	0.75	4.17	0.00	0.17	0.00	0.00	0.00	5.08	4.63

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.6: Right from A4180 High Street (South) to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	5	0	0	0	0	0	5	5.00
1115 - 1130	0	0	7	0	1	0	0	0	8	8.00
1130 - 1145	0	0	7	0	0	0	0	0	7	7.00
1145 - 1200	0	0	12	0	0	0	0	0	12	12.00
Hourly Total	0	0	31	0	1	0	0	0	32	32.00
Hourly Average	0.00	0.00	7.75	0.00	0.25	0.00	0.00	0.00	8.00	8.00
1200 - 1215	0	0	5	0	0	0	0	0	5	5.00
1215 - 1230	0	1	7	0	0	0	0	0	8	7.40
1230 - 1245	0	0	10	0	0	0	0	0	10	10.00
1245 - 1300	1	0	6	0	1	0	0	0	8	7.20
Hourly Total	1	1	28	0	1	0	0	0	31	29.60
Hourly Average	0.25	0.25	7.00	0.00	0.25	0.00	0.00	0.00	7.75	7.40
1300 - 1315	0	0	7	0	0	0	0	0	7	7.00
1315 - 1330	0	1	1	0	0	0	0	0	2	1.40
1330 - 1345	0	1	5	0	0	0	0	0	6	5.40
1345 - 1400	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	2	23	0	0	0	0	0	25	23.80
Hourly Average	0.00	0.50	5.75	0.00	0.00	0.00	0.00	0.00	6.25	5.95
1400 - 1415	0	0	7	0	1	0	0	0	8	8.00
1415 - 1430	0	0	8	0	0	0	0	0	8	8.00
1430 - 1445	0	0	3	0	0	0	0	0	3	3.00
1445 - 1500	0	0	9	0	0	0	0	0	9	9.00
Hourly Total	0	0	27	0	1	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.75	0.00	0.25	0.00	0.00	0.00	7.00	7.00
Session Total	1	3	109	0	3	0	0	0	116	113.40
Session Average	0.06	0.19	6.81	0.00	0.19	0.00	0.00	0.00	7.25	7.09

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.7: Left from B466 Midcroft to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	27	0	6	3	0	2	39	41.90
0715 - 0730	0	1	34	0	7	4	0	1	47	49.40
0730 - 0745	0	0	35	0	13	3	1	0	52	54.80
0745 - 0800	0	1	38	0	9	2	0	1	51	52.40
Hourly Total	0	3	134	0	35	12	1	4	189	198.50
Hourly Average	0.00	0.75	33.50	0.00	8.75	3.00	0.25	1.00	47.25	49.63
0800 - 0815	0	0	27	0	12	3	2	0	44	48.10
0815 - 0830	0	0	14	0	7	3	1	2	27	31.80
0830 - 0845	0	1	20	0	5	3	0	0	29	29.90
0845 - 0900	1	0	19	0	5	1	1	0	27	28.00
Hourly Total	1	1	80	0	29	10	4	2	127	137.80
Hourly Average	0.25	0.25	20.00	0.00	7.25	2.50	1.00	0.50	31.75	34.45
0900 - 0915	1	0	35	0	6	2	0	1	45	46.20
0915 - 0930	1	0	33	0	3	5	0	2	44	47.70
0930 - 0945	0	0	23	0	4	3	2	1	33	38.10
0945 - 1000	0	0	30	0	8	2	3	0	43	47.90
Hourly Total	2	0	121	0	21	12	5	4	165	179.90
Hourly Average	0.50	0.00	30.25	0.00	5.25	3.00	1.25	1.00	41.25	44.98
Session Total	3	4	335	0	85	34	10	10	481	516.20
Session Average	0.25	0.33	27.92	0.00	7.08	2.83	0.83	0.83	40.08	43.02

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.7: Left from B466 Midcroft to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	34	0	4	2	0	0	40	41.00
1615 - 1630	0	2	32	0	2	1	1	0	38	38.60
1630 - 1645	0	1	34	0	4	1	0	0	40	39.90
1645 - 1700	0	0	22	0	3	1	0	0	26	26.50
Hourly Total	0	3	122	0	13	5	1	0	144	146.00
Hourly Average	0.00	0.75	30.50	0.00	3.25	1.25	0.25	0.00	36.00	36.50
1700 - 1715	1	0	31	0	4	1	0	0	37	36.70
1715 - 1730	0	1	22	0	2	0	0	0	25	24.40
1730 - 1745	0	1	30	0	1	0	0	0	32	31.40
1745 - 1800	1	4	32	0	1	0	1	1	40	39.10
Hourly Total	2	6	115	0	8	1	1	1	134	131.60
Hourly Average	0.50	1.50	28.75	0.00	2.00	0.25	0.25	0.25	33.50	32.90
1800 - 1815	0	2	28	0	4	0	0	0	34	32.80
1815 - 1830	0	0	28	0	2	0	1	0	31	32.30
1830 - 1845	0	0	32	0	2	0	0	0	34	34.00
1845 - 1900	0	0	42	0	3	0	0	0	45	45.00
Hourly Total	0	2	130	0	11	0	1	0	144	144.10
Hourly Average	0.00	0.50	32.50	0.00	2.75	0.00	0.25	0.00	36.00	36.03
Session Total	2	11	367	0	32	6	3	1	422	421.70
Session Average	0.17	0.92	30.58	0.00	2.67	0.50	0.25	0.08	35.17	35.14

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.7: Left from B466 Midcroft to A4180 High Street (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	30	0	7	0	1	0	38	39.30
1115 - 1130	0	1	30	0	0	0	0	0	31	30.40
1130 - 1145	0	1	28	0	1	2	0	0	32	32.40
1145 - 1200	1	0	34	0	4	2	0	0	41	41.20
Hourly Total	1	2	122	0	12	4	1	0	142	143.30
Hourly Average	0.25	0.50	30.50	0.00	3.00	1.00	0.25	0.00	35.50	35.83
1200 - 1215	0	0	32	0	0	1	2	0	35	38.10
1215 - 1230	0	1	22	0	2	0	0	0	25	24.40
1230 - 1245	0	1	25	0	2	0	0	1	29	29.40
1245 - 1300	0	1	30	0	1	0	0	0	32	31.40
Hourly Total	0	3	109	0	5	1	2	1	121	123.30
Hourly Average	0.00	0.75	27.25	0.00	1.25	0.25	0.50	0.25	30.25	30.83
1300 - 1315	0	0	28	0	1	0	0	0	29	29.00
1315 - 1330	0	2	30	0	1	0	0	0	33	31.80
1330 - 1345	0	0	25	0	1	1	0	0	27	27.50
1345 - 1400	0	0	35	0	1	0	0	0	36	36.00
Hourly Total	0	2	118	0	4	1	0	0	125	124.30
Hourly Average	0.00	0.50	29.50	0.00	1.00	0.25	0.00	0.00	31.25	31.08
1400 - 1415	0	2	31	0	0	1	0	0	34	33.30
1415 - 1430	0	1	31	0	4	3	0	0	39	39.90
1430 - 1445	0	0	28	0	1	1	0	0	30	30.50
1445 - 1500	0	0	24	0	5	0	1	0	30	31.30
Hourly Total	0	3	114	0	10	5	1	0	133	135.00
Hourly Average	0.00	0.75	28.50	0.00	2.50	1.25	0.25	0.00	33.25	33.75
Session Total	1	10	463	0	31	11	4	1	521	525.90
Session Average	0.06	0.63	28.94	0.00	1.94	0.69	0.25	0.06	32.56	32.87

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.8: Eastbound from B466 Midcroft to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	5	0	1	2	0	0	8	9.00
0730 - 0745	0	0	5	0	1	1	0	0	7	7.50
0745 - 0800	0	0	8	0	0	1	0	1	10	11.50
Hourly Total	0	0	22	0	2	4	0	1	29	32.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	1.00	0.00	0.25	7.25	8.00
0800 - 0815	0	0	26	0	0	0	0	0	26	26.00
0815 - 0830	0	0	16	0	2	1	0	0	19	19.50
0830 - 0845	1	1	14	0	1	0	0	0	17	15.60
0845 - 0900	0	0	7	0	1	1	0	0	9	9.50
Hourly Total	1	1	63	0	4	2	0	0	71	70.60
Hourly Average	0.25	0.25	15.75	0.00	1.00	0.50	0.00	0.00	17.75	17.65
0900 - 0915	1	0	5	0	2	0	0	0	8	7.20
0915 - 0930	0	0	5	0	2	0	0	0	7	7.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	1	0	23	0	7	0	0	0	31	30.20
Hourly Average	0.25	0.00	5.75	0.00	1.75	0.00	0.00	0.00	7.75	7.55
Session Total	2	1	108	0	13	6	0	1	131	132.80
Session Average	0.17	0.08	9.00	0.00	1.08	0.50	0.00	0.08	10.92	11.07

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.8: Eastbound from B466 Midcroft to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	1	0	0	0	13	13.00
1615 - 1630	0	0	7	0	1	0	0	0	8	8.00
1630 - 1645	0	1	5	0	0	0	0	0	6	5.40
1645 - 1700	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	1	32	0	4	0	0	0	37	36.40
Hourly Average	0.00	0.25	8.00	0.00	1.00	0.00	0.00	0.00	9.25	9.10
1700 - 1715	0	0	10	0	1	0	0	0	11	11.00
1715 - 1730	0	0	15	0	2	0	0	0	17	17.00
1730 - 1745	0	1	10	0	1	0	0	0	12	11.40
1745 - 1800	0	1	9	0	0	0	0	0	10	9.40
Hourly Total	0	2	44	0	4	0	0	0	50	48.80
Hourly Average	0.00	0.50	11.00	0.00	1.00	0.00	0.00	0.00	12.50	12.20
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	0	1	9	0	0	0	0	0	10	9.40
1830 - 1845	0	0	4	0	2	0	0	0	6	6.00
1845 - 1900	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	1	30	0	2	0	0	0	33	32.40
Hourly Average	0.00	0.25	7.50	0.00	0.50	0.00	0.00	0.00	8.25	8.10
Session Total	0	4	106	0	10	0	0	0	120	117.60
Session Average	0.00	0.33	8.83	0.00	0.83	0.00	0.00	0.00	10.00	9.80

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.8: Eastbound from B466 Midcroft to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	3	0	0	0	0	0	3	3.00
1115 - 1130	0	0	8	0	1	0	0	0	9	9.00
1130 - 1145	0	0	8	0	1	0	0	0	9	9.00
1145 - 1200	0	0	6	1	1	0	0	0	8	8.00
Hourly Total	0	0	25	1	3	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.25	0.25	0.75	0.00	0.00	0.00	7.25	7.25
1200 - 1215	0	0	9	0	0	0	0	0	9	9.00
1215 - 1230	0	0	7	0	0	0	0	0	7	7.00
1230 - 1245	0	0	11	0	1	0	0	0	12	12.00
1245 - 1300	0	1	6	0	1	0	0	0	8	7.40
Hourly Total	0	1	33	0	2	0	0	0	36	35.40
Hourly Average	0.00	0.25	8.25	0.00	0.50	0.00	0.00	0.00	9.00	8.85
1300 - 1315	0	0	5	0	0	0	0	0	5	5.00
1315 - 1330	1	0	4	0	1	0	0	0	6	5.20
1330 - 1345	0	0	8	0	0	0	0	0	8	8.00
1345 - 1400	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	1	0	25	0	3	0	0	0	29	28.20
Hourly Average	0.25	0.00	6.25	0.00	0.75	0.00	0.00	0.00	7.25	7.05
1400 - 1415	0	0	15	0	0	0	0	0	15	15.00
1415 - 1430	0	0	6	0	0	0	0	0	6	6.00
1430 - 1445	0	1	5	0	1	0	0	0	7	6.40
1445 - 1500	0	0	10	0	0	0	0	0	10	10.00
Hourly Total	0	1	36	0	1	0	0	0	38	37.40
Hourly Average	0.00	0.25	9.00	0.00	0.25	0.00	0.00	0.00	9.50	9.35
Session Total	1	2	119	1	9	0	0	0	132	130.00
Session Average	0.06	0.13	7.44	0.06	0.56	0.00	0.00	0.00	8.25	8.13

