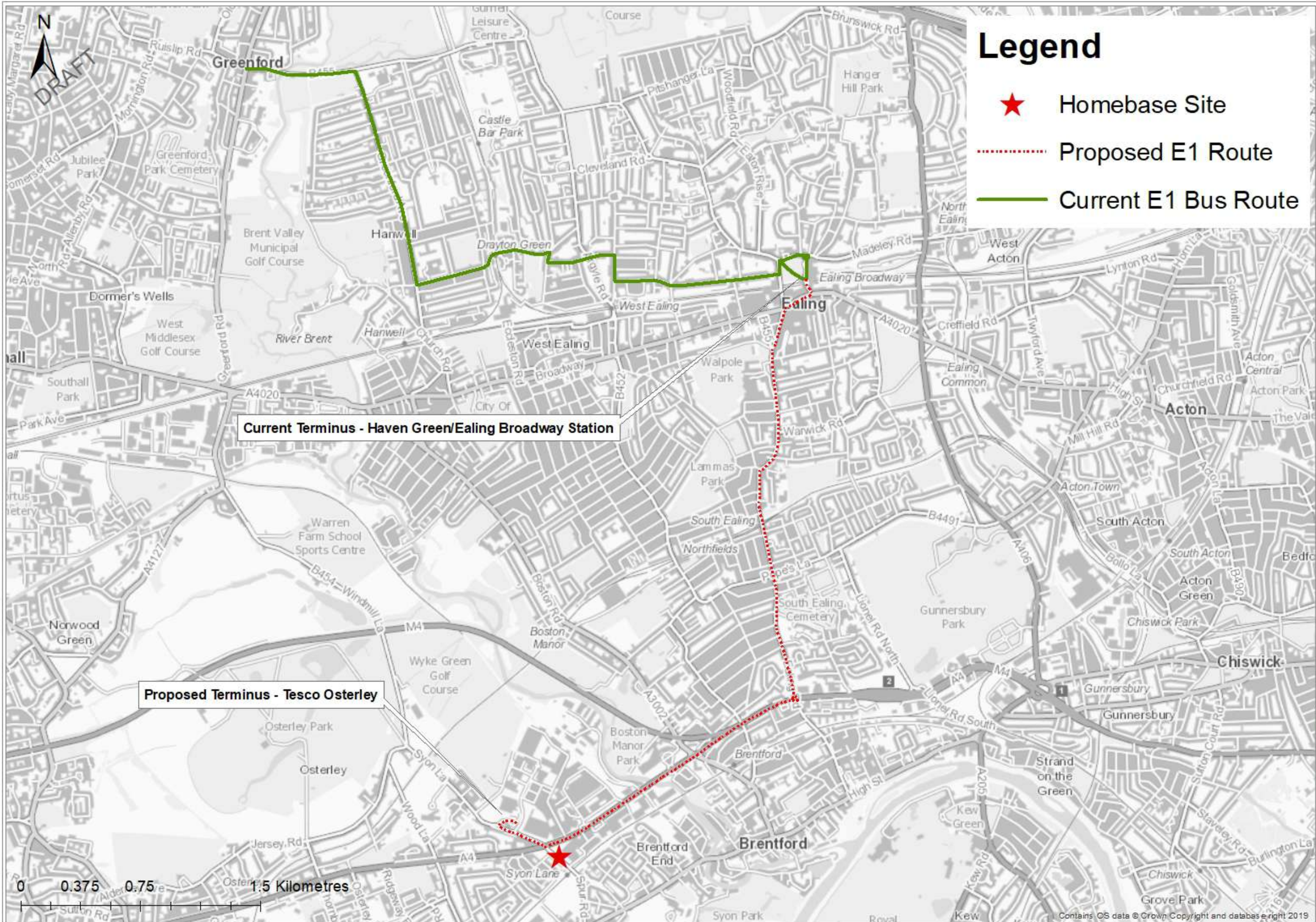


Appendix J – Proposed E1 and H28 Routes



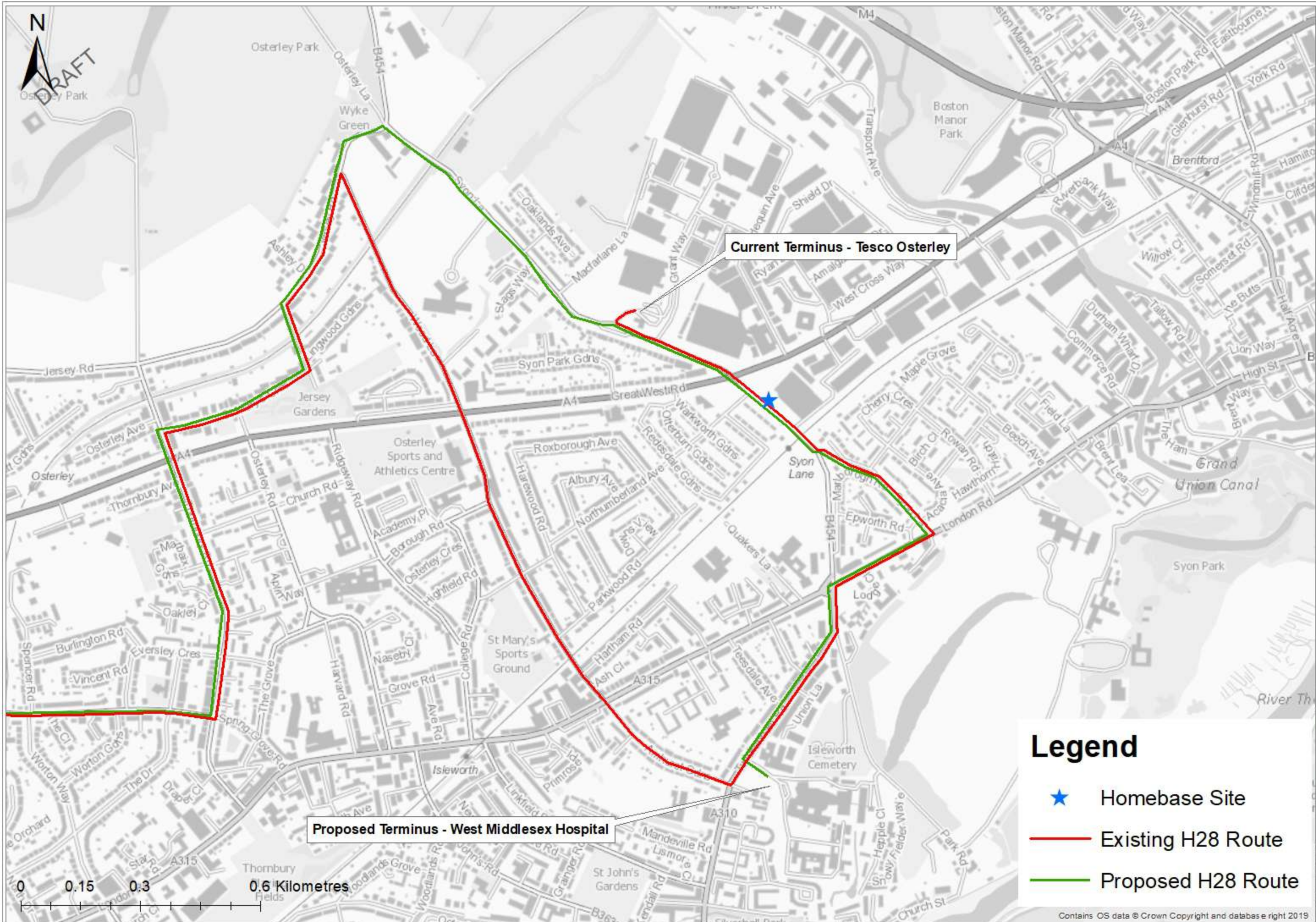
Legend

- ★ Homebase Site
- ⋯ Proposed E1 Route
- Current E1 Bus Route

Current Terminus - Haven Green/Ealing Broadway Station

Proposed Terminus - Tesco Osterley




0 0.375 0.75 1.5 Kilometres



Current Terminus - Tesco Osterley

Proposed Terminus - West Middlesex Hospital

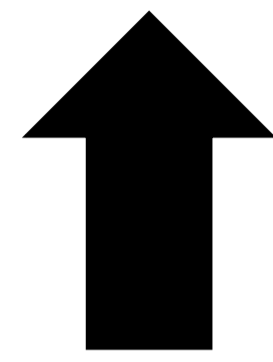
Legend

-  Homebase Site
-  Existing H28 Route
-  Proposed H28 Route

0 0.15 0.3 0.6 Kilometres

Appendix K – Pedestrian Flow Surveys

Peak Hour 08:00 - 09:00
AM Peak Hour



North

At-grade pedestrian crossing adjacent to Shell PFS

38 4%



Underpass

528 56%



At-grade pedestrian crossing opposite Harlequin Ave

381 40%



Harlequin Avenue

Great West Road

Northumberland Avenue

At-grade pedestrian crossing south of Northumberland Ave

1323

487 37%

Homebase Site

At-grade pedestrian crossing north of Syon Lane rail station

836 63%

Pedestrian Pass through Homebase site enroute A4

Syon Lane Station

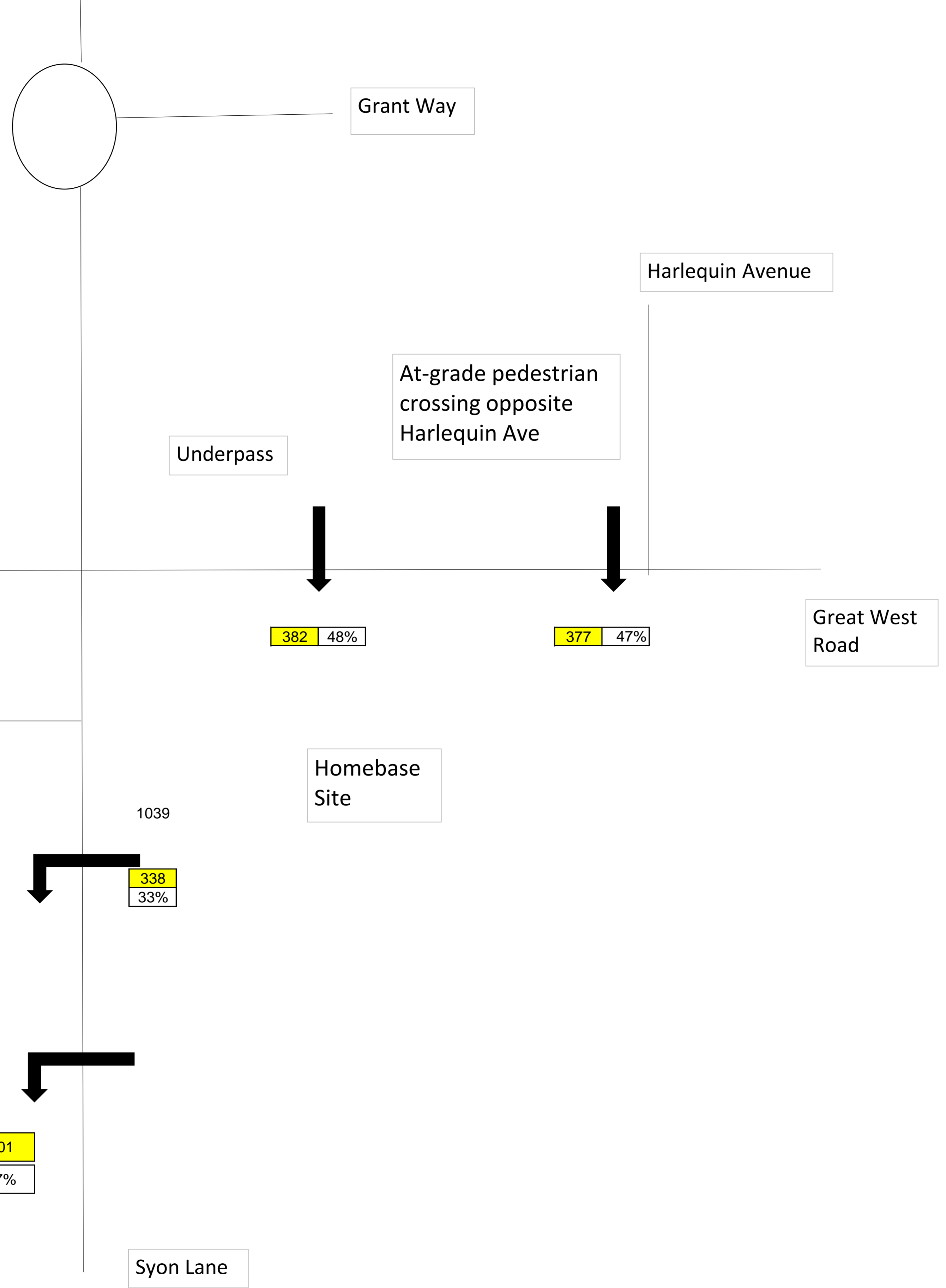
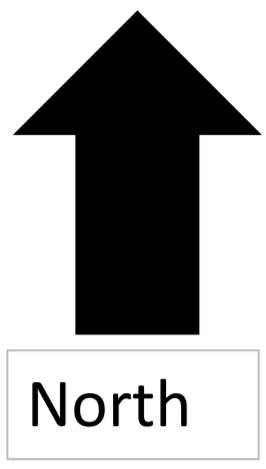
Syon Lane

Syon Lane Pedestrian flow AM Peak Hour (08:00 - 09:00)

Syon Lane

Date: February 2020

Peak Hour 17:00 - 18:00
PM Peak Hour



Syon Lane Pedestrian flow AM
Peak Hour (17:00 - 18:00)

Syon Lane

Date: February 2020



Appendix L – Traffic-Parking Survey Data

Tesco and Homebase Development Sites, Syon Lane, Osterley

Survey Overview

Please find below a high level summary of the traffic, parking and pedestrian surveys undertaken in association with the development projects at the Homebase and Tesco sites, Syon Lane. The surveys were undertaken from Saturday 29th June to Tuesday 9th July 2019.

This note represents a summary of some key observations from the traffic, parking and pedestrian surveys, and does not represent a full review of the survey data, which at the time of writing has not been received in full.

Homebase and Tesco, Peak Arrivals and Departures

Saturday Peak

- **Tesco** (inc. PFS/ buses) – 628 arrivals and 629 departures, Saturday 6th July, from 11:30 to 12:30
- **Tesco** (car park only) – 528 arrivals and 532 departures, Saturday 6th July, from 11:30 to 12:30
- **Tesco** (PFS/ bus only) – 100 arrivals and 97 departures, Saturday 6th July, from 11:30 to 12:30
- **Homebase** – 93 arrivals and 102 departures, Saturday 6th July, from 13:00 to 14:00

Weekday AM Peak

- **Tesco** (inc. PFS/ buses) – 408 arrivals and 273 departures, Tuesday 9th July, from 08:15 to 09:15
- **Tesco** (car park only) – 317 arrivals and 198 departures, Tuesday 9th July, from 08:15 to 09:15
- **Tesco** (PFS/ bus only) – 93 arrivals and 75 departures, Tuesday 9th July, from 08:15 to 09:15
- **Homebase** – 27 arrivals and 19 departures, Tuesday 9th July, from 07:00 to 08:00

Weekday PM Peak

- **Tesco** (inc. PFS/ buses) – 478 arrivals and 487 departures, Tuesday 9th July, from 17:00 to 18:00
- **Tesco** (car park only) – 383 arrivals and 390 departures, Tuesday 9th July, from 17:00 to 18:00
- **Tesco** (PFS/ bus only) – 95 arrivals and 97 departures, Tuesday 9th July, from 17:00 to 18:00
- **Homebase** – 70 arrivals and 87 departures, Saturday 6th July, from 16:00 to 17:00

Discussion:

Peak Tesco traffic occurs on a Saturday, from 11:30 to 12:30. In all peak hours referenced above, a high proportion of Tesco trips access the site without accessing the Tesco car park; the majority of these trips are petrol station only trips. While Homebase has a relatively low traffic attraction in and around the traditional weekday morning peak period of travel demand, traffic attraction to the store is at a high level for the majority of the day. Peak traffic attraction to the Homebase store occurs from 13:00 to 14:00 on a Saturday, at which time 195 two-way traffic movements were experienced at the site's access junction.

For the traffic periods reviewed in the preparation of this note, between 66% and 75% of Tesco traffic approaches the site from the south, from the direction of the A4 Great West Road. For the Homebase site, between 73% and 78% of site traffic approaches the side from the north, from the direction of the A4, Great West Road.

Peak Car Parking Demand

Tesco, Maximum Car Parking Accumulation

- Saturday 29th June 2019 – **420 cars** at 10:30
- Thursday 4th July 2019 – **414 cars** at 11:30
- Saturday 6th July – **415 cars** at 14:30
- Tuesday 9th July – **499 cars** at 11:15

For comparison purposes

- Tuesday 27th November 2018 – **469 cars** at 11:30
- Saturday 1st December 2018 – **495 cars** at 15:00

Homebase, Maximum Car Parking Accumulation (Preliminary)

- Thursday 4th July 2019 – **82 cars** at 12:15
- Saturday 6th July – **63 cars** at 09:45
- Tuesday 9th July – **97 cars** at 14:15

Discussion:

Peak car parking demand at the existing Tesco car park exceeded 400 cars on each survey day. As such, the development of a new Tesco store with a 400 space car park, would act to constrain car driver trips and encourage a modal shift towards travel by non-car modes.