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.9: Right from B466 Midcroft to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	5	0	0	1	0	2	8	10.50
0715 - 0730	0	0	4	0	1	0	0	1	6	7.00
0730 - 0745	0	0	6	0	0	0	0	1	7	8.00
0745 - 0800	0	0	5	0	0	1	0	1	7	8.50
Hourly Total	0	0	20	0	1	2	0	5	28	34.00
Hourly Average	0.00	0.00	5.00	0.00	0.25	0.50	0.00	1.25	7.00	8.50
0800 - 0815	0	0	6	0	0	0	0	2	8	10.00
0815 - 0830	0	0	6	0	0	0	0	3	9	12.00
0830 - 0845	0	1	5	0	0	0	0	3	9	11.40
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	20	0	0	0	0	8	29	36.40
Hourly Average	0.00	0.25	5.00	0.00	0.00	0.00	0.00	2.00	7.25	9.10
0900 - 0915	0	1	8	0	1	0	0	2	12	13.40
0915 - 0930	0	0	6	0	1	0	0	4	11	15.00
0930 - 0945	0	0	7	0	0	1	0	0	8	8.50
0945 - 1000	0	0	5	0	1	0	0	3	9	12.00
Hourly Total	0	1	26	0	3	1	0	9	40	48.90
Hourly Average	0.00	0.25	6.50	0.00	0.75	0.25	0.00	2.25	10.00	12.23
Session Total	0	2	66	0	4	3	0	22	97	119.30
Session Average	0.00	0.17	5.50	0.00	0.33	0.25	0.00	1.83	8.08	9.94

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.9: Right from B466 Midcroft to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	8	0	0	0	0	4	13	16.40
1615 - 1630	0	1	6	0	0	0	0	1	8	8.40
1630 - 1645	0	0	4	0	0	0	0	3	7	10.00
1645 - 1700	0	1	9	0	1	0	0	1	12	12.40
Hourly Total	0	3	27	0	1	0	0	9	40	47.20
Hourly Average	0.00	0.75	6.75	0.00	0.25	0.00	0.00	2.25	10.00	11.80
1700 - 1715	0	1	8	0	0	0	0	2	11	12.40
1715 - 1730	0	1	4	0	1	0	0	3	9	11.40
1730 - 1745	0	2	9	0	0	0	0	1	12	11.80
1745 - 1800	0	0	3	0	0	0	0	3	6	9.00
Hourly Total	0	4	24	0	1	0	0	9	38	44.60
Hourly Average	0.00	1.00	6.00	0.00	0.25	0.00	0.00	2.25	9.50	11.15
1800 - 1815	0	2	8	0	0	0	0	2	12	12.80
1815 - 1830	0	1	8	0	1	0	0	2	12	13.40
1830 - 1845	0	2	3	0	2	0	0	1	8	7.80
1845 - 1900	0	6	7	0	0	0	0	3	16	15.40
Hourly Total	0	11	26	0	3	0	0	8	48	49.40
Hourly Average	0.00	2.75	6.50	0.00	0.75	0.00	0.00	2.00	12.00	12.35
Session Total	0	18	77	0	5	0	0	26	126	141.20
Session Average	0.00	1.50	6.42	0.00	0.42	0.00	0.00	2.17	10.50	11.77

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.9: Right from B466 Midcroft to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	5	11	0	1	0	0	3	20	20.00
1115 - 1130	0	0	3	0	2	0	0	2	7	9.00
1130 - 1145	0	0	7	0	2	0	0	4	13	17.00
1145 - 1200	0	0	8	0	1	0	0	1	10	11.00
Hourly Total	0	5	29	0	6	0	0	10	50	57.00
Hourly Average	0.00	1.25	7.25	0.00	1.50	0.00	0.00	2.50	12.50	14.25
1200 - 1215	0	0	6	0	2	0	0	5	13	18.00
1215 - 1230	0	1	6	0	0	0	0	2	9	10.40
1230 - 1245	0	0	8	0	1	0	0	4	13	17.00
1245 - 1300	0	0	16	0	0	0	0	1	17	18.00
Hourly Total	0	1	36	0	3	0	0	12	52	63.40
Hourly Average	0.00	0.25	9.00	0.00	0.75	0.00	0.00	3.00	13.00	15.85
1300 - 1315	0	3	6	0	0	0	0	3	12	13.20
1315 - 1330	0	2	6	0	0	0	0	3	11	12.80
1330 - 1345	0	1	10	0	0	0	0	4	15	18.40
1345 - 1400	0	1	4	0	1	0	0	2	8	9.40
Hourly Total	0	7	26	0	1	0	0	12	46	53.80
Hourly Average	0.00	1.75	6.50	0.00	0.25	0.00	0.00	3.00	11.50	13.45
1400 - 1415	0	0	8	0	0	0	0	4	12	16.00
1415 - 1430	0	0	11	0	2	0	0	5	18	23.00
1430 - 1445	0	1	8	0	0	0	0	2	11	12.40
1445 - 1500	0	3	10	0	0	0	0	4	17	19.20
Hourly Total	0	4	37	0	2	0	0	15	58	70.60
Hourly Average	0.00	1.00	9.25	0.00	0.50	0.00	0.00	3.75	14.50	17.65
Session Total	0	17	128	0	12	0	0	49	206	244.80
Session Average	0.00	1.06	8.00	0.00	0.75	0.00	0.00	3.06	12.88	15.30

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.10: Left from A4180 High Street (North) to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	11	0	1	0	0	0	12	12.00
0745 - 0800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	27	0	2	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.75	0.00	0.50	0.00	0.00	0.00	7.25	7.25
0800 - 0815	0	0	5	0	2	0	0	0	7	7.00
0815 - 0830	0	0	7	0	0	0	0	0	7	7.00
0830 - 0845	0	0	9	0	2	0	0	0	11	11.00
0845 - 0900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	34	0	4	0	0	0	38	38.00
Hourly Average	0.00	0.00	8.50	0.00	1.00	0.00	0.00	0.00	9.50	9.50
0900 - 0915	0	0	12	0	0	0	0	0	12	12.00
0915 - 0930	0	0	9	0	1	0	0	0	10	10.00
0930 - 0945	0	0	8	0	0	1	0	0	9	9.50
0945 - 1000	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	38	0	2	1	0	0	41	41.50
Hourly Average	0.00	0.00	9.50	0.00	0.50	0.25	0.00	0.00	10.25	10.38
Session Total	0	0	99	0	8	1	0	0	108	108.50
Session Average	0.00	0.00	8.25	0.00	0.67	0.08	0.00	0.00	9.00	9.04

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.10: Left from A4180 High Street (North) to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	6	0	1	1	0	0	8	8.50
1615 - 1630	0	1	12	0	3	0	0	0	16	15.40
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	1	8	0	1	0	0	0	10	9.40
Hourly Total	0	2	31	0	5	1	0	0	39	38.30
Hourly Average	0.00	0.50	7.75	0.00	1.25	0.25	0.00	0.00	9.75	9.58
1700 - 1715	0	1	5	0	2	0	0	0	8	7.40
1715 - 1730	0	3	7	0	1	0	0	0	11	9.20
1730 - 1745	0	2	10	0	1	0	0	0	13	11.80
1745 - 1800	0	1	9	0	1	0	0	0	11	10.40
Hourly Total	0	7	31	0	5	0	0	0	43	38.80
Hourly Average	0.00	1.75	7.75	0.00	1.25	0.00	0.00	0.00	10.75	9.70
1800 - 1815	0	1	14	0	1	0	0	0	16	15.40
1815 - 1830	0	1	10	0	0	0	0	0	11	10.40
1830 - 1845	0	2	8	0	0	0	0	0	10	8.80
1845 - 1900	0	1	9	0	1	0	0	0	11	10.40
Hourly Total	0	5	41	0	2	0	0	0	48	45.00
Hourly Average	0.00	1.25	10.25	0.00	0.50	0.00	0.00	0.00	12.00	11.25
Session Total	0	14	103	0	12	1	0	0	130	122.10
Session Average	0.00	1.17	8.58	0.00	1.00	0.08	0.00	0.00	10.83	10.18

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.10: Left from A4180 High Street (North) to Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	8	0	2	0	0	0	10	10.00
1115 - 1130	1	1	9	0	1	0	0	0	12	10.60
1130 - 1145	0	1	11	0	2	0	0	0	14	13.40
1145 - 1200	0	1	7	0	3	0	0	0	11	10.40
Hourly Total	1	3	35	0	8	0	0	0	47	44.40
Hourly Average	0.25	0.75	8.75	0.00	2.00	0.00	0.00	0.00	11.75	11.10
1200 - 1215	0	1	16	0	1	0	0	0	18	17.40
1215 - 1230	0	0	8	0	1	1	0	0	10	10.50
1230 - 1245	0	4	13	0	1	0	0	0	18	15.60
1245 - 1300	1	2	9	0	2	0	0	0	14	12.00
Hourly Total	1	7	46	0	5	1	0	0	60	55.50
Hourly Average	0.25	1.75	11.50	0.00	1.25	0.25	0.00	0.00	15.00	13.88
1300 - 1315	0	0	5	0	1	0	0	0	6	6.00
1315 - 1330	0	1	8	0	1	0	0	0	10	9.40
1330 - 1345	0	0	4	0	1	0	0	0	5	5.00
1345 - 1400	0	1	8	0	0	0	0	0	9	8.40
Hourly Total	0	2	25	0	3	0	0	0	30	28.80
Hourly Average	0.00	0.50	6.25	0.00	0.75	0.00	0.00	0.00	7.50	7.20
1400 - 1415	0	1	8	0	0	0	0	0	9	8.40
1415 - 1430	0	0	8	0	1	0	0	0	9	9.00
1430 - 1445	0	0	8	0	1	0	0	0	9	9.00
1445 - 1500	0	0	8	0	1	0	0	0	9	9.00
Hourly Total	0	1	32	0	3	0	0	0	36	35.40
Hourly Average	0.00	0.25	8.00	0.00	0.75	0.00	0.00	0.00	9.00	8.85
Session Total	2	13	138	0	19	1	0	0	173	164.10
Session Average	0.13	0.81	8.63	0.00	1.19	0.06	0.00	0.00	10.81	10.26

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.11: Southbound from A4180 High Street (North) to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	44	0	5	1	0	2	52	54.50
0715 - 0730	1	1	57	0	15	2	0	1	77	77.60
0730 - 0745	1	1	70	0	11	3	0	4	90	94.10
0745 - 0800	0	3	70	0	11	3	0	1	88	88.70
Hourly Total	2	5	241	0	42	9	0	8	307	314.90
Hourly Average	0.50	1.25	60.25	0.00	10.50	2.25	0.00	2.00	76.75	78.73
0800 - 0815	0	1	57	0	5	2	0	2	67	69.40
0815 - 0830	0	0	67	0	8	1	0	0	76	76.50
0830 - 0845	0	1	100	1	10	0	0	3	115	117.40
0845 - 0900	0	1	82	0	4	2	0	4	93	97.40
Hourly Total	0	3	306	1	27	5	0	9	351	360.70
Hourly Average	0.00	0.75	76.50	0.25	6.75	1.25	0.00	2.25	87.75	90.18
0900 - 0915	2	3	63	1	7	2	0	3	81	81.60
0915 - 0930	0	4	55	2	11	0	0	2	74	73.60
0930 - 0945	0	5	64	2	8	0	0	1	80	78.00
0945 - 1000	0	0	53	0	8	0	0	2	63	65.00
Hourly Total	2	12	235	5	34	2	0	8	298	298.20
Hourly Average	0.50	3.00	58.75	1.25	8.50	0.50	0.00	2.00	74.50	74.55
Session Total	4	20	782	6	103	16	0	25	956	973.80
Session Average	0.33	1.67	65.17	0.50	8.58	1.33	0.00	2.08	79.67	81.15

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.11: Southbound from A4180 High Street (North) to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	2	69	0	9	1	0	1	83	82.50
1615 - 1630	0	8	60	0	5	0	0	2	75	72.20
1630 - 1645	1	6	66	0	14	0	0	3	90	88.60
1645 - 1700	1	8	73	0	11	1	1	1	96	93.20
Hourly Total	3	24	268	0	39	2	1	7	344	336.50
Hourly Average	0.75	6.00	67.00	0.00	9.75	0.50	0.25	1.75	86.00	84.13
1700 - 1715	0	11	79	1	7	1	0	1	100	94.90
1715 - 1730	1	8	81	0	8	1	0	3	102	99.90
1730 - 1745	0	8	65	0	9	1	0	1	84	80.70
1745 - 1800	1	9	81	1	7	0	0	2	101	96.80
Hourly Total	2	36	306	2	31	3	0	7	387	372.30
Hourly Average	0.50	9.00	76.50	0.50	7.75	0.75	0.00	1.75	96.75	93.08
1800 - 1815	3	14	88	0	7	0	0	3	115	107.20
1815 - 1830	2	12	79	0	5	0	0	3	101	95.20
1830 - 1845	0	16	90	0	6	0	0	2	114	106.40
1845 - 1900	1	13	65	0	3	0	0	2	84	77.40
Hourly Total	6	55	322	0	21	0	0	10	414	386.20
Hourly Average	1.50	13.75	80.50	0.00	5.25	0.00	0.00	2.50	103.50	96.55
Session Total	11	115	896	2	91	5	1	24	1145	1095.00
Session Average	0.92	9.58	74.67	0.17	7.58	0.42	0.08	2.00	95.42	91.25

Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.11: Southbound from A4180 High Street (North) to A4180 High Street (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	7	61	0	3	3	1	1	76	75.60
1115 - 1130	0	4	61	1	15	3	0	2	86	87.10
1130 - 1145	0	4	60	0	10	0	0	2	76	75.60
1145 - 1200	0	7	55	0	4	3	0	2	71	70.30
Hourly Total	0	22	237	1	32	9	1	7	309	308.60
Hourly Average	0.00	5.50	59.25	0.25	8.00	2.25	0.25	1.75	77.25	77.15
1200 - 1215	0	5	55	0	2	1	0	3	66	66.50
1215 - 1230	0	8	50	0	11	1	0	1	71	67.70
1230 - 1245	1	5	62	0	3	1	0	2	74	72.70
1245 - 1300	0	6	52	0	4	0	0	2	64	62.40
Hourly Total	1	24	219	0	20	3	0	8	275	269.30
Hourly Average	0.25	6.00	54.75	0.00	5.00	0.75	0.00	2.00	68.75	67.33
1300 - 1315	0	6	61	0	5	1	0	1	74	71.90
1315 - 1330	2	5	53	0	3	2	0	0	65	61.40
1330 - 1345	0	6	56	0	4	0	0	3	69	68.40
1345 - 1400	0	7	62	0	7	0	0	3	79	77.80
Hourly Total	2	24	232	0	19	3	0	7	287	279.50
Hourly Average	0.50	6.00	58.00	0.00	4.75	0.75	0.00	1.75	71.75	69.88
1400 - 1415	0	6	71	0	6	0	0	1	84	81.40
1415 - 1430	3	9	70	0	7	0	0	2	91	85.20
1430 - 1445	1	6	59	0	4	0	0	2	72	69.60
1445 - 1500	0	7	69	0	1	0	0	1	78	74.80
Hourly Total	4	28	269	0	18	0	0	6	325	311.00
Hourly Average	1.00	7.00	67.25	0.00	4.50	0.00	0.00	1.50	81.25	77.75
Session Total	7	98	957	1	89	15	1	28	1196	1168.40
Session Average	0.44	6.13	59.81	0.06	5.56	0.94	0.06	1.75	74.75	73.03

Ruislip
Classified Junction Count

Site 4 of 4
Midcroft
A4180 High Street (South)
B466 Midcroft
A4180 High Street (North)

Lat/Long
lat 51.574594° lon -0.425010°

Date
Friday 17 May 2024

Weather
Cloudy
Temp: 10°C

0700 - 1000 (Friday AM Peak)

TIME	Movement 4.12: Right from A4180 High Street (North) to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	53	1	11	1	0	0	66	66.50
0715 - 0730	1	0	60	0	3	2	1	0	67	68.50
0730 - 0745	0	1	60	0	8	2	2	0	73	76.00
0745 - 0800	0	0	53	1	7	5	0	1	67	70.50
Hourly Total	1	1	226	2	29	10	3	1	273	281.50
Hourly Average	0.25	0.25	56.50	0.50	7.25	2.50	0.75	0.25	68.25	70.38
0800 - 0815	0	0	35	0	7	0	3	0	45	48.90
0815 - 0830	0	0	42	0	4	2	0	0	48	49.00
0830 - 0845	0	1	53	0	2	2	0	1	59	60.40
0845 - 0900	0	0	51	0	7	1	1	2	62	65.80
Hourly Total	0	1	181	0	20	5	4	3	214	224.10
Hourly Average	0.00	0.25	45.25	0.00	5.00	1.25	1.00	0.75	53.50	56.03
0900 - 0915	0	0	40	0	8	7	3	2	60	69.40
0915 - 0930	0	2	39	0	6	0	0	1	48	47.80
0930 - 0945	0	0	38	0	8	4	2	0	52	56.60
0945 - 1000	0	1	49	0	6	3	0	0	59	59.90
Hourly Total	0	3	166	0	28	14	5	3	219	233.70
Hourly Average	0.00	0.75	41.50	0.00	7.00	3.50	1.25	0.75	54.75	58.43
Session Total	1	5	573	2	77	29	12	7	706	739.30
Session Average	0.08	0.42	47.75	0.17	6.42	2.42	1.00	0.58	58.83	61.61

Date
Friday 17 May 2024

Weather
Sunny Intervals
Temp: 18°C

1600 - 1900 (Friday PM Peak)

TIME	Movement 4.12: Right from A4180 High Street (North) to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	45	1	2	1	1	0	53	53.00
1615 - 1630	0	3	48	0	4	0	0	2	57	57.20
1630 - 1645	0	0	41	0	5	1	0	2	49	51.50
1645 - 1700	0	0	42	0	7	1	1	3	54	58.80
Hourly Total	0	6	176	1	18	3	2	7	213	220.50
Hourly Average	0.00	1.50	44.00	0.25	4.50	0.75	0.50	1.75	53.25	55.13
1700 - 1715	0	1	43	0	1	0	0	0	45	44.40
1715 - 1730	0	3	48	0	5	0	0	0	56	54.20
1730 - 1745	0	5	45	0	6	1	0	0	57	54.50
1745 - 1800	0	2	58	0	5	0	0	0	65	63.80
Hourly Total	0	11	194	0	17	1	0	0	223	216.90
Hourly Average	0.00	2.75	48.50	0.00	4.25	0.25	0.00	0.00	55.75	54.23
1800 - 1815	0	3	42	0	4	0	1	0	50	49.50
1815 - 1830	0	0	42	0	4	0	0	0	46	46.00
1830 - 1845	0	1	57	0	4	0	0	0	62	61.40
1845 - 1900	0	4	42	0	1	0	0	0	47	44.60
Hourly Total	0	8	183	0	13	0	1	0	205	201.50
Hourly Average	0.00	2.00	45.75	0.00	3.25	0.00	0.25	0.00	51.25	50.38
Session Total	0	25	553	1	48	4	3	7	641	638.90
Session Average	0.00	2.08	46.08	0.08	4.00	0.33	0.25	0.58	53.42	53.24

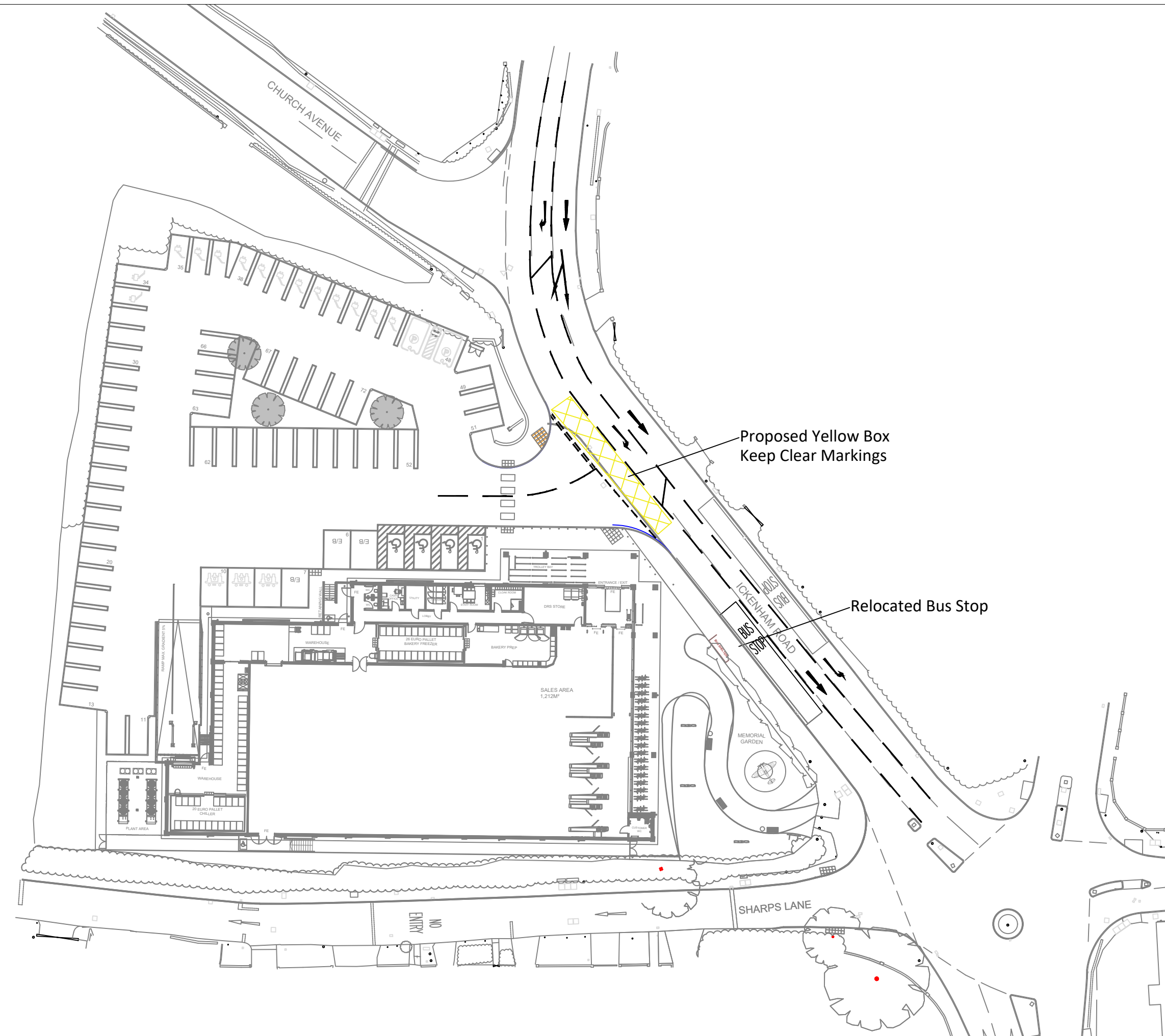
Date
Saturday 18 May 2024

Weather
Sunny Intervals
Temp: 17°C

1100 - 1500 (Saturday 4H session)