Pedestrian Demand – In and around the Homebase Site

In and around the weekday morning peak hour, the surveys identify platoons of pedestrians crossing Syon Lane, in the vicinity of Syon Lane station. Peak demand takes place from 08:45 to 09:00, when 346 pedestrian cross the road from the direction of the station and walk northbound, on the eastern side of the Syon Lane carriageway, heading towards the Homebase site access and the A4.



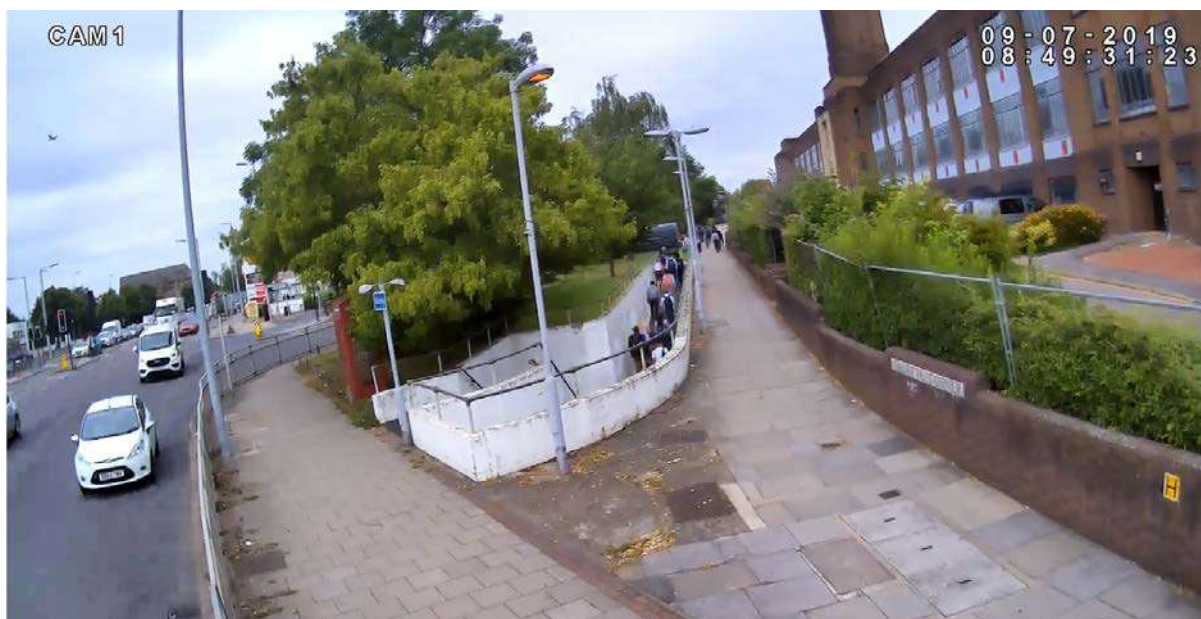
In the opposite direction, peak pedestrian movements occur in the early evening from 17:45 to 18:00, at which time 139 pedestrians cross the carriageway routing towards Syon Lane station.

Comparatively few pedestrians cross the carriageway at the existing staggered signal control crossing in the vicinity of Northumberland Avenue. From 07:00 to 10:00 (a 3-hour period) on a weekday morning, 35 pedestrians crossed the Syon Lane carriageway in this location. From 16:00 to 19:00, 137 pedestrians crossed the carriageway in this location.



Pedestrian Demand – Across A4 Great West Road

The underpass, beneath the A4, is observed to be well used. On a weekday morning, from 08:45 to 09:00 (15 minute period), 206 pedestrians were observed to exit the underpass on the northern side of the A4.



In the same time period, only 9 pedestrians routed across the A4 via the at surface crossing, located on the western side of the A4/ Syon Lane junction.



On-street Car Parking Demand Surveys

Lambeth style surveys have been undertaken to establish on-street car parking demand, in the vicinity of the Tesco and Homebase development sites. For an approximate 200 metre walk distance from both the Tesco and Homebase sites combined, the following on-street car parking demand data has been obtained.

	Occupancy (%)			
	Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity	
Red Route Clearway	0%	0%	27	
Zigzag Lines	0%	0%	35	
Pedestrian Crossing	-	-	0	
Double Yellow	1%	0%	170	
Bus Stop / Bus Stand	0%	0%	24	
Unrestricted	20%	20%	225	
Narrow	3%	3%	364	
Drop Kerb	2%	2%	96	
Single Yellow	23%	15%	13	
White Line / Drop Kerb	0%	0%	5	
Parking Bay	50%	42%	12	
Disabled Bay	75%	63%	8	
Resident Permit Holders	74%	72%	310	
Red Route Parking Bay	0%	25%	8	
Double Red	0%	0%	175	
Single Red	0%	0%	8	
All	20%	20%	1480	

The surveys have established that 'permit holder' car parking bays retain an overall reserved capacity within the study area.

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Total of 7 spaces recovered with committed storage facility proposals.

Total of 3 spaces lost due to committed storage facility access

3 new parking bays proposed.

One spaces removed and double yellow lines extended

Indicative access location to serve committed storage facility

Removal of existing buildouts, replaced with central speed cushion would create 3 additional spaces

5 new parking bays proposed.

Parking beat survey indicates a spare capacity of 4 spaces on Northumberland Avenue.

11 car parking bays, including one blue badge space removed.

2 parking bays to be recovered.

Parking beat survey indicates a spare capacity of 5 spaces on Redesdale Gardens







Parking beat survey indicates a spare capacity of 5 spaces on Otterburn Gardens

Parking beat survey indicates a spare capacity of 6 spaces on Warkworth Gardens

Parking beat survey indicates a spare capacity of 3 spaces on Haxham Gardens.

Parking beat survey indicates a spare capacity of 7 spaces on Rothbury Gardens.

KEY

- Existing Kerbline 
- Proposed Kerbline 
- Cycle Lane 
- Lost spaces due to storage unit proposals 
- New parking layout from storage unit proposals 
- Proposed additional on-street parking 

TITLE
PROPOSED ON-STREET PARKING ARRANGEMENT

PROJECT
TESCO, SYON LANE



2 Abbey Gardens,
Great College Street,
London, SW1P 3RL
Tel: +44(0)207 222 115
www.royalhaskoningdhv.com

STATUS	S3	DATE	12/01/21	SCALE	1:1,000
DRAWN	TH	CHECKED	AW	PASSED	AW
DRG No.	PB9144-RHD-GE-SW-DR-R-0073			REV	P05

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Appendix M – Pedestrian Comfort Level Assessment (A4 Underpass)

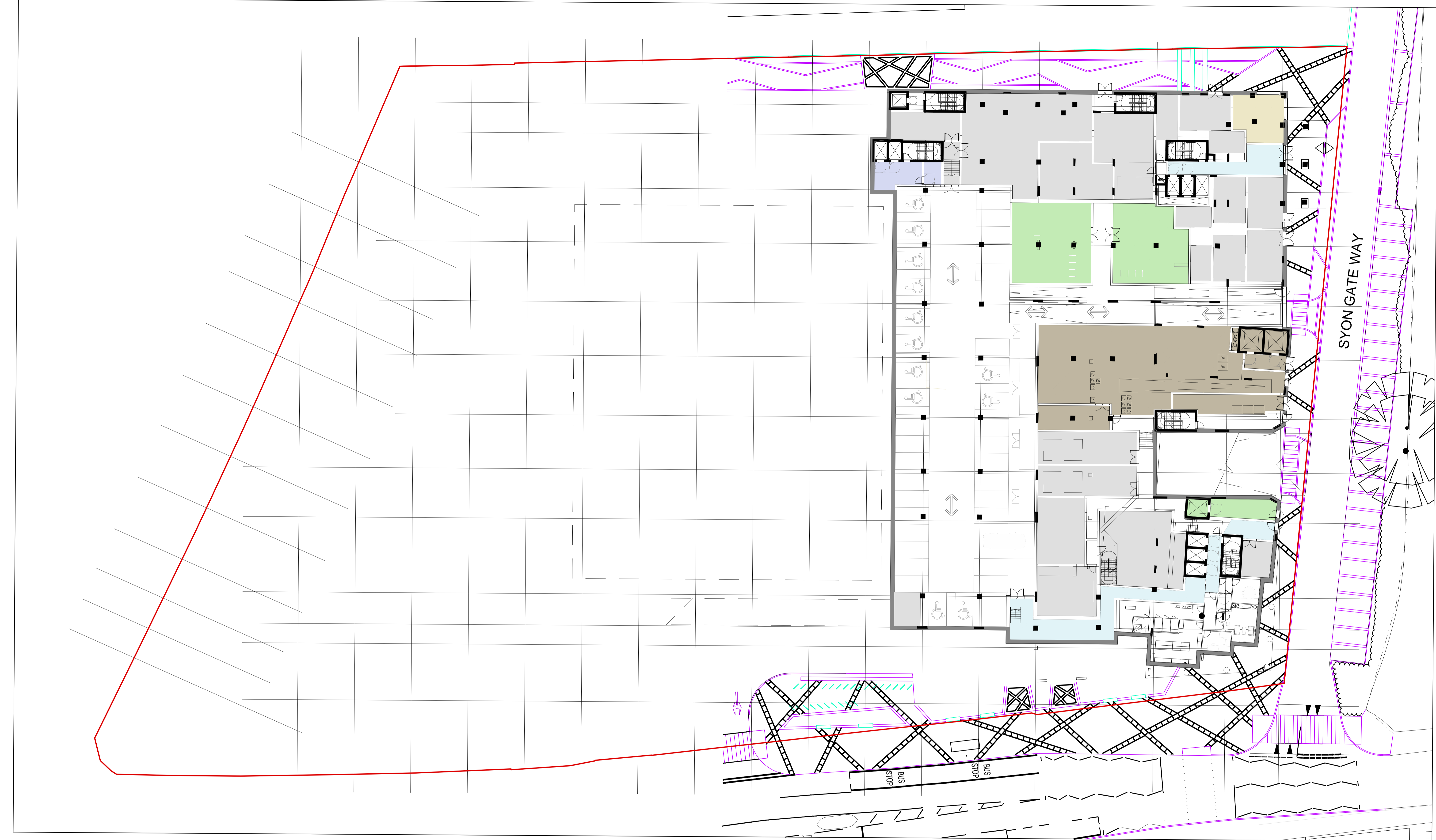
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		Reviewed By		Date	
Summary Info	Location Name	3 Base AM Peak Hour	3 Base AM Peak 15 Mins	3 Proposed AM Peak Hour	3 Proposed AM Peak 15 Mins
	Location Type	Full Footway Width	Full Footway Width	Full Footway Width	Full Footway Width
	Area Type	High Street	High Street	High Street	High Street
	Average Flow (PPH)	479	1,051	831	1,403
	Peak Hour Flow (PPH)	1,051	1,556	1,407	1,912
	Total Footway Width	1.8m	1.8m	1.8m	1.8m
	Clear Footway Width	1.8m	1.8m	1.8m	1.8m
	Total Street Furniture Impact	0m	0m	0m	0m
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	B+ : 10 ppmm	B : 14 ppmm	B : 13 ppmm	C+ : 18 ppmm
	Total Width Required for PCL B+	1.50	2.17	1.96	2.66
	Clear Width Required For PCL B+	1.50	2.17	1.96	2.66
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	B : 13 ppmm	D : 29 ppmm	C : 23 ppmm	E : 39 ppmm
	Total Width Required for PCL B+	2.00	4.38	3.47	5.85
	Clear Width Required For PCL B+	2.00	4.38	3.47	5.85
Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	Location width should be increased. If this is not possible, it is important that the footway is kept as clear as possible.	Location width should be increased. If this is not possible, it is important that the footway is kept as clear as possible.	Location width should be increased. If this is not possible, it is important that the footway is kept as clear as possible. If this is a retail area, note that visitors will start to think about avoiding the area.
Impact	Pedestrian Comfort at Average of Maximum Activity	This level of comfort is appropriate for periods of additional stress for all Area Types	This footway is likely to be very uncomfortable. If possible, the footway width should be increased. If this is not possible, it is important that the footway is kept as clear as possible.	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.	This footway is likely to be extremely uncomfortable. If possible, the footway width should be increased. If this is not possible, it is important that the footway is kept as clear as possible.
Impact	Notes				
Impact	Mitigation				

Sign Off	Assessed By		Date		
	Reviewed By		Date		
Summary Info	Location Name	3 Surveyed AM Peak Hour	3 Surveyed AM Peak 15 Mins	3 Proposed AM Peak Hour	3 Proposed AM Peak 15 Mins
	Location Type	Full Footway Width	Full Footway Width	Full Footway Width	Full Footway Width
	Area Type	High Street	High Street	High Street	High Street
	Average Flow (PPH)	312	599	664	951
	Peak Hour Flow (PPH)	599	836	955	1,192
	Total Footway Width	1.8m	1.8m	1.8m	1.8m
	Clear Footway Width	1.8m	1.8m	1.8m	1.8m
	Total Street Furniture Impact	0m	0m	0m	0m
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	A- : 6 ppm	A- : 8 ppm	B+ : 9 ppm	B+ : 11 ppm
	Total Width Required for PCL B+	1.50	1.50	1.50	1.66
	Clear Width Required For PCL B+	1.50	1.50	1.50	1.66
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	B+ : 9 ppm	B- : 17 ppm	C+ : 18 ppm	C- : 26 ppm
	Total Width Required for PCL B+	1.50	2.50	2.77	3.97
	Clear Width Required For PCL B+	1.50	2.50	2.77	3.97
Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.
Impact	Pedestrian Comfort at Average of Maximum Activity	Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.
Impact	Notes				
Impact	Mitigation				

Sign Off	Assessed By		Date		
	Reviewed By		Date		
Summary Info	Location Name	3 Base PM Peak Hour	3 Base PM Peak 15 Mins	3 Proposed PM Peak Hour	3 Proposed PM Peak 15 Mins
	Location Type	Full Footway Width	Full Footway Width	Full Footway Width	Full Footway Width
	Area Type	High Street	High Street	High Street	High Street
	Average Flow (PPH)	353	511	639	797
	Peak Hour Flow (PPH)	511	780	799	1,068
	Total Footway Width	1.8m	1.8m	1.8m	1.8m
	Clear Footway Width	1.8m	1.8m	1.8m	1.8m
	Total Street Furniture Impact	0m	0m	0m	0m
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	A : 5 ppm	A- : 7 ppm	A- : 7 ppm	B+ : 10 ppm
	Total Width Required for PCL B+	1.50	1.50	1.50	1.50
	Clear Width Required For PCL B+	1.50	1.50	1.50	1.50
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	B+ : 10 ppm	B : 14 ppm	C+ : 18 ppm	C : 22 ppm
	Total Width Required for PCL B+	1.50	2.13	2.67	3.33
	Clear Width Required For PCL B+	1.50	2.13	2.67	3.33
Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.
Impact	Pedestrian Comfort at Average of Maximum Activity	Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.
Impact	Notes				
Impact	Mitigation				

Sign Off	Assessed By		Date		
	Reviewed By		Date		
Summary Info	Location Name	3 Surveyed PM Peak Hour	3 Surveyed PM Peak 15 Mins	3 Proposed PM Peak Hour	3 Proposed PM Peak 15 Mins
	Location Type	Full Footway Width	Full Footway Width	Full Footway Width	Full Footway Width
	Area Type	High Street	High Street	High Street	High Street
	Average Flow (PPH)	228	446	514	732
	Peak Hour Flow (PPH)	446	524	734	812
	Total Footway Width	1.8m	1.8m	1.8m	1.8m
	Clear Footway Width	1.8m	1.8m	1.8m	1.8m
	Total Street Furniture Impact	0m	0m	0m	0m
Pedestrian Comfort (At peak hour flow levels)	Pedestrian Comfort Level (PCL)	A : 4 ppmm	A : 5 ppmm	A- : 7 ppmm	A- : 8 ppmm
	Total Width Required for PCL B+	1.50	1.50	1.50	1.50
	Clear Width Required For PCL B+	1.50	1.50	1.50	1.50
Pedestrian Comfort (Average of Maximum Activity)	Pedestrian Comfort Level (PCL)	A- : 6 ppmm	B : 12 ppmm	B : 14 ppmm	C+ : 20 ppmm
	Total Width Required for PCL B+	1.50	1.86	2.15	3.06
	Clear Width Required For PCL B+	1.50	1.86	2.15	3.06
Impact	Pedestrian Comfort at Peak Hour Flow	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.	The footway on this site should be comfortable for its intended use at most times. However, you may need to reassess the site in future.
Impact	Pedestrian Comfort at Average of Maximum Activity	Even when under additional stress, the footway on this site should be comfortable.	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress for all Area Types	This level of comfort is appropriate for periods of additional stress in Office and Retail and Transport Interchange sites.
Impact	Notes				
Impact	Mitigation				

Appendix N – Architectural Layouts



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 Chelsea Bridge Wharf
 360 Queenstown Road
 London SW11 8PE
 020 7720 2600