TIME	Movement 4.12: Right from A4180 High Street (North) to B466 Midcroft								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	35	0	2	2	1	0	40	42.30
1115 - 1130	0	1	36	0	3	1	0	0	41	40.90
1130 - 1145	0	2	44	0	4	2	0	0	52	51.80
1145 - 1200	0	1	40	0	2	0	0	0	43	42.40
Hourly Total	0	4	155	0	11	5	1	0	176	177.40
Hourly Average	0.00	1.00	38.75	0.00	2.75	1.25	0.25	0.00	44.00	44.35
1200 - 1215	0	0	34	1	4	1	1	0	41	42.80
1215 - 1230	0	1	50	0	4	1	0	0	56	55.90
1230 - 1245	0	2	42	0	2	1	0	1	48	48.30
1245 - 1300	0	0	47	0	5	2	0	0	54	55.00
Hourly Total	0	3	173	1	15	5	1	1	199	202.00
Hourly Average	0.00	0.75	43.25	0.25	3.75	1.25	0.25	0.25	49.75	50.50
1300 - 1315	0	0	41	0	4	1	1	0	47	48.80
1315 - 1330	0	0	32	0	5	0	1	1	39	41.30
1330 - 1345	0	1	41	0	2	0	0	0	44	43.40
1345 - 1400	0	0	44	0	2	0	0	0	46	46.00
Hourly Total	0	1	158	0	13	1	2	1	176	179.50
Hourly Average	0.00	0.25	39.50	0.00	3.25	0.25	0.50	0.25	44.00	44.88
1400 - 1415	0	0	47	2	3	0	0	0	52	52.00
1415 - 1430	0	1	39	2	4	0	0	0	46	45.40
1430 - 1445	0	3	51	0	3	1	0	0	58	56.70
1445 - 1500	0	2	41	1	4	2	0	0	50	49.80
Hourly Total	0	6	178	5	14	3	0	0	206	203.90
Hourly Average	0.00	1.50	44.50	1.25	3.50	0.75	0.00	0.00	51.50	50.98
Session Total	0	14	664	6	53	14	4	2	757	762.80
Session Average	0.00	0.88	41.50	0.38	3.31	0.88	0.25	0.13	47.31	47.68

APPENDIX B – PROPOSED SITE ACCESS



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.
2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
A	10/01/25	Amended site layout	TC	MC

Cora^{iHt}

Adamson House, Towers Business Park
 Wilmslow Road
 Manchester
 M20 2YU
 Tel: 0161 955 4422
 Email: manchester@coraiht.com
 Web: www.coraiht.com

Client
 Lidl Great Britain Ltd.

Project
 Ickenham Road
 Ruislip

Title
 Access Arrangement
 Relocated Access

Drawing Status

Job No. 16-2273

Drawn	Checked	Scale at A3	Date	Issue Date
MC	TC	1:500	02/12/24	-

Drawing No. 002 A

APPENDIX C – PROPOSED SITE LAYOUT



PARKING

Standard		46
Disabled	♿	4
Enlarged Bay	E/B	3
Parent & Child	👨👧	3
EVCP 22kW & 50kW DC Rapid Charging Spaces	🚗⚡	2
Passive Infrastructure for future EVCP Charging Spaces	👤	14
Total Customer Parking		72
Short Stay Cycle	🚗	24
Long Stay Cycle	🚗	12

SCHEDULE OF ACCOMMODATION - KEY

Site Area	0.646Ha (1.596 Acres)	
GIA	1,825	sq m
GEA	1,902	sq m
Sales Area	1,212	sq m
WAREHOUSE		
Warehouse	217	sq m
Bakery Warehouse	52	sq m
Additional Chillers	44	sq m
DRS Store	40	sq m
Total Warehouse	353	sq m
ANCILLARY AREA		
Bakery Prep	65	sq m
Cash Office	10	sq m
Welfare Area, wcs, etc	87	sq m
Customer WC	9	sq m
Utility	8	sq m
Circulation	32	sq m
Internal Partitions	49	sq m
Total Ancillary	260	sq m

Client

Lidl Great Britain Ltd

Project

Lidl
Ickenham Road, Ruislip

Title

Site Plan as Proposed
Option C

Drawing Ref.

4478-0105

Revision

P12

Scale - unless otherwise stated

1:500

@ A3

Status

S0

Issued For

Preliminary

0 10 20 30 40 50m



APPENDIX D – TRICS OUTPUT (DISCOUNT FOODSTORE)

Calculation Reference: AUDIT-662801-240516-0505

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	LW LEWISHAM	1 days
	MR MERTON	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
Actual Range: 850 to 1650 (units: sqm)
Range Selected by User: 600 to 1650 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/05/21

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

Selected survey days:

Monday 2 days
Wednesday 2 days

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

Selected survey types:

Manual count 4 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Industrial Zone 1
Residential Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
50,001 to 100,000	3 days

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

Population within 5 miles:

500,001 or More	4 days
-----------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
------------	--------

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

2 Poor	1 days
4 Good	2 days
6a Excellent	1 days

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

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

LIST OF SITES relevant to selection parameters

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

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	1332	0.995	4	1332	0.319	4	1332	1.314
08:00 - 09:00	4	1332	3.323	4	1332	1.971	4	1332	5.294
09:00 - 10:00	4	1332	4.694	4	1332	3.887	4	1332	8.581
10:00 - 11:00	4	1332	5.032	4	1332	4.300	4	1332	9.332
11:00 - 12:00	4	1332	4.694	4	1332	4.994	4	1332	9.688
12:00 - 13:00	4	1332	5.013	4	1332	5.163	4	1332	10.176
13:00 - 14:00	4	1332	5.877	4	1332	5.708	4	1332	11.585
14:00 - 15:00	4	1332	4.506	4	1332	5.764	4	1332	10.270
15:00 - 16:00	4	1332	4.938	4	1332	4.675	4	1332	9.613
16:00 - 17:00	4	1332	5.051	4	1332	5.145	4	1332	10.196
17:00 - 18:00	4	1332	5.107	4	1332	4.694	4	1332	9.801
18:00 - 19:00	4	1332	4.976	4	1332	5.276	4	1332	10.252
19:00 - 20:00	4	1332	3.530	4	1332	3.943	4	1332	7.473
20:00 - 21:00	4	1332	2.554	4	1332	3.342	4	1332	5.896
21:00 - 22:00	4	1332	2.291	4	1332	2.910	4	1332	5.201
22:00 - 23:00	4	1332	0.376	4	1332	0.713	4	1332	1.089
23:00 - 24:00	1	1350	0.000	1	1350	0.370	1	1350	0.370
Total Rates:			62.957			63.174			126.131

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

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

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Parameter summary

Trip rate parameter range selected:	850 - 1650 (units: sqm)
Survey date range:	01/01/00 - 24/05/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-662801-240516-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HV HAVERING	1 days
	WF WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: Retail floor area
Actual Range: 1207 to 1323 (units: sqm)
Range Selected by User: 600 to 1650 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 24/05/21

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

Selected survey days:

Saturday 2 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
High Street 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

E(a) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

500,001 or More 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 days

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

PTAL Rating:

2 Poor 2 days

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

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

LIST OF SITES relevant to selection parameters

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

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1265	0.988	2	1265	0.316	2	1265	1.304
08:00 - 09:00	2	1265	4.743	2	1265	1.542	2	1265	6.285
09:00 - 10:00	2	1265	5.613	2	1265	3.913	2	1265	9.526
10:00 - 11:00	2	1265	7.194	2	1265	6.640	2	1265	13.834
11:00 - 12:00	2	1265	7.747	2	1265	7.470	2	1265	15.217
12:00 - 13:00	2	1265	8.261	2	1265	8.182	2	1265	16.443
13:00 - 14:00	2	1265	8.182	2	1265	8.024	2	1265	16.206
14:00 - 15:00	2	1265	7.905	2	1265	8.103	2	1265	16.008
15:00 - 16:00	2	1265	6.996	2	1265	7.115	2	1265	14.111
16:00 - 17:00	2	1265	6.680	2	1265	6.957	2	1265	13.637
17:00 - 18:00	2	1265	5.771	2	1265	6.759	2	1265	12.530
18:00 - 19:00	2	1265	5.731	2	1265	6.522	2	1265	12.253
19:00 - 20:00	2	1265	4.704	2	1265	5.534	2	1265	10.238
20:00 - 21:00	2	1265	3.715	2	1265	4.625	2	1265	8.340
21:00 - 22:00	2	1265	2.372	2	1265	3.320	2	1265	5.692
22:00 - 23:00	2	1265	0.316	2	1265	1.700	2	1265	2.016
23:00 - 24:00									
Total Rates:			86.918			86.722			173.640

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

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

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Parameter summary

Trip rate parameter range selected: 1207 - 1323 (units: sqm)
Survey date date range: 01/01/00 - 24/05/21
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 2
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

APPENDIX E – SITE ACCESS / B466 ICKENHAM ROAD PICADY OUTPUTS

Junctions 10
PICADY 10 - Priority Intersection Module
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Filename: Site Access, Ickenham Road.j10
 Path: C:\Users\mchau\Downloads\Ruislip, LIDL
 Report generation date: 29/05/2024 14:28:50

- »2024 Base + Development, AM
- »2024 Base + Development, PM
- »2024 Base + Development, Saturday
- »2034 Base + Development, AM
- »2034 Base + Development, PM
- »2034 Base + Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base + Development															
Stream B-AC	D1	0.1	10.64	0.07	B	D2	0.2	13.03	0.20	B	D3	0.4	14.84	0.31	B
Stream C-AB		0.0	7.07	0.03	A		0.1	7.21	0.05	A		0.1	7.18	0.08	A
2034 Base + Development															
Stream B-AC	D4	0.1	11.31	0.08	B	D5	0.3	14.20	0.21	B	D6	0.5	16.35	0.33	C
Stream C-AB		0.0	7.20	0.03	A		0.1	7.34	0.05	A		0.1	7.28	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Site Access / B466 Ickenham Road
Location	Ruislip
Site number	
Date	29/05/2024
Version	
Status	(new file)
Identifier	
Client	LIDL
Jobnumber	
Enumerator	LAPTOP-DTQ9HGGBB\mchau
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base + Development	PM	ONE HOUR	15:45	17:15	15
D3	2024 Base + Development	Saturday	ONE HOUR	11:45	13:15	15
D4	2034 Base + Development	AM	ONE HOUR	07:45	09:15	15
D5	2034 Base + Development	PM	ONE HOUR	15:45	17:15	15
D6	2034 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.36	A

Arms

Arms

Arm	Name	Description	Arm type
A	B466 Ickenham Road (South)		Major
B	Site Acces		Minor
C	B466 Ickenham Road (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			80.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	40	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	510	0.091	0.230	0.145	0.328
B-C	649	0.097	0.246	-	-
C-B	620	0.235	0.235	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	436	100.000
B		✓	24	100.000
C		✓	543	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	27	409
	B	16	0	8
	C	529	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	10.64	0.1	B
C-AB	0.03	7.07	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	425	0.043	18	0.0	8.841	A
C-AB	11	551	0.019	11	0.0	6.663	A
C-A	398			398			
A-B	20			20			
A-C	308			308			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	400	0.054	22	0.1	9.512	A
C-AB	13	539	0.024	13	0.0	6.835	A
C-A	475			475			
A-B	24			24			
A-C	368			368			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	365	0.072	26	0.1	10.631	B
C-AB	16	525	0.030	16	0.0	7.069	A
C-A	582			582			
A-B	30			30			
A-C	450			450			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	365	0.072	26	0.1	10.635	B
C-AB	16	525	0.030	16	0.0	7.072	A
C-A	582			582			
A-B	30			30			
A-C	450			450			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	400	0.054	22	0.1	9.520	A
C-AB	13	539	0.024	13	0.0	6.838	A
C-A	475			475			
A-B	24			24			
A-C	368			368			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	425	0.043	18	0.0	8.853	A
C-AB	11	551	0.019	11	0.0	6.667	A
C-A	398			398			
A-B	20			20			
A-C	308			308			

2024 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	488	100.000
B		✓	62	100.000
C		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	41	447
	B	41	0	21
	C	580	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	13.03	0.2	B
C-AB	0.05	7.21	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	412	0.113	46	0.1	9.838	A
C-AB	16	547	0.030	16	0.0	6.780	A
C-A	436			436			
A-B	31			31			
A-C	337			337			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	384	0.145	56	0.2	10.963	B
C-AB	20	536	0.037	20	0.0	6.967	A
C-A	521			521			
A-B	37			37			
A-C	402			402			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	344	0.198	68	0.2	13.005	B
C-AB	25	524	0.047	24	0.1	7.208	A
C-A	637			637			
A-B	45			45			
A-C	492			492			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	344	0.198	68	0.2	13.034	B
C-AB	25	524	0.047	25	0.1	7.208	A
C-A	637			637			
A-B	45			45			
A-C	492			492			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	384	0.145	56	0.2	10.994	B
C-AB	20	536	0.037	20	0.0	6.971	A
C-A	521			521			
A-B	37			37			
A-C	402			402			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	412	0.113	47	0.1	9.873	A
C-AB	16	547	0.030	16	0.0	6.784	A
C-A	436			436			
A-B	31			31			
A-C	337			337			

2024 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	477	100.000
B		✓	100	100.000
C		✓	578	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	66	411
	B	66	0	34
	C	544	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.31	14.84	0.4	B
C-AB	0.08	7.18	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	417	0.180	74	0.2	10.475	B
C-AB	27	555	0.048	26	0.1	6.803	A
C-A	409			409			
A-B	50			50			
A-C	309			309			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	390	0.230	90	0.3	11.955	B
C-AB	32	548	0.059	32	0.1	6.975	A
C-A	487			487			
A-B	59			59			
A-C	369			369			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	353	0.312	110	0.4	14.768	B
C-AB	41	542	0.075	41	0.1	7.183	A
C-A	596			596			
A-B	73			73			
A-C	453			453			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	353	0.312	110	0.4	14.839	B
C-AB	41	542	0.075	41	0.1	7.183	A
C-A	596			596			
A-B	73			73			
A-C	453			453			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	390	0.230	90	0.3	12.029	B
C-AB	32	548	0.059	32	0.1	6.978	A
C-A	487			487			
A-B	59			59			
A-C	369			369			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	417	0.180	76	0.2	10.549	B
C-AB	27	555	0.048	27	0.1	6.810	A
C-A	409			409			
A-B	50			50			
A-C	309			309			

2034 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	480	100.000
B		✓	24	100.000
C		✓	600	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	453
	B	16	0	8
	C	586	14	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	11.31	0.1	B
C-AB	0.03	7.20	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	412	0.044	18	0.0	9.139	A
C-AB	11	544	0.020	11	0.0	6.749	A
C-A	441			441			
A-B	20			20			
A-C	341			341			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	384	0.056	22	0.1	9.934	A
C-AB	13	532	0.024	13	0.0	6.939	A
C-A	526			526			
A-B	24			24			
A-C	407			407			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	345	0.077	26	0.1	11.298	B
C-AB	16	516	0.031	16	0.0	7.198	A
C-A	645			645			
A-B	30			30			
A-C	499			499			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	345	0.077	26	0.1	11.305	B
C-AB	16	516	0.031	16	0.0	7.198	A
C-A	645			645			
A-B	30			30			
A-C	499			499			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	384	0.056	22	0.1	9.941	A
C-AB	13	532	0.024	13	0.0	6.940	A
C-A	526			526			
A-B	24			24			
A-C	407			407			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	18	412	0.044	18	0.0	9.150	A
C-AB	11	544	0.020	11	0.0	6.752	A
C-A	441			441			
A-B	20			20			
A-C	341			341			

2034 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034 Base + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	537	100.000
B		✓	62	100.000
C		✓	665	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	41	496
	B	41	0	21
	C	644	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.21	14.20	0.3	B
C-AB	0.05	7.34	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	397	0.118	46	0.1	10.252	B
C-AB	16	540	0.030	16	0.0	6.872	A
C-A	484			484			
A-B	31			31			
A-C	373			373			

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	366	0.152	56	0.2	11.601	B
C-AB	20	528	0.037	20	0.0	7.076	A
C-A	578			578			
A-B	37			37			
A-C	446			446			

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	322	0.212	68	0.3	14.164	B
C-AB	25	515	0.048	25	0.1	7.337	A
C-A	707			707			
A-B	45			45			
A-C	546			546			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	322	0.212	68	0.3	14.203	B
C-AB	25	515	0.048	25	0.1	7.340	A
C-A	707			707			
A-B	45			45			
A-C	546			546			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	366	0.152	56	0.2	11.641	B
C-AB	20	528	0.037	20	0.0	7.080	A
C-A	578			578			
A-B	37			37			
A-C	446			446			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	397	0.118	47	0.1	10.297	B
C-AB	16	540	0.030	16	0.0	6.878	A
C-A	484			484			
A-B	31			31			
A-C	373			373			

2034 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	525	100.000
B		✓	100	100.000
C		✓	642	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	66	459
	B	66	0	34
	C	608	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.33	16.35	0.5	C
C-AB	0.08	7.28	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	403	0.187	74	0.2	10.942	B
C-AB	27	550	0.049	26	0.1	6.882	A
C-A	457			457			
A-B	50			50			
A-C	346			346			

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	373	0.241	90	0.3	12.705	B
C-AB	33	542	0.060	32	0.1	7.063	A
C-A	545			545			
A-B	59			59			
A-C	413			413			

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	330	0.333	109	0.5	16.246	C
C-AB	41	536	0.077	41	0.1	7.276	A
C-A	665			665			
A-B	73			73			
A-C	505			505			

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	330	0.333	110	0.5	16.345	C
C-AB	41	536	0.077	41	0.1	7.280	A
C-A	665			665			
A-B	73			73			
A-C	505			505			

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	373	0.241	91	0.3	12.800	B
C-AB	33	542	0.060	33	0.1	7.069	A
C-A	545			545			
A-B	59			59			
A-C	413			413			

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	402	0.187	76	0.2	11.029	B
C-AB	27	550	0.049	27	0.1	6.888	A
C-A	457			457			
A-B	50			50			
A-C	346			346			

APPENDIX F – B466 ICKENHAM ROAD / KINGSEND / SHARPS LANE / WOOD LANE ARCADY OUTPUTS

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519

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Filename: B466 Ickenham Road, Kingsend, Wood Lane ARCADY.j10

Path: C:\Users\mchau\Downloads\Ruislip, LIDL

Report generation date: 29/05/2024 15:45:49

-
- »2024 Base, AM
 - »2024 Base, PM
 - »2024 Base, Saturday
 - »2034 Base, AM
 - »2034 Base, PM
 - »2034 Base, Saturday
 - »2024 Base + Development, AM
 - »2024 Base + Development, PM
 - »2024 Base + Development, Saturday
 - »2034 Base + Development, AM
 - »2034 Base + Development, PM
 - »2034 Base + Development, Saturday

Summary of junction performance

	AM					PM					Saturday				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2024 Base															
1 - Kingsend	D1	0.6	7.16	0.39	A	D2	0.8	9.15	0.46	A	D3	0.7	8.70	0.43	A
2 - Wood Lane		0.8	10.11	0.44	B		1.3	13.44	0.56	B		1.4	13.55	0.58	B
3 - B466 Ickenham (South)		1.4	4.94	0.58	A		2.2	6.74	0.69	A		1.9	6.07	0.66	A
5 - B466 Ickenham Road (North)		0.7	4.33	0.42	A		1.0	5.35	0.49	A		0.9	5.25	0.48	A
2034 Base															
1 - Kingsend	D4	0.8	8.48	0.45	A	D5	1.2	12.36	0.56	B	D6	1.0	11.21	0.51	B
2 - Wood Lane		1.1	12.85	0.52	B		2.0	19.75	0.68	C		2.2	20.43	0.70	C
3 - B466 Ickenham (South)		1.8	5.88	0.65	A		3.3	9.09	0.77	A		2.7	7.86	0.74	A
5 - B466 Ickenham Road (North)		0.9	4.91	0.47	A		1.3	6.49	0.57	A		1.2	6.38	0.55	A
2024 Base + Development															
1 - Kingsend	D7	0.6	7.21	0.39	A	D8	0.8	9.38	0.46	A	D9	0.8	9.10	0.44	A
2 - Wood Lane		0.8	10.27	0.44	B		1.3	14.19	0.57	B		1.5	14.94	0.60	B
3 - B466 Ickenham (South)		1.4	4.97	0.58	A		2.2	6.79	0.69	A		2.0	6.18	0.66	A
5 - B466 Ickenham Road (North)		0.7	4.34	0.42	A		1.0	5.50	0.51	A		1.0	5.48	0.51	A
2034 Base + Development															
1 - Kingsend	D10	0.8	8.42	0.45	A	D11	1.2	12.32	0.55	B	D12	1.1	11.87	0.53	B
2 - Wood Lane		1.1	12.85	0.52	B		2.2	21.48	0.69	C		2.6	23.68	0.73	C
3 - B466 Ickenham (South)		1.8	5.92	0.65	A		3.3	9.21	0.77	A		2.8	8.05	0.74	A
5 - B466 Ickenham Road (North)		0.9	4.85	0.47	A		1.4	6.69	0.58	A		1.4	6.71	0.58	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	B466 Ickenham Road / Kingsend / Sharps Lane / Wood Lane
Location	Ruislip
Site number	
Date	29/05/2024
Version	
Status	(new file)
Identifier	
Client	LIDL
Jobnumber	
Enumerator	LAPTOP-DTQ9HGGB\mchau
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15
D3	2024 Base	Saturday	ONE HOUR	11:45	13:15	15
D4	2034 Base	AM	ONE HOUR	07:45	09:15	15
D5	2034 Base	PM	ONE HOUR	15:45	17:15	15
D6	2034 Base	Saturday	ONE HOUR	11:45	13:15	15
D7	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15
D8	2024 Base + Development	PM	ONE HOUR	15:45	17:15	15
D9	2024 Base + Development	Saturday	ONE HOUR	11:45	13:15	15
D10	2034 Base + Development	AM	ONE HOUR	07:45	09:15	15
D11	2034 Base + Development	PM	ONE HOUR	15:45	17:15	15
D12	2034 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.75	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Kingsend		
2	Wood Lane		
3	B466 Ickenham (South)		
4	Sharps Lane		
5	B466 Ickenham Road (North)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Kingsend	3.30	5.50	7.9	6.2	22.0	23.0		
2 - Wood Lane	3.00	4.10	5.2	11.2	22.0	29.0		
3 - B466 Ickenham (South)	3.50	6.75	37.5	17.2	22.0	30.0		
4 - Sharps Lane								✓
5 - B466 Ickenham Road (North)	4.00	6.40	33.6	16.3	22.0	34.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Kingsend	0.542	1238
2 - Wood Lane	0.522	1069
3 - B466 Ickenham (South)	0.685	1817
4 - Sharps Lane		
5 - B466 Ickenham Road (North)	0.668	1759