Architect
 Patel Taylor
 48 Rawstorne Street
 London EC1V 7ND
 020 7278 2323

Title
 General arrangement plan
 Lower ground floor

Project
 Homebase Site, Syon Lane

Scale
 1:250 @ A1 1:500 @ A3

Drawing Number
 DRAWING1

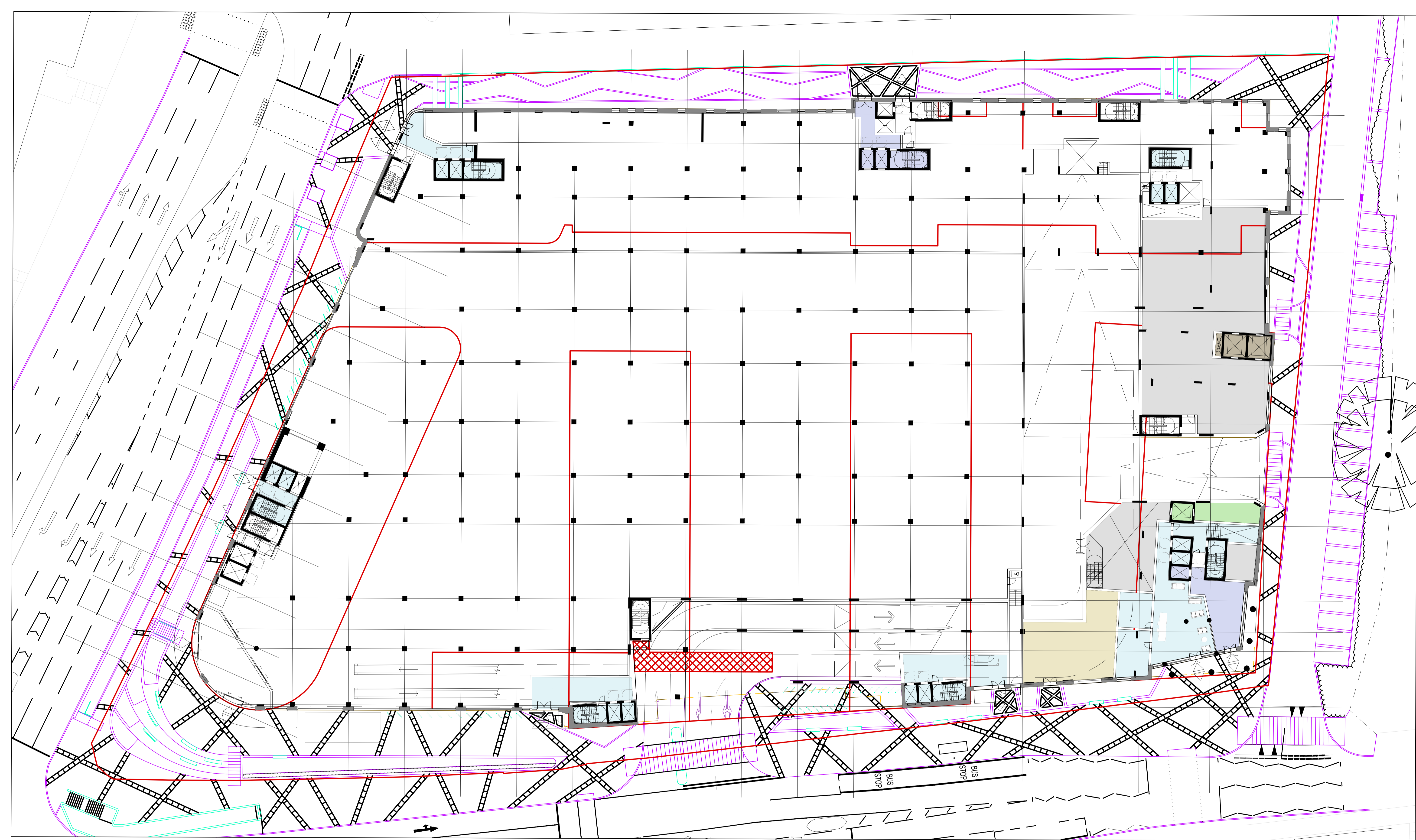
Revision
 P 32

Status
 For Planning

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Issue Record	By	Chk	Date
P32 Planning addendum	MA	AC	18.12.2020
P31 Planning Issue	MA	AC	21.09.2020
P30 Planning Issue	MA	AC	09.09.2020
P29 Planning Issue	MA	AC	09.09.2020
P28 Planning Issue	MA	AC	09.09.2020
P27 Planning Issue	MA	AC	07.09.2020

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 London SW11 6PE
 020 7720 2600

Architect
 Patel Taylor
 48 Rawstorne Street
 London EC1V 7ND
 020 7278 2323

Title
 General arrangement plan
 Ground floor

Project
 Homebase Site, Syon Lane

Scale
 1: 250 @ A1 1: 500 @ A3

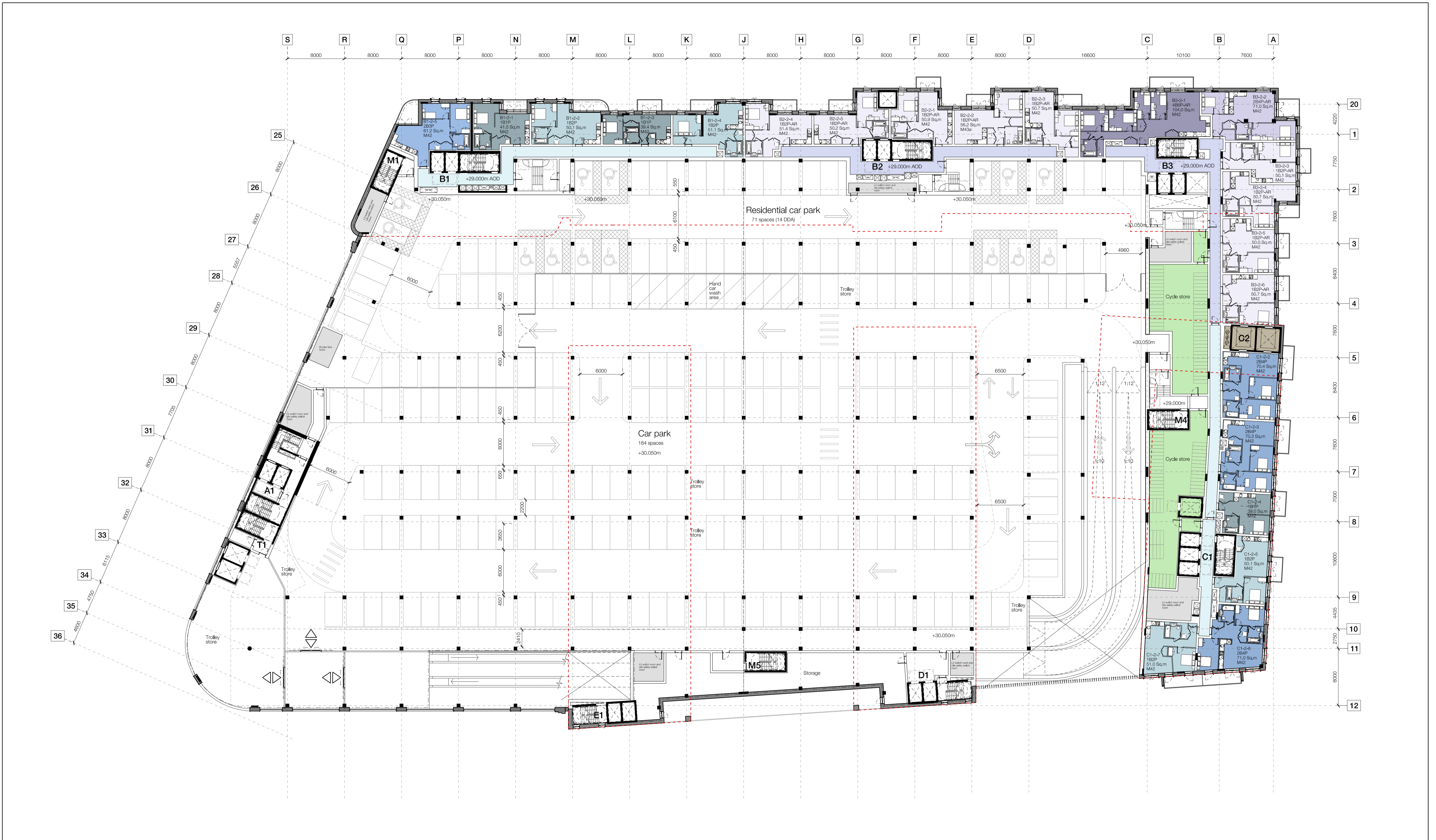
Drawing Number
 DRAWING1

Revision
 P37

Status
 For Planning

Issue Record	By	Chk	Date
P37 Planning addendum	MA	AC	18.12.2020
P36 Planning Issue	MA	AC	21.09.2020
P35 Planning Issue	MA	AC	09.09.2020
P34 Planning Issue	MA	AC	27.08.2020
P33 For information	TG	AC	24.08.2020
P32 Planning Issue	TG	AC	29.07.2020

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General Notes

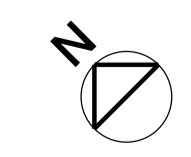
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Chelsea Bridge Wharf
360 Queensdown Road
London SW11 8PE
020 7720 2600

Architect
Patel Taylor
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London EC1V 7ND
020 7278 2323



Scale 1:250 @ A1
0 1 2 3 4 5m 10m 15m 20m

Title
General arrangement plan
Level 02

Project
Homebase Site, Syon Lane

Scale
1:250 @ A1 1:500 @ A3

Issue Record	By	Chk	Date
P46 Carparking layout reverted to P44	MA	AC	15.01.2021
P45 Parking bays revised	MA	AC	14.01.2021
P44 Planning Issue	MA	AC	21.09.2020
P43 Planning Issue	JA	AC	09.09.2020
P42 Planning Issue	MA	AC	07.09.2020
P41 Planning Issue	MA	AC	04.09.2020

Drawing Number
579-PTA-ZZ-02-DR-A-1001

Revision
P46

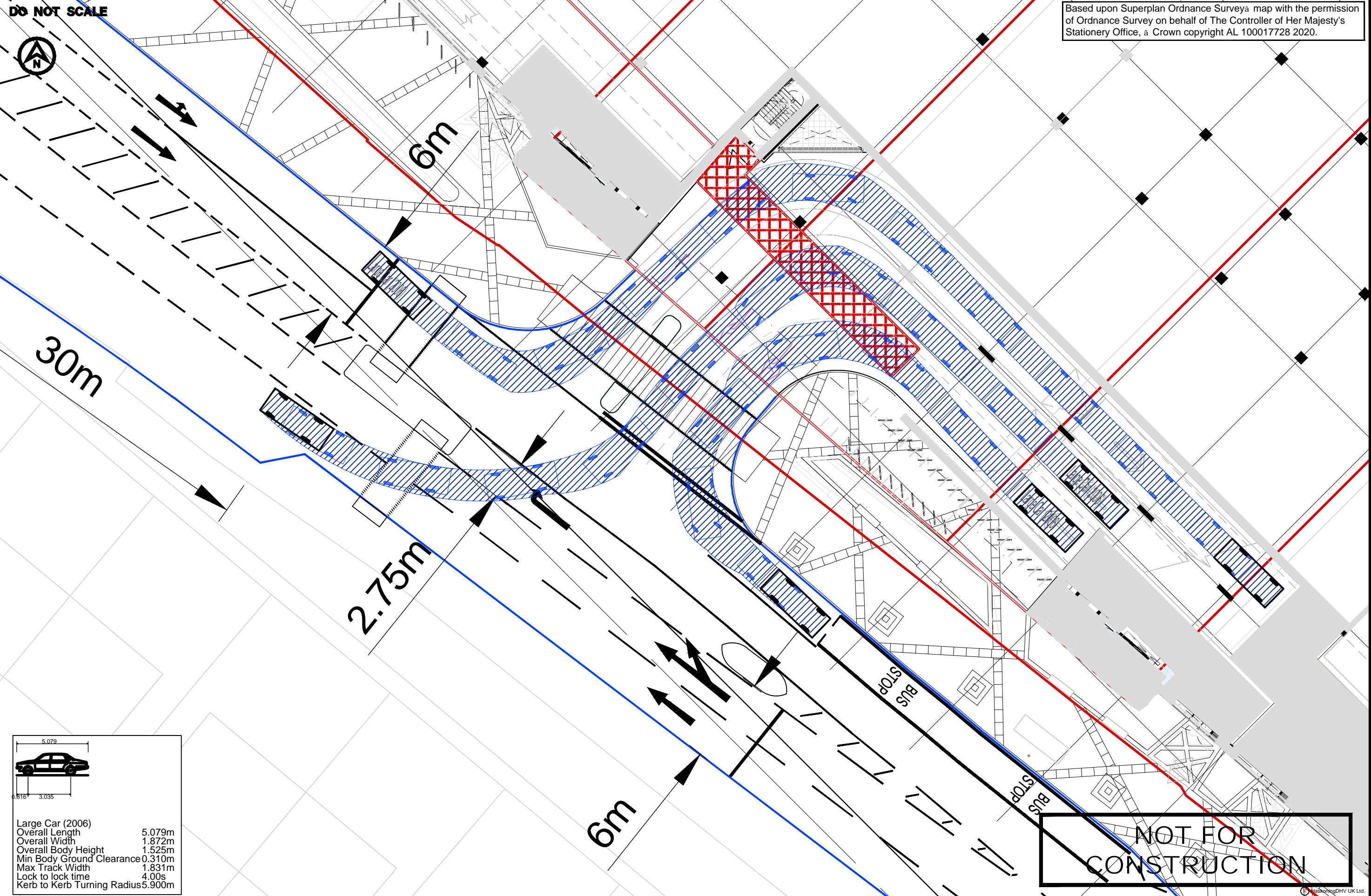
Status
For Planning

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Appendix O – RHDHV Proposed Highway Layout Plans (w/ Vehicle Swept Path Analysis)

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Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m

NOT FOR CONSTRUCTION

TITLE
ACCESS SWEEP PATH ANALYSIS - LARGE CAR

PROJECT
SYON LANE

Royal HaskoningDHV
 Enhancing Society Together

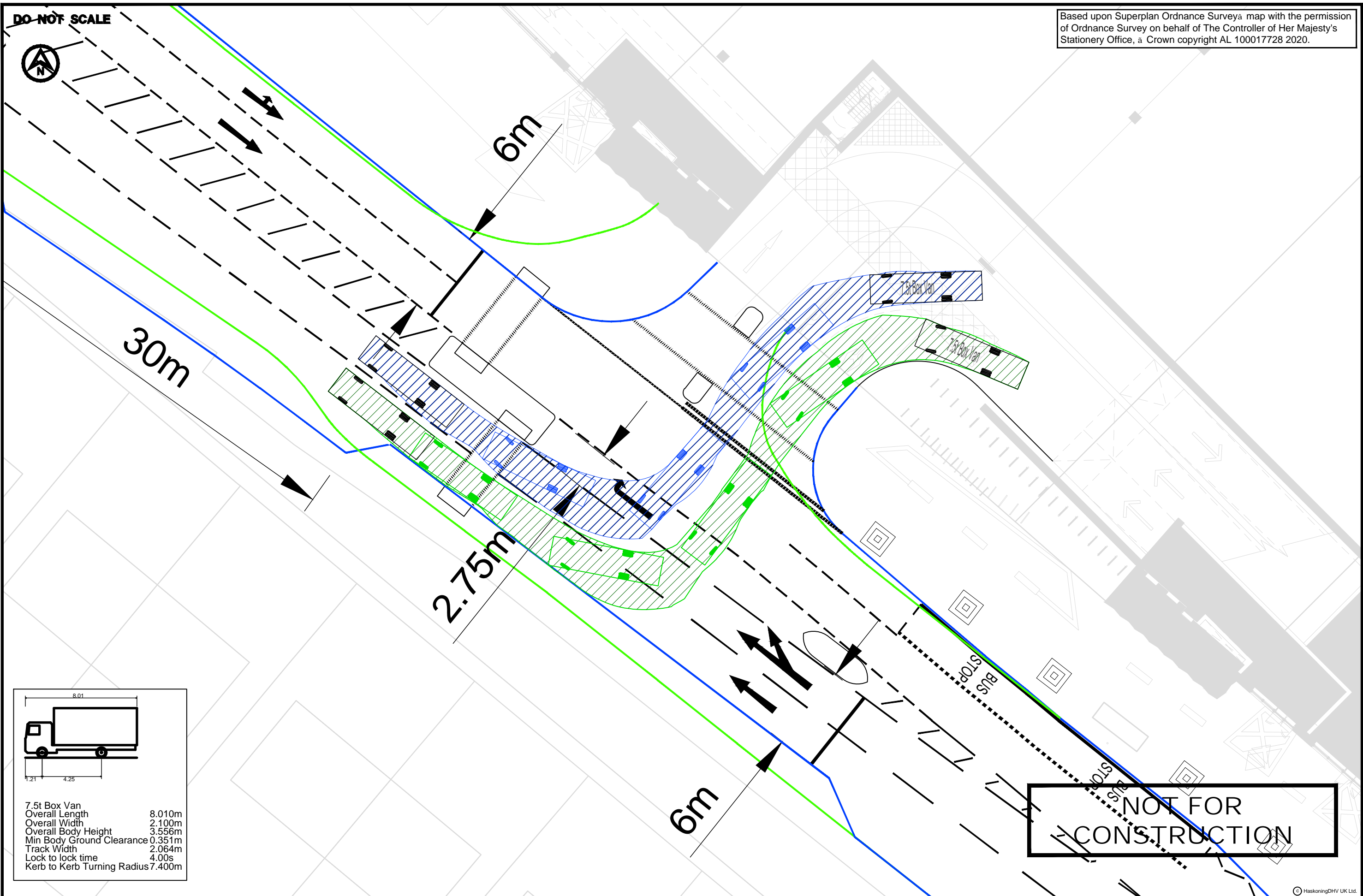
JOB No.
PB9144
 DATE
24/07/20
 SCALE
1:250