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	286	100.000
2 - Wood Lane		✓	251	100.000
3 - B466 Ickenham (South)		✓	921	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	538	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	2	269	10	5
	2 - Wood Lane	5	0	173	47	26
	3 - B466 Ickenham (South)	274	174	3	85	385
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	10	56	466	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	0	0	0	0
	2 - Wood Lane	0	0	0	0	0
	3 - B466 Ickenham (South)	0	0	0	0	0
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.39	7.16	0.6	A
2 - Wood Lane	0.44	10.11	0.8	B
3 - B466 Ickenham (South)	0.58	4.94	1.4	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.42	4.33	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	215	529	952	0.226	214	0.3	4.882	A
2 - Wood Lane	189	569	772	0.245	188	0.3	6.149	A
3 - B466 Ickenham (South)	693	74	1766	0.393	691	0.6	3.339	A
4 - Sharps Lane		654						
5 - B466 Ickenham Road (North)	405	342	1530	0.265	404	0.4	3.190	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	257	633	895	0.287	257	0.4	5.636	A
2 - Wood Lane	226	681	713	0.316	225	0.5	7.371	A
3 - B466 Ickenham (South)	828	89	1756	0.472	827	0.9	3.871	A
4 - Sharps Lane		783						
5 - B466 Ickenham Road (North)	484	409	1485	0.326	483	0.5	3.590	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	315	775	818	0.385	314	0.6	7.129	A
2 - Wood Lane	276	834	633	0.436	275	0.8	10.017	B
3 - B466 Ickenham (South)	1014	109	1742	0.582	1012	1.4	4.916	A
4 - Sharps Lane		958						
5 - B466 Ickenham Road (North)	592	501	1424	0.416	591	0.7	4.319	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	315	776	817	0.385	315	0.6	7.161	A
2 - Wood Lane	276	836	632	0.437	276	0.8	10.106	B
3 - B466 Ickenham (South)	1014	109	1742	0.582	1014	1.4	4.943	A
4 - Sharps Lane		960						
5 - B466 Ickenham Road (North)	592	502	1424	0.416	592	0.7	4.330	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	257	635	894	0.288	258	0.4	5.669	A
2 - Wood Lane	226	684	712	0.317	227	0.5	7.444	A
3 - B466 Ickenham (South)	828	89	1756	0.472	830	0.9	3.898	A
4 - Sharps Lane		786						
5 - B466 Ickenham Road (North)	484	411	1484	0.326	485	0.5	3.605	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	215	531	950	0.227	216	0.3	4.906	A
2 - Wood Lane	189	572	770	0.245	190	0.3	6.209	A
3 - B466 Ickenham (South)	693	75	1766	0.393	694	0.7	3.365	A
4 - Sharps Lane		657						
5 - B466 Ickenham Road (North)	405	344	1529	0.265	406	0.4	3.206	A

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.60	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 Base	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	299	100.000
2 - Wood Lane		✓	310	100.000
3 - B466 Ickenham (South)		✓	1082	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	1	10	279	7	2
	2 - Wood Lane	7	0	204	68	31
	3 - B466 Ickenham (South)	296	279	5	77	425
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	14	74	500	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	0
2 - Wood Lane	0	0	0	0	0	0
3 - B466 Ickenham (South)	0	0	0	0	0	0
4 - Sharps Lane	0	0	0	0	0	0
5 - B466 Ickenham Road (North)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.46	9.15	0.8	A
2 - Wood Lane	0.56	13.44	1.3	B
3 - B466 Ickenham (South)	0.69	6.74	2.2	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.49	5.35	1.0	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	225	648	887	0.254	224	0.3	5.416	A
2 - Wood Lane	233	599	756	0.309	232	0.4	6.843	A
3 - B466 Ickenham (South)	815	91	1754	0.464	811	0.9	3.802	A
4 - Sharps Lane		784						
5 - B466 Ickenham Road (North)	447	441	1464	0.305	445	0.4	3.527	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	269	776	818	0.329	268	0.5	6.543	A
2 - Wood Lane	279	718	694	0.402	278	0.7	8.633	A
3 - B466 Ickenham (South)	973	109	1742	0.558	971	1.3	4.661	A
4 - Sharps Lane		939						
5 - B466 Ickenham Road (North)	534	528	1406	0.380	533	0.6	4.119	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	329	949	724	0.455	328	0.8	9.059	A
2 - Wood Lane	341	878	610	0.559	339	1.2	13.166	B
3 - B466 Ickenham (South)	1191	133	1725	0.690	1188	2.2	6.647	A
4 - Sharps Lane		1148						
5 - B466 Ickenham Road (North)	654	645	1328	0.493	653	1.0	5.321	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	329	951	723	0.456	329	0.8	9.147	A
2 - Wood Lane	341	881	609	0.561	341	1.3	13.436	B
3 - B466 Ickenham (South)	1191	134	1725	0.691	1191	2.2	6.743	A
4 - Sharps Lane		1152						
5 - B466 Ickenham Road (North)	654	647	1326	0.493	654	1.0	5.352	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	269	779	816	0.329	270	0.5	6.610	A
2 - Wood Lane	279	722	692	0.403	281	0.7	8.806	A
3 - B466 Ickenham (South)	973	111	1741	0.559	976	1.3	4.731	A
4 - Sharps Lane		944						
5 - B466 Ickenham Road (North)	534	531	1404	0.380	535	0.6	4.150	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	225	652	885	0.254	226	0.3	5.464	A
2 - Wood Lane	233	603	754	0.310	234	0.5	6.944	A
3 - B466 Ickenham (South)	815	92	1754	0.465	816	0.9	3.848	A
4 - Sharps Lane		789						
5 - B466 Ickenham Road (North)	447	444	1463	0.306	448	0.4	3.552	A

2024 Base, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2024 Base	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	278	100.000
2 - Wood Lane		✓	332	100.000
3 - B466 Ickenham (South)		✓	1037	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	573	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	10	251	12	5
	2 - Wood Lane	3	0	242	46	41
	3 - B466 Ickenham (South)	289	305	5	55	383
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	14	70	487	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	
2 - Wood Lane	0	0	0	0	0	
3 - B466 Ickenham (South)	0	0	0	0	0	
4 - Sharps Lane	0	0	0	0	0	
5 - B466 Ickenham Road (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.43	8.70	0.7	A
2 - Wood Lane	0.58	13.55	1.4	B
3 - B466 Ickenham (South)	0.66	6.07	1.9	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.48	5.25	0.9	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	209	652	885	0.237	208	0.3	5.308	A
2 - Wood Lane	250	571	771	0.324	248	0.5	6.863	A
3 - B466 Ickenham (South)	781	81	1761	0.443	778	0.8	3.648	A
4 - Sharps Lane		773						
5 - B466 Ickenham Road (North)	431	451	1457	0.296	430	0.4	3.497	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	250	780	815	0.307	249	0.4	6.356	A
2 - Wood Lane	298	684	712	0.419	298	0.7	8.671	A
3 - B466 Ickenham (South)	932	98	1750	0.533	931	1.1	4.388	A
4 - Sharps Lane		925						
5 - B466 Ickenham Road (North)	515	540	1398	0.368	514	0.6	4.072	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	306	955	721	0.425	305	0.7	8.631	A
2 - Wood Lane	366	837	632	0.578	363	1.3	13.268	B
3 - B466 Ickenham (South)	1142	119	1735	0.658	1139	1.9	6.004	A
4 - Sharps Lane		1132						
5 - B466 Ickenham Road (North)	631	661	1317	0.479	630	0.9	5.225	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	306	957	720	0.425	306	0.7	8.702	A
2 - Wood Lane	366	839	631	0.580	365	1.4	13.554	B
3 - B466 Ickenham (South)	1142	120	1735	0.658	1142	1.9	6.068	A
4 - Sharps Lane		1135						
5 - B466 Ickenham Road (North)	631	663	1316	0.479	631	0.9	5.252	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	250	783	814	0.307	251	0.4	6.414	A
2 - Wood Lane	298	687	710	0.420	301	0.7	8.851	A
3 - B466 Ickenham (South)	932	99	1749	0.533	935	1.2	4.438	A
4 - Sharps Lane		930						
5 - B466 Ickenham Road (North)	515	543	1396	0.369	516	0.6	4.099	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	209	655	883	0.237	210	0.3	5.353	A
2 - Wood Lane	250	575	769	0.325	251	0.5	6.964	A
3 - B466 Ickenham (South)	781	82	1760	0.443	782	0.8	3.687	A
4 - Sharps Lane		778						
5 - B466 Ickenham Road (North)	431	454	1456	0.296	432	0.4	3.521	A

2034 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2034 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	317	100.000
2 - Wood Lane		✓	278	100.000
3 - B466 Ickenham (South)		✓	1018	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	2	297	12	6
	2 - Wood Lane	6	0	191	52	29
	3 - B466 Ickenham (South)	303	192	3	94	426
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	11	62	515	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	0
2 - Wood Lane	0	0	0	0	0	0
3 - B466 Ickenham (South)	0	0	0	0	0	0
4 - Sharps Lane	0	0	0	0	0	0
5 - B466 Ickenham Road (North)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.45	8.48	0.8	A
2 - Wood Lane	0.52	12.85	1.1	B
3 - B466 Ickenham (South)	0.65	5.88	1.8	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.47	4.91	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	239	584	922	0.259	237	0.3	5.250	A
2 - Wood Lane	209	630	740	0.283	208	0.4	6.743	A
3 - B466 Ickenham (South)	766	84	1759	0.436	763	0.8	3.604	A
4 - Sharps Lane		723						
5 - B466 Ickenham Road (North)	448	378	1506	0.297	446	0.4	3.389	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	285	699	859	0.332	284	0.5	6.257	A
2 - Wood Lane	250	754	675	0.370	249	0.6	8.436	A
3 - B466 Ickenham (South)	915	100	1748	0.524	914	1.1	4.316	A
4 - Sharps Lane		866						
5 - B466 Ickenham Road (North)	535	452	1457	0.367	534	0.6	3.900	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	349	856	774	0.451	348	0.8	8.415	A
2 - Wood Lane	306	923	587	0.521	304	1.1	12.637	B
3 - B466 Ickenham (South)	1121	123	1733	0.647	1118	1.8	5.828	A
4 - Sharps Lane		1060						
5 - B466 Ickenham Road (North)	655	553	1389	0.472	654	0.9	4.888	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	349	858	773	0.451	349	0.8	8.481	A
2 - Wood Lane	306	925	586	0.522	306	1.1	12.855	B
3 - B466 Ickenham (South)	1121	123	1732	0.647	1121	1.8	5.883	A
4 - Sharps Lane		1062						
5 - B466 Ickenham Road (North)	655	555	1388	0.472	655	0.9	4.910	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	285	702	858	0.332	286	0.5	6.312	A
2 - Wood Lane	250	757	673	0.371	252	0.6	8.578	A
3 - B466 Ickenham (South)	915	101	1747	0.524	918	1.1	4.354	A
4 - Sharps Lane		870						
5 - B466 Ickenham Road (North)	535	455	1455	0.368	536	0.6	3.923	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	239	587	920	0.259	239	0.4	5.293	A
2 - Wood Lane	209	634	738	0.284	210	0.4	6.828	A
3 - B466 Ickenham (South)	766	85	1759	0.436	768	0.8	3.636	A
4 - Sharps Lane		728						
5 - B466 Ickenham Road (North)	448	380	1505	0.298	449	0.4	3.411	A