DRAWN
TH
 REV
P01
 SUIT
S3

CHECKED
AW
 PASSED
AW
 AUTOCAD REF.
PB9144-0112
 DRG No.
PB9144-RHD-GE-SW-DR-R-0112

DO NOT SCALE

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7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

NOT FOR CONSTRUCTION

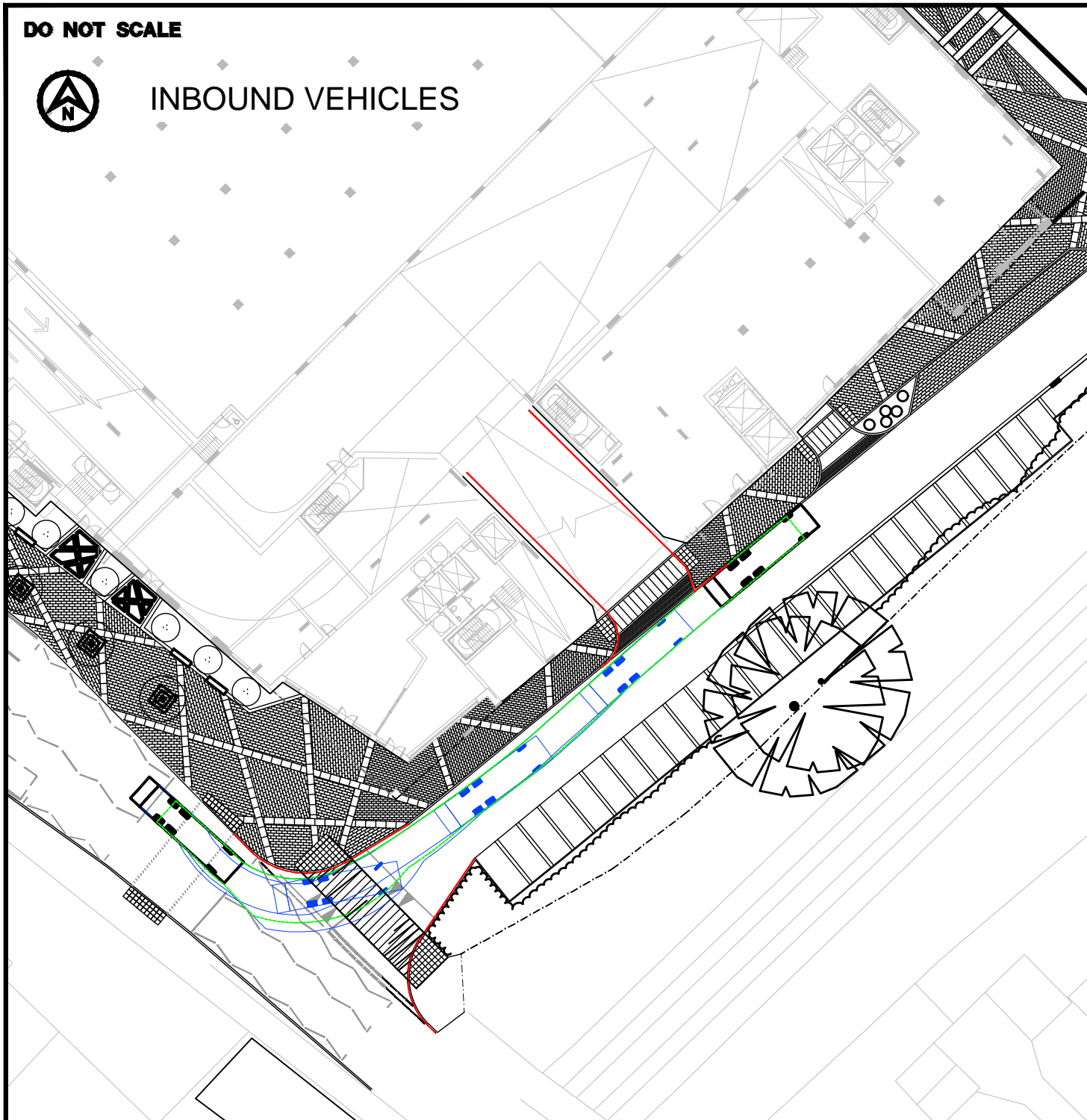
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TITLE SITE ACCESS RIGHT TURN SWEEPED PATH ANALYSIS - 7.5T BOX VAN	PROJECT SYON LANE		JOB No. PB9144 DATE 05/08/20 SCALE 1:250	DRAWN TH REV P01 SUIT S3	CHECKED CS PASSED CS AUTOCAD REF. PB9144-0119 DRG No. PB9144-RHD-GE-SW-DR-R-0119
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DO NOT SCALE

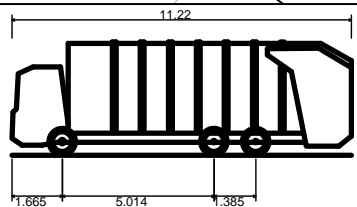
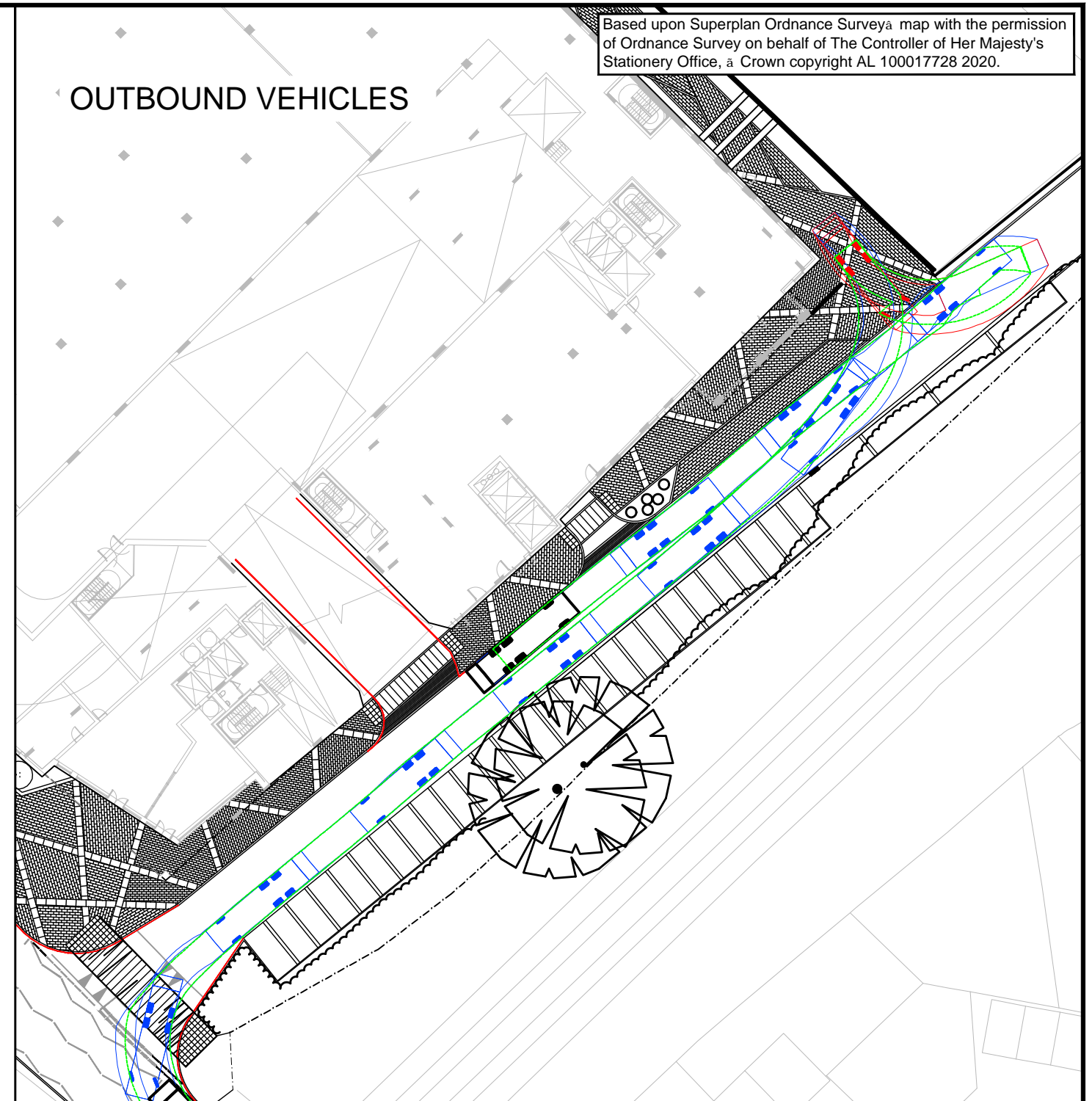


INBOUND VEHICLES

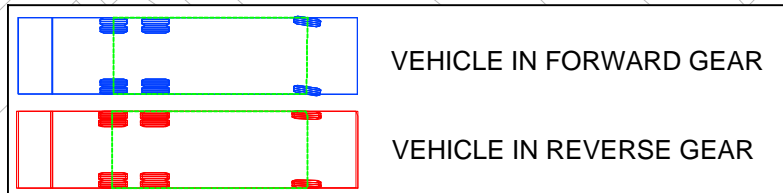


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OUTBOUND VEHICLES



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
 Overall Length 11.220m
 Overall Width 2.530m
 Overall Body Height 3.756m
 Min Body Ground Clearance 0.309m
 Track Width 2.530m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 11.550m



NOT FOR CONSTRUCTION

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TITLE	SWEPT PATH ANALYSIS - REFUSE VEHICLE ACCESS
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PROJECT	HOMEBASE, BRENTFORD
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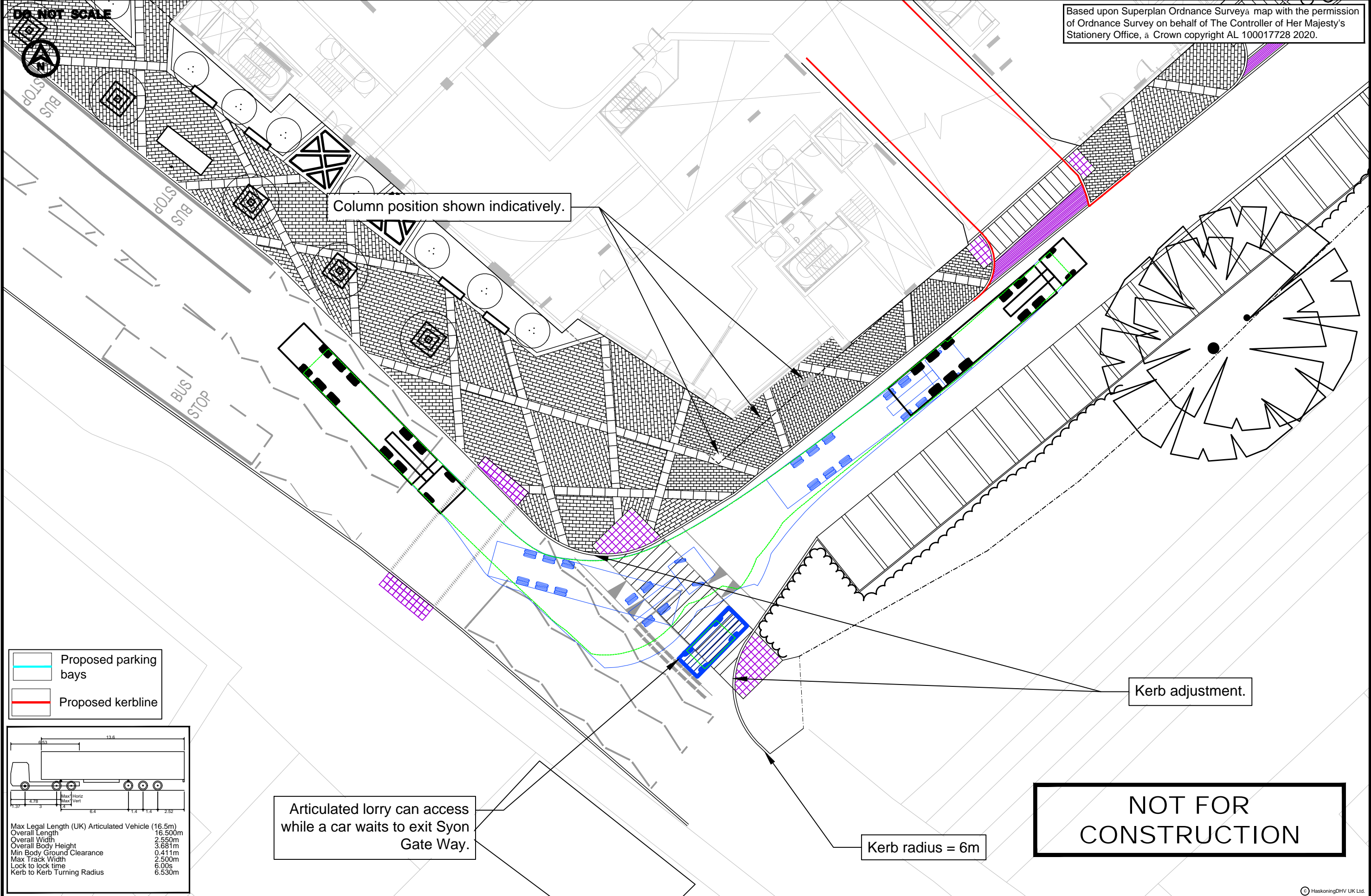
2 Abbey Gardens
 Great College Street, Westminster
 London, SW1P 3NL
 Tel +44(0)207 222 2115
 www.royalhaskoningdhv.com

JOB No.	PB9144
DATE	14/01/21
SCALE	1:500

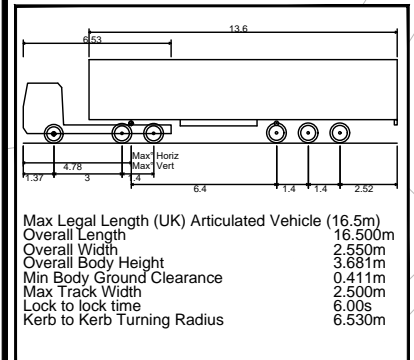
DRAWN	TH
REV	P03
SUIT	S3

CHECKED	AW	PASSED	AW
AUTOCAD REF.		PB9144-0115	
DRG No.		PB9144-RHD-GE-SW-DR-R-0115	

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Proposed parking bays
Proposed kerblines



Articulated lorry can access while a car waits to exit Syon Gate Way.

Kerb adjustment.

Kerb radius = 6m

NOT FOR CONSTRUCTION

TITLE
SWEPT PATH ANALYSIS - SYON GATE WAY

PROJECT
HOMEbase, BRENTFORD



JOB No. PB9144
DATE 15/01/21
SCALE 1:250

DRAWN TH
REV P03
SUIT S3

CHECKED AW
PASSED AW
AUTOCAD REF. PB9144-0126
DRG No. PB9144-RHD-GE-SW-DR-R-0126

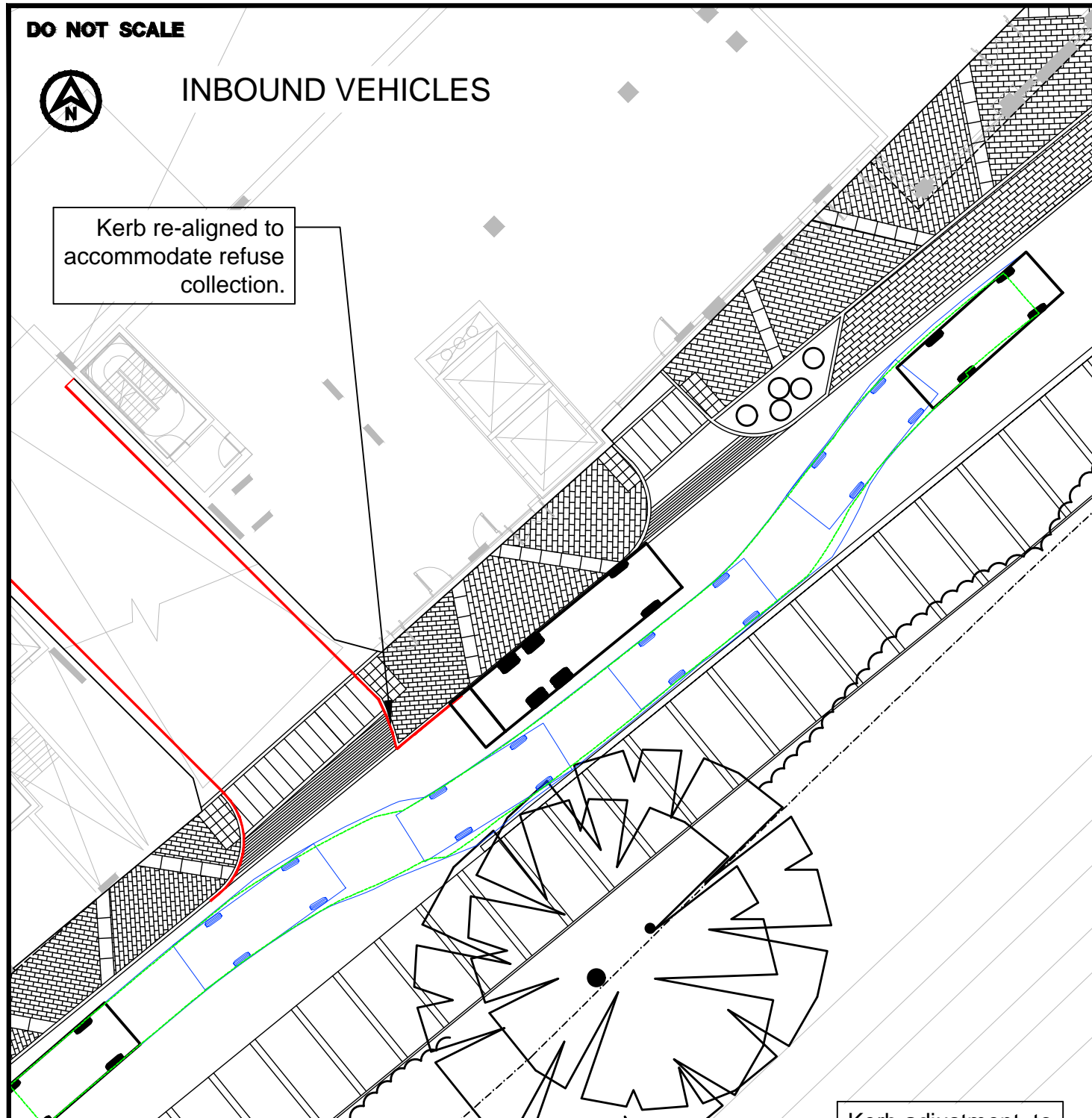
© HaskoningDHV UK Ltd.

DO NOT SCALE

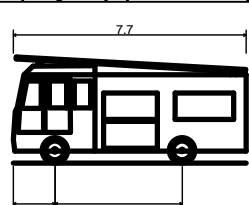
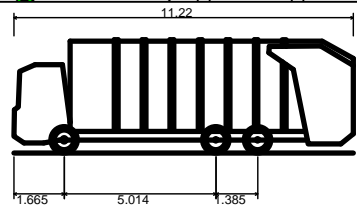


INBOUND VEHICLES

Kerb re-aligned to accommodate refuse collection.



Kerb adjustment, to increase pedestrian visibility.



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

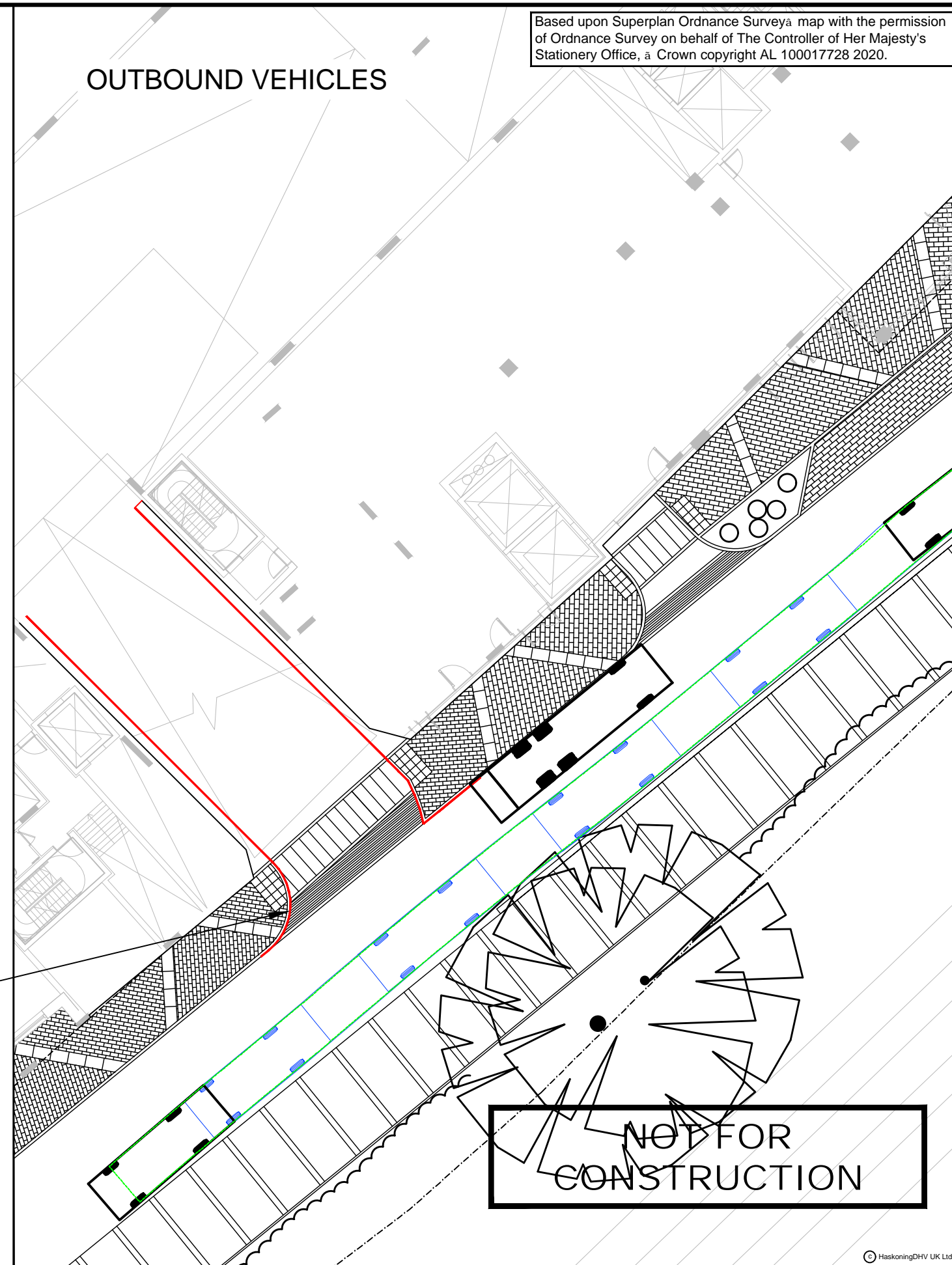
- Overall Length 11.220m
- Overall Width 2.530m
- Overall Body Height 3.756m
- Min Body Ground Clearance 0.309m
- Track Width 2.530m
- Lock to lock time 4.00s
- Kerb to Kerb Turning Radius 11.550m

Dennis Sabre Fire Tender (LWB)

- Overall Length 7.700m
- Overall Width 2.430m
- Overall Body Height 3.512m
- Min Body Ground Clearance 0.397m
- Track Width 2.380m
- Lock to lock time 5.00s
- Kerb to Kerb Turning Radius 7.400m

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OUTBOUND VEHICLES



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TITLE
**SWEPT PATH ANALYSIS -
FIRE TENDER/REFUSE COLLECTION**

PROJECT
HOMEBASE, BRENTFORD



JOB No.
PB9144

DATE
15/01/21

SCALE
1:250

DRAWN
TH

REV
P02

SUIT
S3

CHECKED
AW

PASSED
AW

AUTOCAD REF.
PB9144-0128

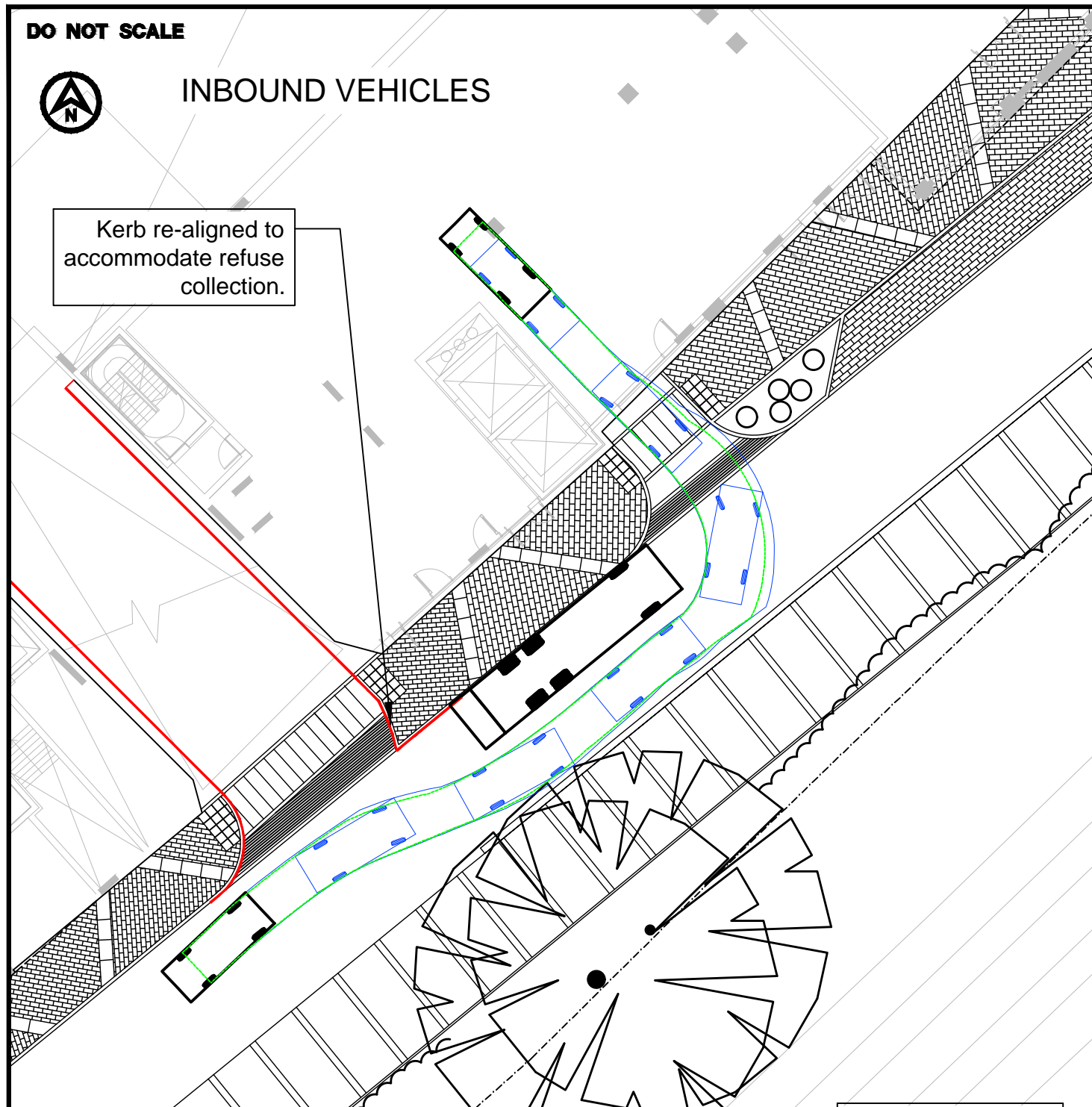
DRG No.
PB9144-RHD-GE-SW-DR-R-0129

DO NOT SCALE

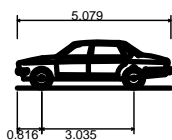
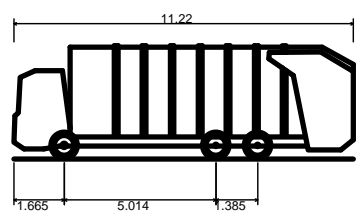


INBOUND VEHICLES

Kerb re-aligned to accommodate refuse collection.



Kerb adjustment, to increase pedestrian visibility.



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

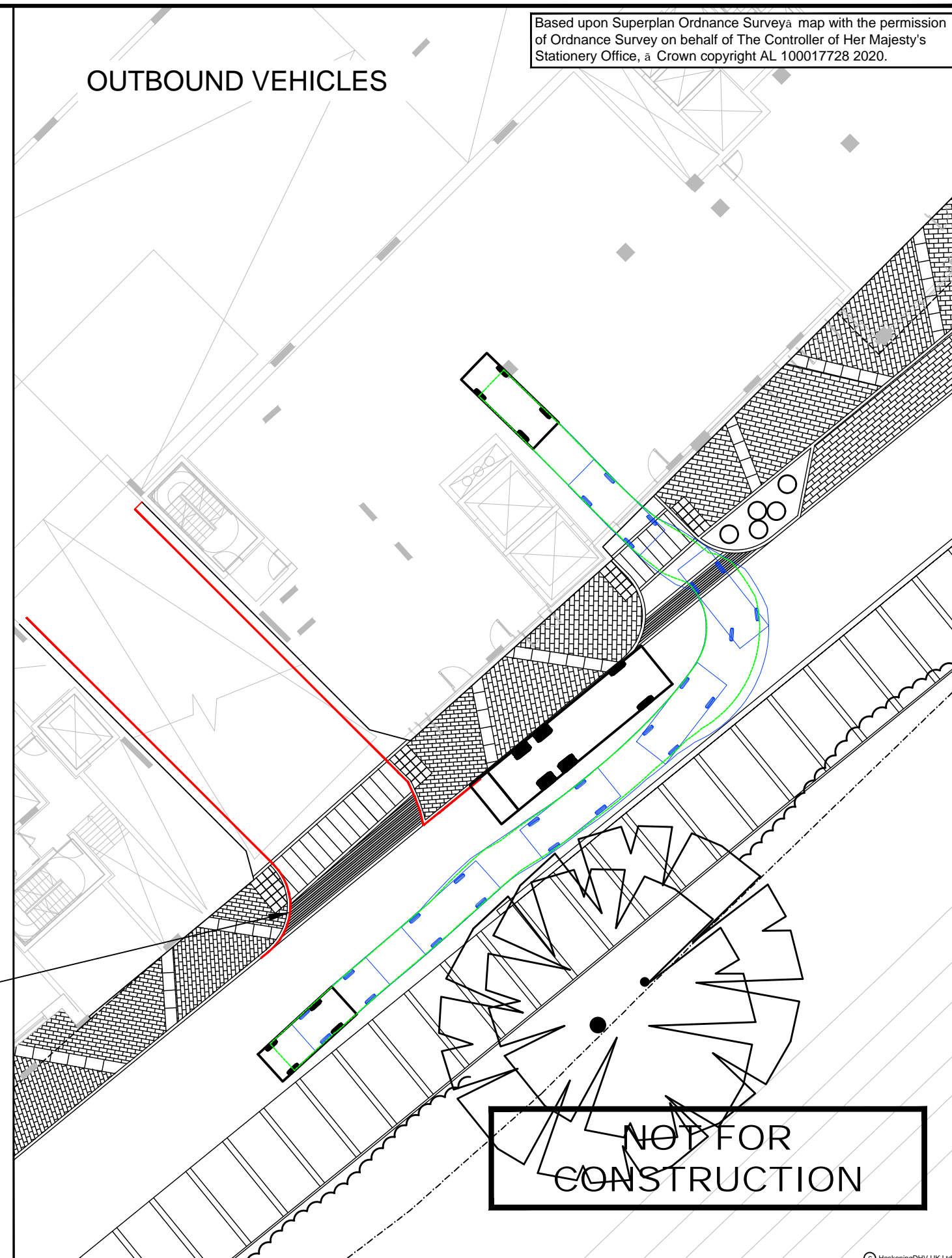
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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OUTBOUND VEHICLES