2034 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.29	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.29	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2034 Base	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	331	100.000
2 - Wood Lane		✓	343	100.000
3 - B466 Ickenham (South)		✓	1199	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	658	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	1	11	309	8	2
	2 - Wood Lane	8	0	226	75	34
	3 - B466 Ickenham (South)	309	328	6	85	471
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	15	82	554	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	
2 - Wood Lane	0	0	0	0	0	
3 - B466 Ickenham (South)	0	0	0	0	0	
4 - Sharps Lane	0	0	0	0	0	
5 - B466 Ickenham Road (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.56	12.36	1.2	B
2 - Wood Lane	0.68	19.75	2.0	C
3 - B466 Ickenham (South)	0.77	9.09	3.3	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.57	6.49	1.3	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	249	732	841	0.296	248	0.4	6.046	A
2 - Wood Lane	258	664	722	0.358	256	0.5	7.691	A
3 - B466 Ickenham (South)	903	101	1748	0.516	898	1.1	4.217	A
4 - Sharps Lane		868						
5 - B466 Ickenham Road (North)	495	489	1433	0.346	493	0.5	3.824	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	298	877	763	0.390	297	0.6	7.707	A
2 - Wood Lane	308	796	653	0.472	307	0.9	10.358	B
3 - B466 Ickenham (South)	1078	121	1734	0.622	1076	1.6	5.449	A
4 - Sharps Lane		1040						
5 - B466 Ickenham Road (North)	592	585	1368	0.432	591	0.8	4.624	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	364	1072	657	0.554	362	1.2	12.102	B
2 - Wood Lane	378	973	561	0.673	373	1.9	18.780	C
3 - B466 Ickenham (South)	1320	147	1716	0.769	1314	3.2	8.811	A
4 - Sharps Lane		1270						
5 - B466 Ickenham Road (North)	724	714	1282	0.565	722	1.3	6.411	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	364	1076	655	0.556	364	1.2	12.364	B
2 - Wood Lane	378	976	559	0.676	377	2.0	19.750	C
3 - B466 Ickenham (South)	1320	149	1715	0.770	1320	3.3	9.091	A
4 - Sharps Lane		1276						
5 - B466 Ickenham Road (North)	724	718	1279	0.566	724	1.3	6.485	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	298	882	760	0.391	300	0.7	7.860	A
2 - Wood Lane	308	801	650	0.474	313	0.9	10.796	B
3 - B466 Ickenham (South)	1078	123	1733	0.622	1084	1.7	5.605	A
4 - Sharps Lane		1048						
5 - B466 Ickenham Road (North)	592	590	1365	0.433	594	0.8	4.680	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	249	737	839	0.297	250	0.4	6.125	A
2 - Wood Lane	258	669	719	0.359	260	0.6	7.857	A
3 - B466 Ickenham (South)	903	102	1747	0.517	905	1.1	4.289	A
4 - Sharps Lane		875						
5 - B466 Ickenham Road (North)	495	492	1430	0.346	496	0.5	3.858	A

2034 Base, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2034 Base	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	309	100.000
2 - Wood Lane		✓	369	100.000
3 - B466 Ickenham (South)		✓	1152	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	638	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	11	279	13	6
	2 - Wood Lane	3	0	269	51	46
	3 - B466 Ickenham (South)	321	339	6	61	425
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	16	78	542	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	
2 - Wood Lane	0	0	0	0	0	
3 - B466 Ickenham (South)	0	0	0	0	0	
4 - Sharps Lane	0	0	0	0	0	
5 - B466 Ickenham Road (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.51	11.21	1.0	B
2 - Wood Lane	0.70	20.43	2.2	C
3 - B466 Ickenham (South)	0.74	7.86	2.7	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.55	6.38	1.2	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	233	725	845	0.275	231	0.4	5.847	A
2 - Wood Lane	278	635	737	0.377	275	0.6	7.760	A
3 - B466 Ickenham (South)	867	90	1755	0.494	863	1.0	4.022	A
4 - Sharps Lane		859						
5 - B466 Ickenham Road (North)	480	501	1424	0.337	478	0.5	3.799	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	278	868	768	0.362	277	0.6	7.325	A
2 - Wood Lane	332	761	672	0.494	330	1.0	10.504	B
3 - B466 Ickenham (South)	1036	108	1743	0.594	1034	1.4	5.065	A
4 - Sharps Lane		1028						
5 - B466 Ickenham Road (North)	574	600	1358	0.422	573	0.7	4.580	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	340	1061	663	0.513	338	1.0	11.024	B
2 - Wood Lane	406	930	583	0.697	401	2.1	19.330	C
3 - B466 Ickenham (South)	1268	132	1727	0.735	1263	2.7	7.691	A
4 - Sharps Lane		1256						
5 - B466 Ickenham Road (North)	702	734	1269	0.554	700	1.2	6.313	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	340	1065	661	0.515	340	1.0	11.206	B
2 - Wood Lane	406	934	581	0.699	406	2.2	20.427	C
3 - B466 Ickenham (South)	1268	133	1726	0.735	1268	2.7	7.861	A
4 - Sharps Lane		1262						
5 - B466 Ickenham Road (North)	702	736	1267	0.554	702	1.2	6.376	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	278	873	765	0.363	280	0.6	7.441	A
2 - Wood Lane	332	766	669	0.496	337	1.0	10.986	B
3 - B466 Ickenham (South)	1036	110	1741	0.595	1041	1.5	5.174	A
4 - Sharps Lane		1036						
5 - B466 Ickenham Road (North)	574	604	1355	0.423	576	0.7	4.630	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	233	729	843	0.276	233	0.4	5.916	A
2 - Wood Lane	278	640	735	0.378	279	0.6	7.934	A
3 - B466 Ickenham (South)	867	92	1754	0.494	869	1.0	4.077	A
4 - Sharps Lane		865						
5 - B466 Ickenham Road (North)	480	505	1422	0.338	481	0.5	3.830	A

2024 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	5.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2024 Base + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	286	100.000
2 - Wood Lane		✓	251	100.000
3 - B466 Ickenham (South)		✓	924	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	549	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	2	269	10	5
	2 - Wood Lane	5	0	172	47	27
	3 - B466 Ickenham (South)	266	169	3	83	403
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	10	57	476	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	0
2 - Wood Lane	0	0	0	0	0	0
3 - B466 Ickenham (South)	0	0	0	0	0	0
4 - Sharps Lane	0	0	0	0	0	0
5 - B466 Ickenham Road (North)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.39	7.21	0.6	A
2 - Wood Lane	0.44	10.27	0.8	B
3 - B466 Ickenham (South)	0.58	4.97	1.4	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.42	4.34	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	215	533	949	0.227	214	0.3	4.890	A
2 - Wood Lane	189	576	768	0.246	188	0.3	6.191	A
3 - B466 Ickenham (South)	696	75	1766	0.394	693	0.6	3.347	A
4 - Sharps Lane		658						
5 - B466 Ickenham Road (North)	413	332	1537	0.269	412	0.4	3.195	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	257	639	892	0.288	257	0.4	5.662	A
2 - Wood Lane	226	690	708	0.319	225	0.5	7.442	A
3 - B466 Ickenham (South)	831	90	1755	0.473	830	0.9	3.885	A
4 - Sharps Lane		788						
5 - B466 Ickenham Road (North)	494	398	1493	0.331	493	0.5	3.597	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	315	782	815	0.387	314	0.6	7.178	A
2 - Wood Lane	276	845	628	0.440	275	0.8	10.176	B
3 - B466 Ickenham (South)	1017	110	1742	0.584	1015	1.4	4.942	A
4 - Sharps Lane		965						
5 - B466 Ickenham Road (North)	604	487	1434	0.422	604	0.7	4.332	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	315	783	814	0.387	315	0.6	7.213	A
2 - Wood Lane	276	847	627	0.441	276	0.8	10.272	B
3 - B466 Ickenham (South)	1017	110	1741	0.584	1017	1.4	4.971	A
4 - Sharps Lane		967						
5 - B466 Ickenham Road (North)	604	488	1433	0.422	604	0.7	4.344	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	257	640	891	0.289	258	0.4	5.695	A
2 - Wood Lane	226	693	707	0.319	227	0.5	7.518	A
3 - B466 Ickenham (South)	831	90	1755	0.473	833	0.9	3.912	A
4 - Sharps Lane		791						
5 - B466 Ickenham Road (North)	494	399	1492	0.331	494	0.5	3.610	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	215	536	948	0.227	216	0.3	4.923	A
2 - Wood Lane	189	580	766	0.247	190	0.3	6.251	A
3 - B466 Ickenham (South)	696	75	1765	0.394	697	0.7	3.371	A
4 - Sharps Lane		662						
5 - B466 Ickenham Road (North)	413	334	1536	0.269	414	0.4	3.209	A

2024 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2024 Base + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	298	100.000
2 - Wood Lane		✓	311	100.000
3 - B466 Ickenham (South)		✓	1085	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	625	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	1	10	279	6	2
	2 - Wood Lane	7	0	203	68	33
	3 - B466 Ickenham (South)	286	269	3	74	453
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	15	78	526	6	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	0
2 - Wood Lane	0	0	0	0	0	0
3 - B466 Ickenham (South)	0	0	0	0	0	0
4 - Sharps Lane	0	0	0	0	0	0
5 - B466 Ickenham Road (North)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.46	9.38	0.8	A
2 - Wood Lane	0.57	14.19	1.3	B
3 - B466 Ickenham (South)	0.69	6.79	2.2	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.51	5.50	1.0	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	224	661	880	0.255	223	0.3	5.470	A
2 - Wood Lane	234	617	747	0.313	232	0.5	6.973	A
3 - B466 Ickenham (South)	817	92	1754	0.466	813	0.9	3.814	A
4 - Sharps Lane		790						
5 - B466 Ickenham Road (North)	471	424	1475	0.319	469	0.5	3.570	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	268	792	809	0.331	267	0.5	6.638	A
2 - Wood Lane	280	739	683	0.409	279	0.7	8.880	A
3 - B466 Ickenham (South)	975	110	1741	0.560	974	1.3	4.681	A
4 - Sharps Lane		946						
5 - B466 Ickenham Road (North)	562	508	1420	0.396	561	0.7	4.190	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	328	969	713	0.460	327	0.8	9.281	A
2 - Wood Lane	342	903	597	0.574	340	1.3	13.869	B
3 - B466 Ickenham (South)	1195	135	1725	0.693	1191	2.2	6.695	A
4 - Sharps Lane		1157						
5 - B466 Ickenham Road (North)	688	621	1344	0.512	687	1.0	5.463	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	328	971	712	0.461	328	0.8	9.377	A
2 - Wood Lane	342	906	596	0.575	342	1.3	14.194	B
3 - B466 Ickenham (South)	1195	135	1724	0.693	1194	2.2	6.791	A
4 - Sharps Lane		1160						
5 - B466 Ickenham Road (North)	688	623	1343	0.513	688	1.0	5.499	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	268	795	807	0.332	269	0.5	6.709	A
2 - Wood Lane	280	743	681	0.410	282	0.7	9.075	A
3 - B466 Ickenham (South)	975	111	1740	0.560	979	1.3	4.753	A
4 - Sharps Lane		951						
5 - B466 Ickenham Road (North)	562	511	1418	0.396	563	0.7	4.221	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	224	665	878	0.256	225	0.3	5.522	A
2 - Wood Lane	234	621	745	0.314	235	0.5	7.080	A
3 - B466 Ickenham (South)	817	93	1753	0.466	818	0.9	3.859	A
4 - Sharps Lane		795						
5 - B466 Ickenham Road (North)	471	427	1474	0.319	471	0.5	3.593	A