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TITLE

SWEPT PATH ANALYSIS - REFUSE COLLECTION

PROJECT

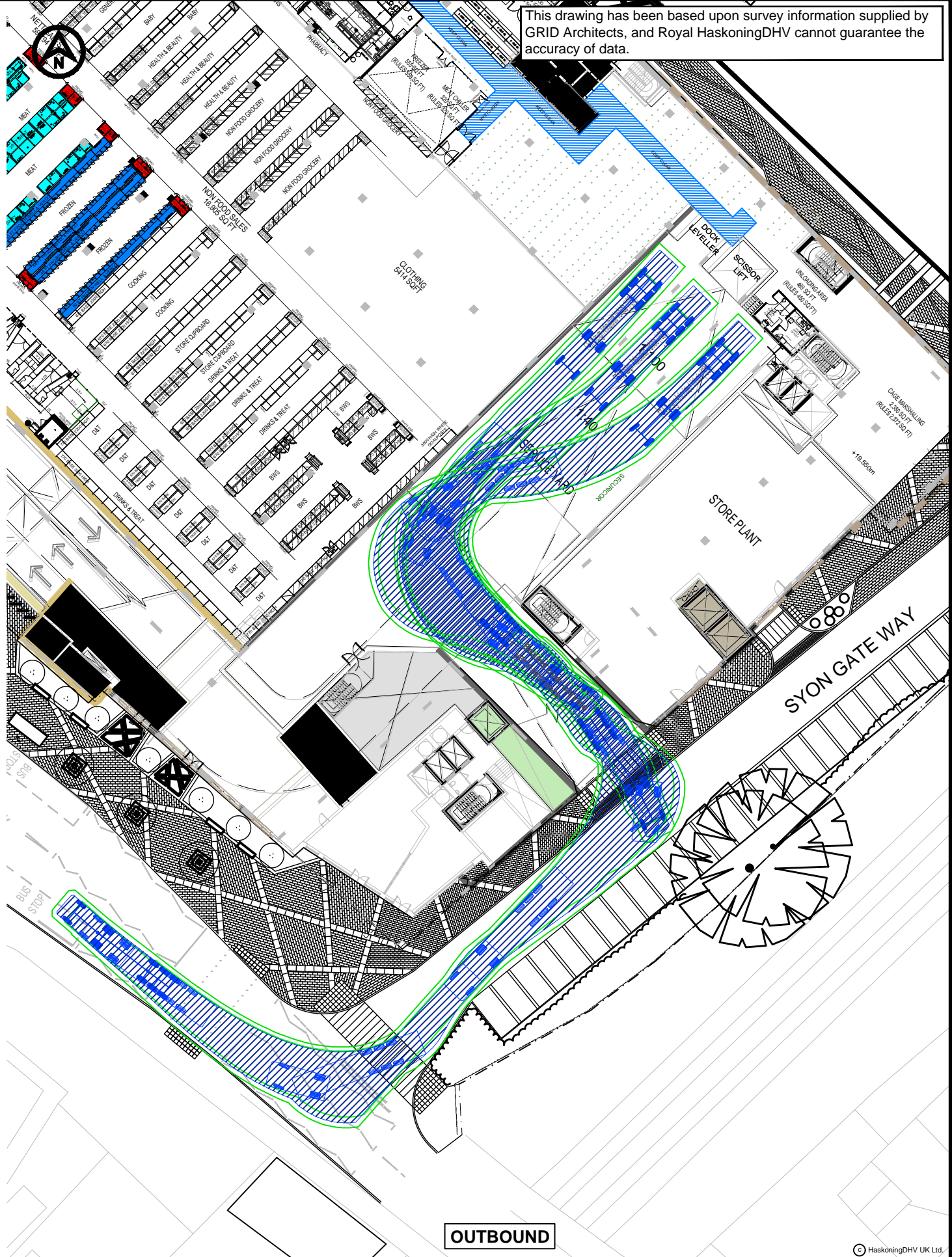
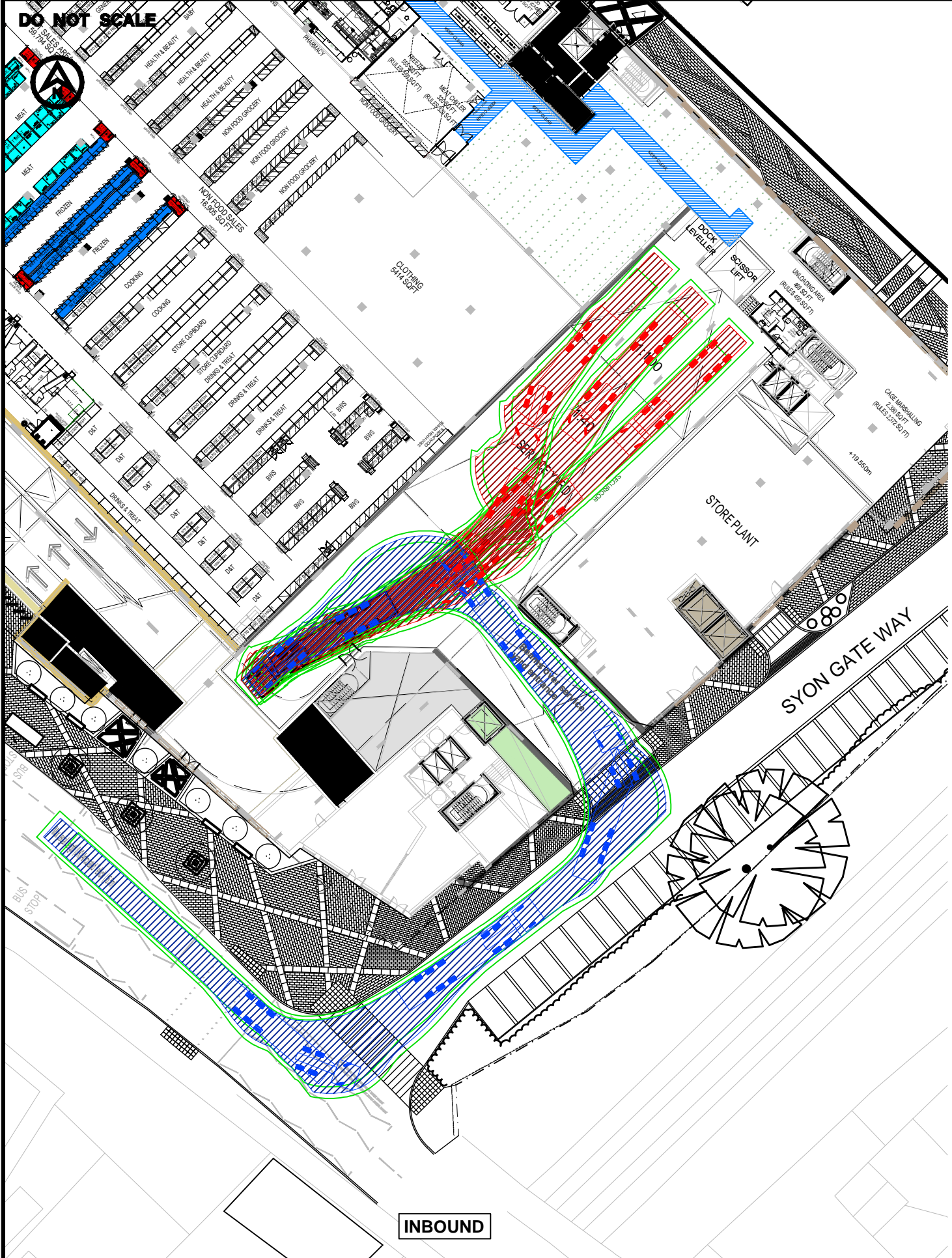
HOMEBASE, BRENTFORD

2 Abbey Gardens
Great College Street, Westminster
London, SW1P 3NL
Tel +44(0)207 222 2115
www.royalhaskoningdhv.com

JOB No.	PB9144
DATE	14/01/20
SCALE	1:250

DRAWN	TH
REV	P02
SUIT	S3

CHECKED	AW
PASSED	AW
AUTOCAD REF.	PB9144-0128
DRG No.	PB9144-RHD-GE-SW-DR-R-0128



TITLE
SWEPT PATH ANALYSIS
16.5m ARTICULATED VEHICLE

PROJECT
HOMEBASE SYON LANE
BRENTFORD



JOB No.
PB9144
 DATE
15/01/21
 SCALE
1:500

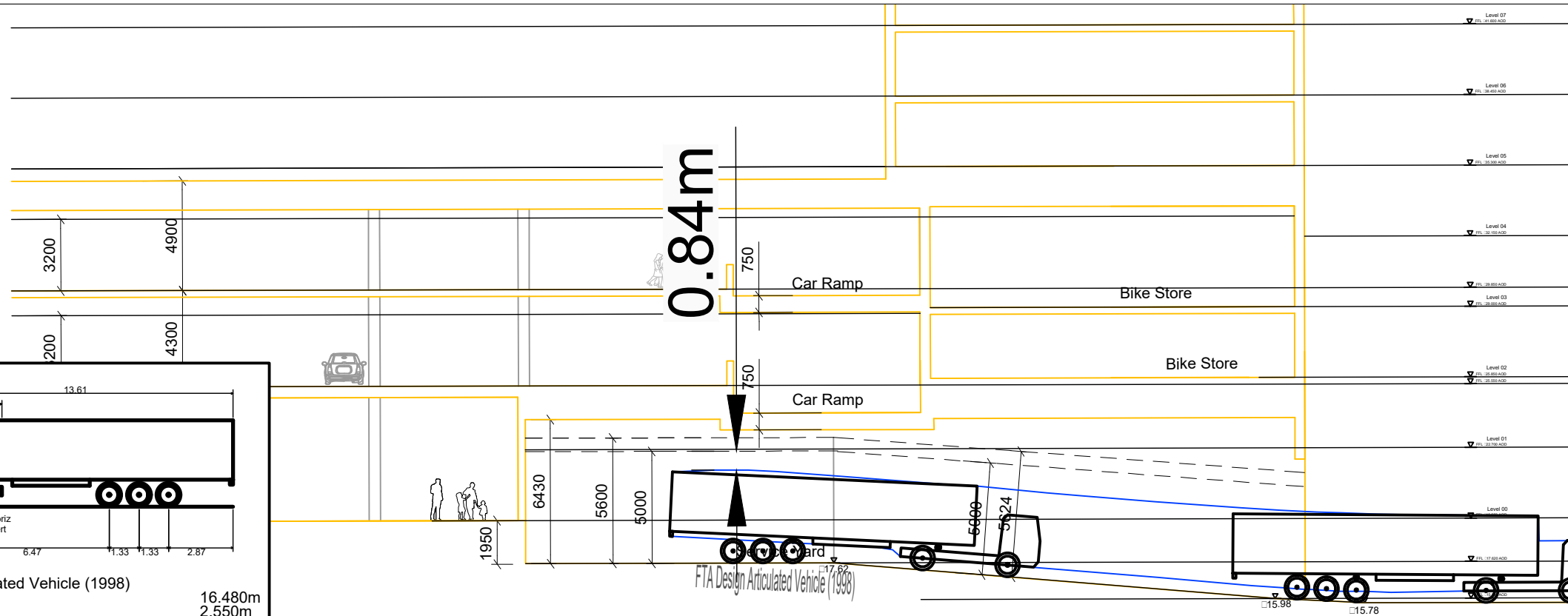
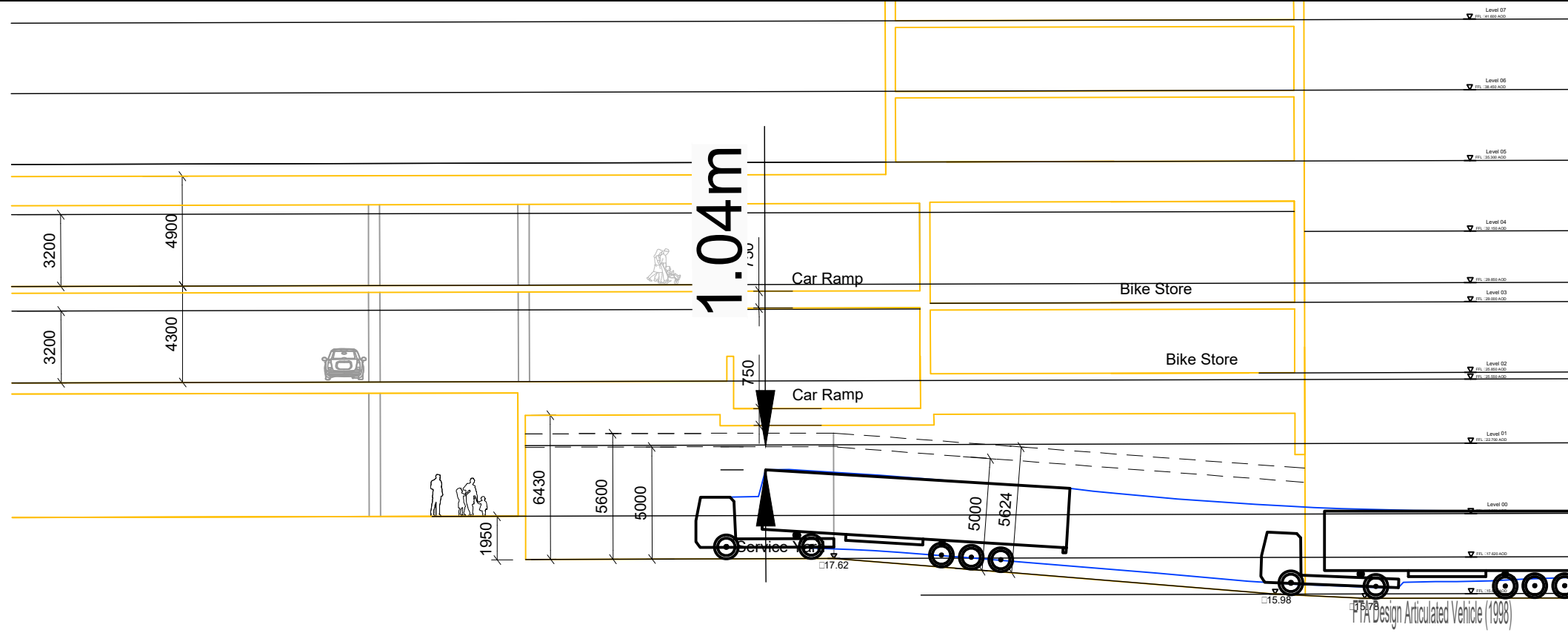
DRAWN
KM
 REV
P07
 SUIT
S3

CHECKED
AW
 PASSED
AW
 AUTOCAD REF.
PB9144-0050
 DRG No.
PB9144-RHD-GE-SW-DR-R-0050

DO NOT SCALE



This drawing is based upon the drawing SK-43 Service ramp produced by Grid Architects and Royal HaskoningDHV cannot guarantee the accuracy of the information shown.



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

TITLE
VEHICLE SWEEP PATH ANALYSIS -
16.5m ARTICULATED VEHICLE

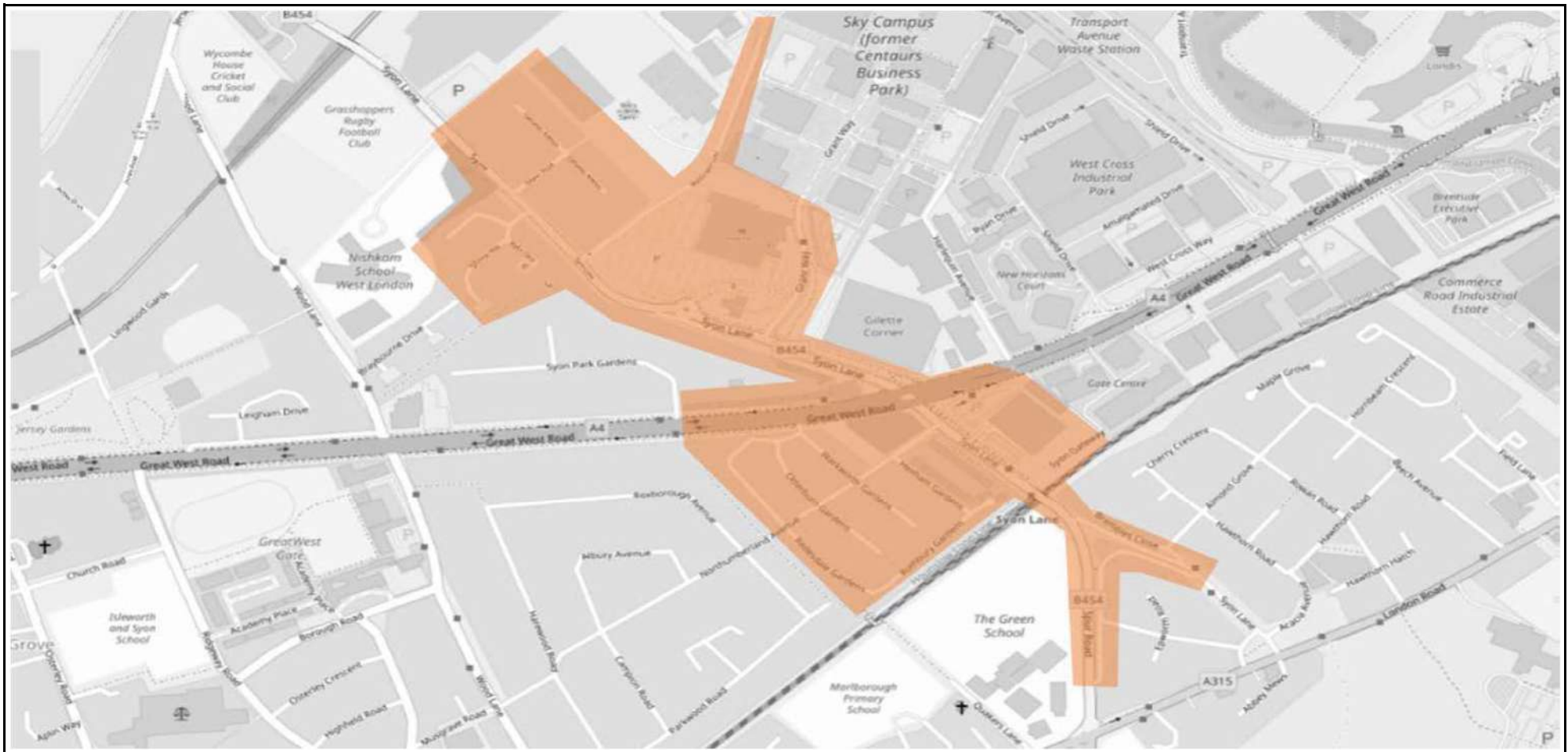
PROJECT
SYON LANE




STATUS	S3	DATE	07.06.19	SCALE	1:250
DRAWN	JW	CHECKED	CS	PASSED	CS
DRG No.	PB9144-RHD-GE-SW-DR-R-0062			REV	P01

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Appendix P – On-Street Car Parking Survey Data



	Site / Location: Syon Lane	Project No: 10199	Drawing No: 10199-01	Drawn By: SM
	Survey Date: Wednesday 3rd and Thursday 4th July 2019	Project Name: Syon Lane		
	Survey Times: Beat once in between 0030-0530hrs on each day	Drawing Title: Site Layout and Observed Movements		



Regular horizontal bay = 5m

Street	B454 Syon Lane		Syon Lane		Brambles Close		B454 Spur Road		Marlborough Road		Northumberland Avenue		Hexham Gardens		Rothbury Gardens		Redesdale Gardens		Warkworth Gardens		Otterburn Gardens		Stags Way		Wyke Close		Crowthree Close		Gower Road		Oaklands Avenue		MacFarlane Lane		Tesco Access Road		Grant Way		All Streets		
	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.	Len.	Cap.			
Red Route Clearway	149	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	148.7	27		
Zigzag Lines	221	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	221	35		
Pedestrian Crossing	29.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-		
Double Yellow	38.7	6	-	-	10.9	1	-	-	2.7	-	100	14	13.2	2	15.9	2	63	9	54.3	8	40.4	6	60.3	10	13.6	2	43.4	7	14.7	1	17	2	-	-	138	24	394	76	1020	170	
Bus Stop / Bus Stand	40.1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	24		
Unrestricted	148	29	164	32	128	22	496	98	261	44	-	-	-	-	-	-	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1199	225		
Narrow	-	-	164	32	147	27	-	-	212	42	-	-	137	26	199	37	341	62	235	36	242	39	143	25	40.4	6	34.3	4	-	-	198	28	-	-	-	-	-	-	2093	364	
Drop Kerb	205	33	-	-	31.2	2	-	-	30.9	2	70.2	10	4.7	-	44.2	7	32.9	4	47.8	7	16.5	3	31	3	15.7	2	44	5	27.9	4	97.3	13	8.3	1	-	-	-	-	707.9	96	
White Line / Drop Kerb	-	-	-	-	10.9	1	-	-	5.4	1	5.6	1	-	-	-	-	-	-	-	-	5.5	1	9.6	1	-	-	-	-	-	-	-	-	-	-	-	-	-	37	5		
Parking Bay	-	-	-	-	-	-	-	-	65	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	12		
Disabled Bay	10.2	2	-	-	-	-	-	-	25.9	4	5.4	1	-	-	-	-	-	-	-	-	6.1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47.6	8		
Resident Permit Holders	236	49	-	-	-	-	-	-	-	-	154	26	103	20	145	26	261	49	193	36	164	31	77.3	13	49.8	9	86.2	15	106	19	131	17	-	-	-	-	-	-	-	1707	310
Single Yellow	12.2	2	-	-	-	-	-	-	-	-	20.4	2	-	-	15	2	10.2	1	19	3	15.9	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	92.7	13	
Red Route Parking Bay	41.3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41.3	8		
Double Red	850	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	973.9	175		
Single Red	62.6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62.6	8		
Total	2044	361	328	64	328	53	496	98	604	105	356	54	259	48	419	74	708	125	551	90	490	84	340	55	120	19	208	31	165	26	444	60	37.3	6	225	39	460	88	8579	1480	



Street: **B454 Syon Lane**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	0	0	27
Zigzag Lines	0	0	35
Pedestrian Crossing	-	-	0
Double Yellow	0	0	6
Bus Stop / Bus Stand	0	0	7
Unrestricted	0	0	29
Narrow	-	-	0
Drop Kerb	0	0	33
Single Yellow	0	0	2
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	1	0	2
Resident Permit Holders	33	37	49
Red Route Parking Bay	0	2	8
Double Red	0	0	155
Single Red	0	0	8
All	34	39	361

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	0%	0%	27
Zigzag Lines	0%	0%	35
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	6
Bus Stop / Bus Stand	0%	0%	7
Unrestricted	0%	0%	29
Narrow	-	-	0
Drop Kerb	0%	0%	33
Single Yellow	0%	0%	2
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	50%	0%	2
Resident Permit Holders	67%	76%	49
Red Route Parking Bay	0%	25%	8
Double Red	0%	0%	155
Single Red	0%	0%	8
All	9%	11%	361



Street: **Syon Lane**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	0	0	32
Narrow	0	0	32
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	0	0	64

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	0%	0%	32
Narrow	0%	0%	32
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	0%	0%	64



Street: **Brambles Close**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	1
Bus Stop / Bus Stand	-	-	0
Unrestricted	19	21	22
Narrow	1	1	27
Drop Kerb	0	0	2
Single Yellow	-	-	0
White Line / Drop Kerb	0	0	1
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	20	22	53

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	1
Bus Stop / Bus Stand	-	-	0
Unrestricted	86%	95%	22
Narrow	4%	4%	27
Drop Kerb	0%	0%	2
Single Yellow	-	-	0
White Line / Drop Kerb	0%	0%	1
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	38%	42%	53



Street: **B454 Spur Road**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	0	0	98
Narrow	-	-	0
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	0	0	98

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	0%	0%	98
Narrow	-	-	0
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	0%	0%	98



Street: **Marlborough Road**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	25	25	44
Narrow	0	0	42
Drop Kerb	1	1	2
Single Yellow	-	-	0
White Line / Drop Kerb	0	0	1
Parking Bay	6	5	12
Disabled Bay	4	4	4
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	36	35	105

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	57%	57%	44
Narrow	0%	0%	42
Drop Kerb	50%	50%	2
Single Yellow	-	-	0
White Line / Drop Kerb	0%	0%	1
Parking Bay	50%	42%	12
Disabled Bay	100%	100%	4
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	34%	33%	105



Street: **Northumberland Avenue**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	14
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	0	0	10
Single Yellow	0	0	2
White Line / Drop Kerb	0	0	1
Parking Bay	-	-	0
Disabled Bay	0	0	1
Resident Permit Holders	22	20	26
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	22	20	54

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	14
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	0%	0%	10
Single Yellow	0%	0%	2
White Line / Drop Kerb	0%	0%	1
Parking Bay	-	-	0
Disabled Bay	0%	0%	1
Resident Permit Holders	85%	77%	26
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	41%	37%	54

Street: **Hexham Gardens**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0	0	26
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	17	15	20
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	17	15	48

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0%	0%	26
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	85%	75%	20
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	35%	31%	48



Street: **Rothbury Gardens**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0	0	37
Drop Kerb	0	0	7
Single Yellow	0	0	2
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	19	18	26
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	19	18	74

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0%	0%	37
Drop Kerb	0%	0%	7
Single Yellow	0%	0%	2
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	73%	69%	26
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	26%	24%	74



Street: **Redesdale Gardens**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	9
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	1	0	62
Drop Kerb	0	0	4
Single Yellow	0	0	1
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	42	41	49
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	43	41	125

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	9
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	2%	0%	62
Drop Kerb	0%	0%	4
Single Yellow	0%	0%	1
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	86%	84%	49
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	34%	33%	125



Street: **Warkworth Gardens**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	8
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	1	2	36
Drop Kerb	0	0	7
Single Yellow	2	1	3
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	30	29	36
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	33	32	90

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	8
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	3%	6%	36
Drop Kerb	0%	0%	7
Single Yellow	67%	33%	3
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	83%	81%	36
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	37%	36%	90

Street: **Otterburn Gardens**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	6
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	2	1	39
Drop Kerb	0	0	3
Single Yellow	1	1	3
White Line / Drop Kerb	0	0	1
Parking Bay	-	-	0
Disabled Bay	1	1	1
Resident Permit Holders	25	26	31
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	29	29	84

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	6
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	5%	3%	39
Drop Kerb	0%	0%	3
Single Yellow	33%	33%	3
White Line / Drop Kerb	0%	0%	1
Parking Bay	-	-	0
Disabled Bay	100%	100%	1
Resident Permit Holders	81%	84%	31
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	35%	35%	84



Street: **Stags Way**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	1	0	10
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0	0	25
Drop Kerb	0	0	3
Single Yellow	-	-	0
White Line / Drop Kerb	0	0	1
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	7	9	13
Red Route Parking Bay	-	-	0
Double Red	0	0	3
Single Red	-	-	0
All	8	9	55

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	10%	0%	10
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0%	0%	25
Drop Kerb	0%	0%	3
Single Yellow	-	-	0
White Line / Drop Kerb	0%	0%	1
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	54%	69%	13
Red Route Parking Bay	-	-	0
Double Red	0%	0%	3
Single Red	-	-	0
All	15%	16%	55



Street: **Wyke Close**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0	0	6
Drop Kerb	0	0	2
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	2	1	9
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	2	1	19

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0%	0%	6
Drop Kerb	0%	0%	2
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	22%	11%	9
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	11%	5%	19



Street: **Crowntree Close**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	7
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0	0	4
Drop Kerb	0	0	5
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	2	2	15
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	2	2	31

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	7
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	0%	0%	4
Drop Kerb	0%	0%	5
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	13%	13%	15
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	6%	6%	31



Street: **Gower Road**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	1
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	0	0	4
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	14	12	19
Red Route Parking Bay	-	-	0
Double Red	0	0	2
Single Red	-	-	0
All	14	12	26

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	1
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	0%	0%	4
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	74%	63%	19
Red Route Parking Bay	-	-	0
Double Red	0%	0%	2
Single Red	-	-	0
All	54%	46%	26



Street: **Oaklands Avenue**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	6	6	28
Drop Kerb	1	1	13
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	17	14	17
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	24	21	60

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	2
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	21%	21%	28
Drop Kerb	8%	8%	13
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	100%	82%	17
Red Route Parking Bay	-	-	0
Double Red	-	-	0
Single Red	-	-	0
All	40%	35%	60



Street: **MacFarlane Lane**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	0	0	1
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	0	0	5
Single Red	-	-	0
All	0	0	6

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	-	-	0
Bus Stop / Bus Stand	-	-	0
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	0%	0%	1
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	0%	0%	5
Single Red	-	-	0
All	0%	0%	6



Street: **Tesco Access Road**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	24
Bus Stop / Bus Stand	0	0	10
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	0	0	5
Single Red	-	-	0
All	0	0	39

Occupancy (%)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	24
Bus Stop / Bus Stand	0%	0%	10
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	0%	0%	5
Single Red	-	-	0
All	0%	0%	39



Street: **Grant Way**

Vehicles Parked (vol)

Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0	0	76
Bus Stop / Bus Stand	0	0	7
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	0	0	5
Single Red	-	-	0
All	0	0	88

Occupancy (%)

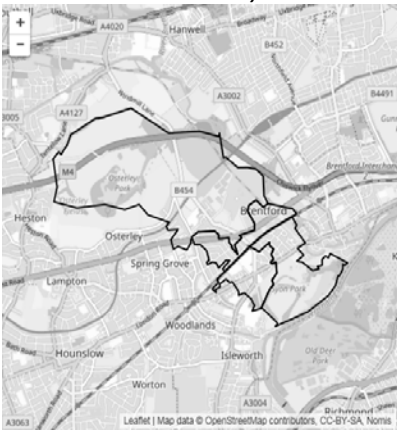
Day	Wed	Thu	Jul-2019
Restriction	00:30	00:30	Capacity
Red Route Clearway	-	-	0
Zigzag Lines	-	-	0
Pedestrian Crossing	-	-	0
Double Yellow	0%	0%	76
Bus Stop / Bus Stand	0%	0%	7
Unrestricted	-	-	0
Narrow	-	-	0
Drop Kerb	-	-	0
Single Yellow	-	-	0
White Line / Drop Kerb	-	-	0
Parking Bay	-	-	0
Disabled Bay	-	-	0
Resident Permit Holders	-	-	0
Red Route Parking Bay	-	-	0
Double Red	0%	0%	5
Single Red	-	-	0
All	0%	0%	88

Appendix Q – TRICS Assessment

QS701EW - Method of travel to work

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2011 Travel to Work Census - Study Area



Population All usual residents aged 16 to 74
 Units Persons
 Date 2011

Method of Travel to Work	E01002686 : Hounslow 006E	E01002678 : Hounslow 009B	E01002679 : Hounslow 009C	E01002682 : Hounslow 014D	Total	2011 Census Modal Split
Underground, metro, light rail, tram	78	166	115	105	464	21.0%
Train	60	122	127	194	503	22.8%
Bus, minibus or coach	124	78	100	236	538	24.3%
Taxi	7	6	0	5	18	0.8%
Motorcycle, scooter or moped	15	9	7	20	51	2.3%
Driving a car or van	-	-	-	-	-	-
Passenger in a car or van	28	23	27	20	98	4.4%
Bicycle	24	22	38	64	148	6.7%
On foot	90	72	80	117	359	16.2%
Other method of travel to work	4	10	6	11	31	1.4%
Total	430	508	500	772	2,210	100.0%

Proposed residential unit numbers, Homebase site	473
Proposed residential unit numbers, Tesco site	1677
Proposed residential car parking provision, Homebase site (spaces)	105
Proposed residential car parking provision, Tesco site (spaces)	400

Potential Residential Trip Generation - Homebase Site

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Underground, metro, light rail, tram	10	54	33	17	184	213	21	35
Train	11	58	35	18	199	231	23	38
Bus, minibus or coach	12	62	38	19	213	247	25	41
Taxi	0	2	1	1	7	8	1	1
Motorcycle, scooter or moped	1	6	4	2	20	23	2	4
Driving a car or van	6	29	23	12	106	122	14	20
Passenger in a car or van	2	11	7	4	39	45	5	7
Bicycle	3	17	10	5	59	68	7	11
On foot	8	41	25	13	142	165	17	27
Other method of travel to work	1	4	2	1	12	14	1	2
Total	54	285	179	92	981	1134	116	188

Total Pedestrian trips - inc. those associated with multi-modal trips

Mode of Travel	Weekday 08:00-09:00		Weekday 17:00-18:00		Weekday 07:00-19:00		Saturday Peak*	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Pedestrian Trips	37	192	117	60	658	762	77	126