2024 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.63	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2024 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	278	100.000
2 - Wood Lane		✓	333	100.000
3 - B466 Ickenham (South)		✓	1044	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	621	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	10	251	11	6
	2 - Wood Lane	3	0	239	45	46
	3 - B466 Ickenham (South)	273	288	5	52	426
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	15	76	528	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	
2 - Wood Lane	0	0	0	0	0	
3 - B466 Ickenham (South)	0	0	0	0	0	
4 - Sharps Lane	0	0	0	0	0	
5 - B466 Ickenham Road (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.44	9.10	0.8	A
2 - Wood Lane	0.60	14.94	1.5	B
3 - B466 Ickenham (South)	0.66	6.18	2.0	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.51	5.48	1.0	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	209	674	873	0.240	208	0.3	5.406	A
2 - Wood Lane	251	602	755	0.332	249	0.5	7.089	A
3 - B466 Ickenham (South)	786	84	1759	0.447	783	0.8	3.675	A
4 - Sharps Lane		785						
5 - B466 Ickenham Road (North)	468	427	1474	0.317	466	0.5	3.565	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	250	807	801	0.312	249	0.4	6.521	A
2 - Wood Lane	299	721	693	0.432	298	0.7	9.109	A
3 - B466 Ickenham (South)	939	101	1747	0.537	937	1.1	4.435	A
4 - Sharps Lane		940						
5 - B466 Ickenham Road (North)	558	511	1418	0.394	558	0.6	4.181	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	306	987	703	0.435	305	0.8	9.013	A
2 - Wood Lane	367	882	608	0.603	364	1.5	14.545	B
3 - B466 Ickenham (South)	1149	124	1732	0.664	1146	1.9	6.111	A
4 - Sharps Lane		1149						
5 - B466 Ickenham Road (North)	684	625	1342	0.510	682	1.0	5.448	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	306	990	702	0.436	306	0.8	9.095	A
2 - Wood Lane	367	884	607	0.604	367	1.5	14.936	B
3 - B466 Ickenham (South)	1149	124	1732	0.664	1149	2.0	6.180	A
4 - Sharps Lane		1153						
5 - B466 Ickenham Road (North)	684	626	1340	0.510	684	1.0	5.481	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	250	811	799	0.313	251	0.5	6.586	A
2 - Wood Lane	299	724	691	0.433	302	0.8	9.336	A
3 - B466 Ickenham (South)	939	102	1747	0.537	942	1.2	4.488	A
4 - Sharps Lane		945						
5 - B466 Ickenham Road (North)	558	513	1416	0.394	560	0.7	4.213	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	209	678	871	0.240	210	0.3	5.453	A
2 - Wood Lane	251	606	753	0.333	252	0.5	7.203	A
3 - B466 Ickenham (South)	786	85	1758	0.447	787	0.8	3.715	A
4 - Sharps Lane		790						
5 - B466 Ickenham Road (North)	468	429	1472	0.318	468	0.5	3.590	A

2034 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	6.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2034 Base + Development	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	317	100.000
2 - Wood Lane		✓	278	100.000
3 - B466 Ickenham (South)		✓	1021	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	2	297	12	6
	2 - Wood Lane	6	0	190	52	30
	3 - B466 Ickenham (South)	295	187	3	92	444
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	11	62	515	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	0
2 - Wood Lane	0	0	0	0	0	0
3 - B466 Ickenham (South)	0	0	0	0	0	0
4 - Sharps Lane	0	0	0	0	0	0
5 - B466 Ickenham Road (North)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.45	8.42	0.8	A
2 - Wood Lane	0.52	12.85	1.1	B
3 - B466 Ickenham (South)	0.65	5.92	1.8	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.47	4.85	0.9	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	239	580	924	0.258	237	0.3	5.235	A
2 - Wood Lane	209	630	740	0.283	208	0.4	6.743	A
3 - B466 Ickenham (South)	769	84	1759	0.437	766	0.8	3.614	A
4 - Sharps Lane		728						
5 - B466 Ickenham Road (North)	448	368	1513	0.296	446	0.4	3.375	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	285	695	862	0.331	284	0.5	6.231	A
2 - Wood Lane	250	754	675	0.370	249	0.6	8.436	A
3 - B466 Ickenham (South)	918	101	1747	0.525	917	1.1	4.325	A
4 - Sharps Lane		872						
5 - B466 Ickenham Road (North)	535	441	1464	0.365	534	0.6	3.868	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	349	850	777	0.449	348	0.8	8.359	A
2 - Wood Lane	306	923	587	0.521	304	1.1	12.638	B
3 - B466 Ickenham (South)	1124	124	1732	0.649	1121	1.8	5.865	A
4 - Sharps Lane		1066						
5 - B466 Ickenham Road (North)	655	539	1399	0.468	654	0.9	4.825	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	349	852	776	0.450	349	0.8	8.422	A
2 - Wood Lane	306	925	586	0.522	306	1.1	12.855	B
3 - B466 Ickenham (South)	1124	124	1732	0.649	1124	1.8	5.923	A
4 - Sharps Lane		1069						
5 - B466 Ickenham Road (North)	655	541	1398	0.469	655	0.9	4.846	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	285	698	860	0.331	286	0.5	6.287	A
2 - Wood Lane	250	757	673	0.371	252	0.6	8.580	A
3 - B466 Ickenham (South)	918	102	1747	0.525	921	1.1	4.374	A
4 - Sharps Lane		876						
5 - B466 Ickenham Road (North)	535	443	1463	0.366	536	0.6	3.889	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	239	584	922	0.259	239	0.4	5.277	A
2 - Wood Lane	209	634	738	0.284	210	0.4	6.830	A
3 - B466 Ickenham (South)	769	85	1758	0.437	770	0.8	3.649	A
4 - Sharps Lane		732						
5 - B466 Ickenham Road (North)	448	370	1512	0.296	449	0.4	3.390	A

2034 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.58	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2034 Base + Development	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	330	100.000
2 - Wood Lane		✓	344	100.000
3 - B466 Ickenham (South)		✓	1203	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	1	11	309	7	2
	2 - Wood Lane	8	0	225	75	36
	3 - B466 Ickenham (South)	317	299	6	83	498
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	16	86	579	7	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	0
2 - Wood Lane	0	0	0	0	0	0
3 - B466 Ickenham (South)	0	0	0	0	0	0
4 - Sharps Lane	0	0	0	0	0	0
5 - B466 Ickenham Road (North)	0	0	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.55	12.32	1.2	B
2 - Wood Lane	0.69	21.48	2.2	C
3 - B466 Ickenham (South)	0.77	9.21	3.3	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.58	6.69	1.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	248	732	841	0.295	247	0.4	6.038	A
2 - Wood Lane	259	682	713	0.363	257	0.6	7.860	A
3 - B466 Ickenham (South)	906	102	1747	0.518	901	1.1	4.235	A
4 - Sharps Lane		874						
5 - B466 Ickenham Road (North)	518	473	1443	0.359	516	0.6	3.872	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	297	877	763	0.389	296	0.6	7.692	A
2 - Wood Lane	309	817	642	0.482	308	0.9	10.727	B
3 - B466 Ickenham (South)	1081	122	1733	0.624	1079	1.6	5.484	A
4 - Sharps Lane		1047						
5 - B466 Ickenham Road (North)	618	566	1381	0.448	618	0.8	4.711	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	363	1072	657	0.553	361	1.2	12.057	B
2 - Wood Lane	379	999	547	0.692	374	2.1	20.244	C
3 - B466 Ickenham (South)	1325	148	1715	0.772	1318	3.3	8.915	A
4 - Sharps Lane		1278						
5 - B466 Ickenham Road (North)	758	691	1297	0.584	755	1.4	6.615	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	363	1076	655	0.554	363	1.2	12.317	B
2 - Wood Lane	379	1003	545	0.695	378	2.2	21.481	C
3 - B466 Ickenham (South)	1325	150	1714	0.773	1324	3.3	9.209	A
4 - Sharps Lane		1285						
5 - B466 Ickenham Road (North)	758	695	1295	0.585	757	1.4	6.695	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	297	882	760	0.390	299	0.6	7.846	A
2 - Wood Lane	309	823	639	0.484	314	1.0	11.242	B
3 - B466 Ickenham (South)	1081	124	1732	0.624	1088	1.7	5.648	A
4 - Sharps Lane		1056						
5 - B466 Ickenham Road (North)	618	571	1378	0.449	621	0.8	4.772	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	248	737	839	0.296	249	0.4	6.119	A
2 - Wood Lane	259	688	710	0.365	260	0.6	8.038	A
3 - B466 Ickenham (South)	906	103	1746	0.519	908	1.1	4.306	A
4 - Sharps Lane		881						
5 - B466 Ickenham Road (North)	518	476	1441	0.360	519	0.6	3.911	A

2034 Base + Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3 - B466 Ickenham (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	5 - B466 Ickenham Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.44	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.44	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2034 Base + Development	Saturday	ONE HOUR	11:45	13:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Kingsend		✓	309	100.000
2 - Wood Lane		✓	370	100.000
3 - B466 Ickenham (South)		✓	1159	100.000
4 - Sharps Lane				
5 - B466 Ickenham Road (North)		✓	686	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)
From	1 - Kingsend	0	11	279	13	6
	2 - Wood Lane	3	0	266	51	50
	3 - B466 Ickenham (South)	305	322	6	58	468
	4 - Sharps Lane	0	0	0	0	0
	5 - B466 Ickenham Road (North)	17	84	583	2	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	1 - Kingsend	2 - Wood Lane	3 - B466 Ickenham (South)	4 - Sharps Lane	5 - B466 Ickenham Road (North)	
1 - Kingsend	0	0	0	0	0	
2 - Wood Lane	0	0	0	0	0	
3 - B466 Ickenham (South)	0	0	0	0	0	
4 - Sharps Lane	0	0	0	0	0	
5 - B466 Ickenham Road (North)	0	0	0	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Kingsend	0.53	11.87	1.1	B
2 - Wood Lane	0.73	23.68	2.6	C
3 - B466 Ickenham (South)	0.74	8.05	2.8	A
4 - Sharps Lane				
5 - B466 Ickenham Road (North)	0.58	6.71	1.4	A

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	233	747	833	0.279	231	0.4	5.966	A
2 - Wood Lane	279	666	721	0.386	276	0.6	8.051	A
3 - B466 Ickenham (South)	873	93	1753	0.498	869	1.0	4.053	A
4 - Sharps Lane		869						
5 - B466 Ickenham Road (North)	516	477	1440	0.359	514	0.6	3.877	A

12:00 - 12:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	278	895	753	0.369	277	0.6	7.546	A
2 - Wood Lane	333	798	652	0.510	331	1.0	11.148	B
3 - B466 Ickenham (South)	1042	112	1740	0.599	1040	1.5	5.126	A
4 - Sharps Lane		1041						
5 - B466 Ickenham Road (North)	617	571	1378	0.448	616	0.8	4.719	A

12:15 - 12:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	340	1094	645	0.527	338	1.1	11.644	B
2 - Wood Lane	407	975	560	0.728	402	2.5	22.003	C
3 - B466 Ickenham (South)	1276	136	1724	0.740	1271	2.8	7.860	A
4 - Sharps Lane		1271						
5 - B466 Ickenham Road (North)	755	697	1293	0.584	753	1.4	6.638	A

12:30 - 12:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	340	1098	643	0.529	340	1.1	11.865	B
2 - Wood Lane	407	979	558	0.730	407	2.6	23.676	C
3 - B466 Ickenham (South)	1276	137	1723	0.741	1276	2.8	8.048	A
4 - Sharps Lane		1277						
5 - B466 Ickenham Road (North)	755	700	1291	0.585	755	1.4	6.714	A

12:45 - 13:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	278	900	750	0.370	280	0.6	7.682	A
2 - Wood Lane	333	803	649	0.512	339	1.1	11.794	B
3 - B466 Ickenham (South)	1042	114	1739	0.599	1047	1.5	5.243	A
4 - Sharps Lane		1049						
5 - B466 Ickenham Road (North)	617	575	1375	0.448	619	0.8	4.777	A

13:00 - 13:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Kingsend	233	752	831	0.280	233	0.4	6.037	A
2 - Wood Lane	279	671	719	0.388	280	0.6	8.248	A
3 - B466 Ickenham (South)	873	95	1752	0.498	875	1.0	4.112	A
4 - Sharps Lane		876						
5 - B466 Ickenham Road (North)	516	480	1438	0.359	517	0.6	3.913	A