Syon Lane, TRICS Site Analysis - Flatted Development located in Greater London

Reference	Description	Town/City	Area	Location	Survey Date	Dwellings	PTAL Rating	Car Parking Provision	Car Parking Ratio (spaces per dwelling)	Surveyed Vehicle Trips - AM Peak	Surveyed Vehicle Trips - PM Peak	Surveyed Vehicle Trips - 07:00-19:00	Vehicle trips per car parking space - AM Peak	Vehicle trips per car parking space - PM Peak	Vehicle trips per car parking space - 07:00-19:00	Person trips per unit - AM Peak		Person trips per unit - PM Peak		Person trips - 07:00-19:00	
																Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
BE-03-C-01	BLOCKS OF FLATS	BEXLEYHEATH	BEXLEY	Edge of Town Centre	19/09/2018	79	3	84	1.06	11	38	-	-	-	-	12	46	37	29	-	-
BE-03-C-02	BLOCKS OF FLATS	BELVEDERE	BEXLEY	Edge of Town	19/09/2018	402	2	550	1.37	68	77	-	-	-	-	26	205	131	80	-	-
BT-03-C-01	BLOCKS OF FLATS	PARK ROYAL	BRENT	Suburban Area (PPS6 Out of Centre)	28/09/2016	170	3	212	1.25	12	21	210	-	-	0.991	11	77	29	28	310	399
BT-03-C-02	BLOCKS OF FLATS	WEMBLEY	BRENT	Suburban Area (PPS6 Out of Centre)	30/11/2016	472	5	151	0.32	14	20	118	-	-	0.781	24	154	116	70	756	948
EN-03-C-01	BLOCK OF FLATS	ENFIELD	ENFIELD	Suburban Area (PPS6 Out of Centre)	16/11/2015	16	2	16	1.00	4	5	26	-	-	1.625	-	-	-	-	-	-
EN-03-C-02	BLOCKS OF FLATS	ENFIELD	ENFIELD	Edge of Town	10/11/2017	76	1a	175	2.30	102	52	670	-	-	3.829	63	237	144	63	1035	1269
EN-03-C-03*	BLOCKS OF FLATS	PALMERS GREEN	ENFIELD	Suburban Area (PPS6 Out of Centre)	08/11/2017	18	2	18	1.00	12	14	85	-	-	4.722	14	33	25	16	156	162
HG-03-C-02	BLOCK OF FLATS	WOOD GREEN	HARINGEY	Suburban Area (PPS6 Out of Centre)	01/10/2014	30	4	25	0.83	1	5	38	-	-	1.520	3	14	14	13	82	91
HK-03-C-03	BLOCK OF FLATS	FINSBURY PARK	HACKNEY	Suburban Area (PPS6 Out of Centre)	24/09/2014	10	6a	12	1.20	2	0	24	-	-	2.000	0	14	3	1	42	42
HM-03-C-01	BLOCK OF FLATS	FULHAM	HAMMERSMITH AND FULHAM	Town Centre	16/07/2014	42	5	38	0.90	1	2	20	-	-	0.526	4	11	7	6	52	83
HO-03-C-02	BLOCK OF FLATS	BRENTFORD	HOUNSLOW	Town Centre	03/09/2014	86	3	64	0.74	7	6	83	-	-	1.297	7	31	27	15	173	184
HO-03-C-03	BLOCKS OF FLATS	BRENTFORD	HOUNSLOW	Edge of Town Centre	18/11/2016	150	2	106	0.71	26	44	325	-	-	3.066	29	84	62	34	405	474
HO-03-C-04	BLOCKS OF FLATS	ISLEWORTH	HOUNSLOW	Neighbourhood Centre (PPS6 Local Centre)	03/07/2018	203	3	142	0.70	26	39	338	-	-	2.380	11	112	81	35	439	513
HV-03-C-01	BLOCKS OF FLATS	ROMFORD	HAVERING	Suburban Area (PPS6 Out of Centre)	25/06/2014	293	2	246	0.84	33	75	517	-	-	2.102	38	131	138	77	708	745
HV-03-C-02	BLOCKS OF FLATS	ROMFORD	HAVERING	Suburban Area (PPS6 Out of Centre)	22/11/2016	493	2	246	0.50	63	73	666	-	-	2.707	25	148	114	36	668	657
IS-03-C-03	BLOCK OF FLATS	ISLINGTON	ISLINGTON	Suburban Area (PPS6 Out of Centre)	21/11/2013	9	6a	8	0.89	1	0	7	-	-	0.875	1	5	0	0	16	19
IS-03-C-04	BLOCKS OF FLATS	ISLINGTON	ISLINGTON	Edge of Town Centre	14/07/2016	157	6a	42	0.27	3	4	62	-	-	1.476	4	23	21	7	142	185
IS-03-C-05	BLOCK OF FLATS	PINSBURY	ISLINGTON	Edge of Town Centre	29/06/2016	15	6a	0	0.00	0	0	10	-	-	-	0	9	2	0	22	30
IS-03-C-06	BLOCK OF FLATS	HOLLOWAY	ISLINGTON	Edge of Town Centre	27/06/2016	14	6a	0	0.00	1	0	15	-	-	-	1	8	6	1	24	37
KI-03-C-03	BLOCK OF FLATS	SURBITON	KINGSTON	Edge of Town Centre	11/07/2016	20	2	25	1.25	4	4	42	-	-	1.680	2	10	7	1	45	45
KN-03-C-03	BLOCK OF FLATS	KENSINGTON	KENSINGTON AND CHELSEA	Edge of Town Centre	11/05/2012	72	5	60	0.83	22	9	82	-	-	1.367	3	19	8	1	124	131
NH-03-C-01	BLOCK OF FLATS	STRATFORD	NEWHAM	Neighbourhood Centre (PPS6 Local Centre)	14/11/2013	12	3	16	1.33	2	1	20	-	-	1.250	0	2	1	0	44	46
RD-03-C-03	BLOCKS OF FLATS	KEW	RICHMOND	Suburban Area (PPS6 Out of Centre)	26/04/2018	120	1b	171	1.43	18	11	108	-	-	0.632	15	46	32	13	239	306
SK-03-C-01	BLOCK OF FLATS	SOUTHWARK	SOUTHWARK	Edge of Town Centre	19/09/2014	53	6b	59	1.11	2	6	65	-	-	1.102	8	34	7	15	160	168
SK-03-C-02	BLOCK OF FLATS	BERMONDSEY	SOUTHWARK	Edge of Town Centre	13/04/2015	29	6b	2	0.07	0	0	10	-	-	5.000	3	12	9	4	36	46
WH-03-C-01	BLOCKS OF FLATS	CLAPHAM JUNCTION	WANDSWORTH	Edge of Town Centre	09/05/2012	30	6b	36	1.20	17	7	73	-	-	2.028	6	29	12	3	73	79
BT-03-D-01	BLOCKS OF FLATS	DOLLIS HILL	BRENT	Suburban Area (PPS6 Out of Centre)	26/06/2014	160	2	162	1.01	54	29	395	-	-	2.438	18	199	67	35	537	634
EN-03-D-01	BLOCKS OF FLATS	EDMONTON	ENFIELD	Suburban Area (PPS6 Out of Centre)	16/11/2015	66	2	21	0.32	7	4	41	-	-	1.952	-	-	-	-	-	-
HA-03-D-01	BLOCKS OF FLATS	KINGSBURY	HARROW	Neighbourhood Centre (PPS6 Local Centre)	17/07/2014	88	3	110	1.25	23	10	166	-	-	1.509	18	97	41	29	263	330
HG-03-D-03	BLOCKS OF FLATS	WOOD GREEN	HARINGEY	Suburban Area (PPS6 Out of Centre)	26/09/2014	90	4	73	0.81	12	5	95	-	-	1.301	4	58	25	12	270	288
IS-03-D-02	BLOCKS OF FLATS	ISLINGTON	ISLINGTON	Neighbourhood Centre (PPS6 Local Centre)	28/11/2013	250	5	72	0.29	28	20	35	-	-	0.486	42	135	107	70	676	692
IS-03-D-03	BLOCK OF FLATS	ISLINGTON	ISLINGTON	Suburban Area (PPS6 Out of Centre)	21/11/2013	36	61	8	0.22	7	6	55	-	-	6.875	6	31	10	14	110	107
IS-03-D-04	BLOCKS OF FLATS	HIGHBURY	ISLINGTON	Edge of Town Centre	27/06/2016	247	5	0	0.00	20	23	201	-	-	-	23	119	67	40	666	709
Totals (included Sites only)						2221	-	2201	0.99	425	431	3395	0.330	0.330	2.161	254	1336	839	430	4604	5327
Person Trip Rate (per dwelling)																0.114	0.602	0.378	0.194	2.073	2.398

Key

TRICS Category: Residential, Flats Privately Owned
TRICS Category: Residential, Affordable/ Local Authority Flats
Average trip rate calculated (included sites only)
Grey text - TRICS sites omitted from assessment
- those with 50, or fewer, dwellings
- sites with zero reported car parking
- sites with PTAL 4, 5 and 6 omitted
- town centre Sites omitted

Development Site	No. Parking Spaces	Two-way Vehicle Trips - AM Peak	Two-way Vehicle Trips - PM Peak	Two-way Vehicle Trips 07:00-19:00
Proposed Development - Homebase Site	120	40	40	259
Proposed Development - Tesco Site	400	132	132	864

*Calculations based on a trip rate per parking space

Homebase Site, Syon Lane - Residential Service Vehicle Traffic Generation

TRICS Assessment Criteria:
 - London sites only
 - Surveys from 1st January 2016 only
 - Sites with 200 or more units only
 - Private and affordable sites considered

Site reference: **BT-03-C-02** Survey date: 30/11/16
 Multi-Modal survey site Day of week: Wednesday
 No. Units: 472 TRICS Sub-land Use: Private Flats Owned

Time	INBOUND					OUTBOUND				
	Car	LGV	OGV1	OGV2	Total	Car	LGV	OGV1	OGV2	Total
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	0	0	0	0	0	0	0	0	0	0
08:00-09:00	1	0	0	0	1	1	0	0	0	1
09:00-10:00	1	0	0	0	1	1	0	0	0	1
10:00-11:00	0	0	0	0	0	0	0	0	0	0
11:00-12:00	0	1	0	0	1	0	0	0	0	0
12:00-13:00	1	0	0	0	1	1	0	0	0	1
13:00-14:00	1	0	0	0	1	1	1	0	0	2
14:00-15:00	0	1	1	0	2	0	1	0	0	1
15:00-16:00	0	0	0	0	0	0	0	0	0	0
16:00-17:00	1	0	0	0	1	1	0	0	0	1
17:00-18:00	2	0	0	0	2	2	1	0	0	3
18:00-19:00	1	0	0	0	1	1	0	0	0	1
19:00-20:00	0	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0	0
21:00-22:00	-	-	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-	-	-	-	-
Total	8	2	1	0	11	8	2	1	0	11

Site reference: **HO-03-C-04** Survey date: 07/03/2018
 Multi-Modal survey site Day of week: Tuesday
 No. Units: 203 TRICS Sub-land Use: Private Flats Owned

Time	INBOUND					OUTBOUND				
	Car	LGV	OGV1	OGV2	Total	Car	LGV	OGV1	OGV2	Total
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	0	1	0	0	1	0	1	0	0	1
08:00-09:00	0	1	1	0	2	0	1	0	0	1
09:00-10:00	0	1	1	1	3	0	1	1	0	2
10:00-11:00	0	1	5	0	6	0	1	2	1	4
11:00-12:00	0	1	1	0	2	0	1	4	0	5
12:00-13:00	0	2	0	0	2	0	2	1	0	3
13:00-14:00	0	0	0	0	0	0	0	0	0	0
14:00-15:00	0	1	0	0	1	0	1	0	0	1
15:00-16:00	0	1	1	0	2	0	1	0	0	1
16:00-17:00	0	0	0	0	0	0	0	1	0	1
17:00-18:00	0	1	0	0	1	0	1	0	0	1
18:00-19:00	0	2	0	0	2	0	2	0	0	2
19:00-20:00	0	2	0	0	2	0	2	0	0	2
20:00-21:00	0	0	0	0	0	0	0	0	0	0
21:00-22:00	-	-	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-	-	-	-	-
Total	0	14	9	1	24	0	14	9	1	24

Site reference: **IS-03-D-04** Survey date: 27/06/16
 Multi-Modal survey site Day of week: Monday
 No. Units: 247 TRICS Sub-land Use: Affordable/ Local Authority Flats

Time	INBOUND					OUTBOUND				
	Car	LGV	OGV1	OGV2	Total	Car	LGV	OGV1	OGV2	Total
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	0	0	0	0	0	0	0	0	0	0
08:00-09:00	1	1	0	0	2	0	0	0	0	0
09:00-10:00	0	1	0	0	1	1	2	0	0	3
10:00-11:00	0	2	0	0	2	0	2	0	0	2
11:00-12:00	1	3	1	0	5	0	3	1	0	4
12:00-13:00	0	4	0	0	4	1	3	0	0	4
13:00-14:00	0	0	0	0	0	0	1	0	0	1
14:00-15:00	0	1	0	0	1	0	1	0	0	1
15:00-16:00	0	2	0	0	2	0	0	0	0	0
16:00-17:00	1	0	0	0	1	1	2	0	0	3
17:00-18:00	1	1	0	0	2	1	1	0	0	2
18:00-19:00	0	1	0	0	1	0	1	0	0	1
19:00-20:00	0	1	0	0	1	0	1	0	0	1
20:00-21:00	0	0	0	0	0	0	0	0	0	0
21:00-22:00	-	-	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-	-	-	-	-
Total	4	17	1	0	22	4	17	1	0	22

Homebase Site, Syon Lane - Residential Service Vehicle Traffic Generation

TRICS Assessment Criteria:

- London sites only
- Surveys from 1st January 2016 only
- Sites with 200 or more units only
- Private and affordable sites considered

Site reference: All TRICS Sites Combined Survey date: N/A
 Multi-Modal survey site N/A Day of week: N/A
 TOTAL Units: 922

Time	INBOUND				Total	OUTBOUND				
	Car	LGV	OGV1	OGV2		Car	LGV	OGV1	OGV2	Total
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	0	1	0	0	1	0	1	0	0	1
08:00-09:00	2	2	1	0	5	1	1	0	0	2
09:00-10:00	1	2	1	1	5	2	3	1	0	6
10:00-11:00	0	3	5	0	8	0	3	2	1	6
11:00-12:00	1	5	2	0	8	0	4	5	0	9
12:00-13:00	1	6	0	0	7	2	5	1	0	8
13:00-14:00	1	0	0	0	1	1	2	0	0	3
14:00-15:00	0	3	1	0	4	0	2	1	0	3
15:00-16:00	0	3	1	0	4	0	1	0	0	1
16:00-17:00	2	0	0	0	2	2	2	1	0	5
17:00-18:00	3	2	0	0	5	3	3	0	0	6
18:00-19:00	1	3	0	0	4	1	3	0	0	4
19:00-20:00	0	3	0	0	3	0	3	0	0	3
20:00-21:00	0	0	0	0	0	0	0	0	0	0
21:00-22:00	-	-	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-	-	-	-	-
Total	12	33	11	1	57	12	33	11	1	57

Site reference: Trip Rate (trips per dwelling) Survey date: N/A
 Trip Rate per unit N/A Day of week: N/A
 TOTAL Units: 1

Time	INBOUND				Total	OUTBOUND				
	Car	LGV	OGV1	OGV2		Car	LGV	OGV1	OGV2	Total
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	0.000	0.001	0.000	0.000	0.001	0.000	0.001	0.000	0.000	0.001
08:00-09:00	0.002	0.002	0.001	0.000	0.005	0.001	0.001	0.000	0.000	0.002
09:00-10:00	0.001	0.002	0.001	0.001	0.005	0.002	0.003	0.001	0.000	0.007
10:00-11:00	0.000	0.003	0.005	0.000	0.009	0.000	0.003	0.002	0.001	0.007
11:00-12:00	0.001	0.005	0.002	0.000	0.009	0.000	0.004	0.005	0.000	0.010
12:00-13:00	0.001	0.007	0.000	0.000	0.008	0.002	0.005	0.001	0.000	0.009
13:00-14:00	0.001	0.000	0.000	0.000	0.001	0.001	0.002	0.000	0.000	0.003
14:00-15:00	0.000	0.003	0.001	0.000	0.004	0.000	0.002	0.001	0.000	0.003
15:00-16:00	0.000	0.003	0.001	0.000	0.004	0.000	0.001	0.000	0.000	0.001
16:00-17:00	0.002	0.000	0.000	0.000	0.002	0.002	0.002	0.001	0.000	0.005
17:00-18:00	0.003	0.002	0.000	0.000	0.005	0.003	0.003	0.000	0.000	0.007
18:00-19:00	0.001	0.003	0.000	0.000	0.004	0.001	0.003	0.000	0.000	0.004
19:00-20:00	0.000	0.003	0.000	0.000	0.003	0.000	0.003	0.000	0.000	0.003
20:00-21:00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
21:00-22:00	-	-	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-	-	-	-	-
Total	0.013	0.036	0.012	0.001	0.062	0.013	0.036	0.012	0.001	0.062

Site reference: Homebase Site - Predicted Residential Service Vehicle Movements (480 Units)
 Service Vehicle Trips for
 TOTAL Units: 473

Time	INBOUND				Total	OUTBOUND				
	Car	LGV	OGV1	OGV2		Car	LGV	OGV1	OGV2	Total
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	0	1	0	0	1	0	1	0	0	1
08:00-09:00	1	1	1	0	3	1	1	0	0	1
09:00-10:00	1	1	1	1	3	1	2	1	0	3
10:00-11:00	0	2	3	0	4	0	2	1	1	3
11:00-12:00	1	3	1	0	4	0	2	3	0	5
12:00-13:00	1	3	0	0	4	1	3	1	0	4
13:00-14:00	1	0	0	0	1	1	1	0	0	2
14:00-15:00	0	2	1	0	2	0	1	1	0	2
15:00-16:00	0	2	1	0	2	0	1	0	0	1
16:00-17:00	1	0	0	0	1	1	1	1	0	3
17:00-18:00	2	1	0	0	3	2	2	0	0	3
18:00-19:00	1	2	0	0	2	1	2	0	0	2
19:00-20:00	0	2	0	0	2	0	2	0	0	2
20:00-21:00	0	0	0	0	0	0	0	0	0	0
21:00-22:00	-	-	-	-	-	-	-	-	-	-
22:00-23:00	-	-	-	-	-	-	-	-	-	-
23:00-24:00	-	-	-	-	-	-	-	-	-	-
Total	6	17	6	1	29	6	17	6	1	29

Tesco, Osterley - Petrol Station Trip Attraction

All Trips to/from Tesco via Syon Lane

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	234	175	409
	07:45-08:45	333	252	585
	08:00-09:00	363	265	628
	09:00-10:00	495	292	787
	16:00-17:00	446	521	967
	17:00-18:00	473	479	952
	18:00-19:00	436	496	932
Saturday	10:00-11:00	595	507	1102
	11:00-12:00	640	610	1250
	12:00-13:00	590	584	1174
	13:00-14:00	592	585	1177
	14:00-15:00	593	586	1179
	15:00-16:00	534	568	1102

PFS Only Trips

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	86	79	165
	07:45-08:45	79	71	150
	08:00-09:00	79	80	159
	09:00-10:00	86	77	163
	16:00-17:00	97	85	182
	17:00-18:00	91	92	183
	18:00-19:00	91	85	176
Saturday	10:00-11:00	104	112	216
	11:00-12:00	116	102	218
	12:00-13:00	87	86	173
	13:00-14:00	111	103	214
	14:00-15:00	104	102	206
	15:00-16:00	116	96	212

PFS/ Tesco Linked Trips

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	10	12	22
	07:45-08:45	7	13	20
	08:00-09:00	7	5	12
	09:00-10:00	48	39	87
	16:00-17:00	47	51	98
	17:00-18:00	48	45	93
	18:00-19:00	55	60	115
Saturday	10:00-11:00	46	42	88
	11:00-12:00	59	61	120
	12:00-13:00	44	61	105
	13:00-14:00	58	47	105
	14:00-15:00	50	42	92
	15:00-16:00	40	42	82

Tesco Car Park Trips

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	148	95	243
	07:45-08:45	252	179	431
	08:00-09:00	282	183	465
	09:00-10:00	407	212	619
	16:00-17:00	349	435	784
	17:00-18:00	381	386	767
	18:00-19:00	345	410	755
Saturday	10:00-11:00	489	393	882
	11:00-12:00	522	507	1029
	12:00-13:00	503	496	999
	13:00-14:00	481	481	962
	14:00-15:00	489	484	973
	15:00-16:00	417	472	889

Tesco Service Yard (Survey Data)

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	0	1	1
	07:45-08:45	2	2	4
	08:00-09:00	2	2	4
	09:00-10:00	2	3	5
	16:00-17:00	0	1	1
	17:00-18:00	1	1	2
	18:00-19:00	0	1	1
Saturday	10:00-11:00	2	2	4
	11:00-12:00	2	1	3
	12:00-13:00	0	2	2
	13:00-14:00	0	1	1
	14:00-15:00	0	0	0
	15:00-16:00	1	0	1

Tesco - Total Trips (excl. PFS Only)

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	148	96	244
	07:45-08:45	254	181	435
	08:00-09:00	284	185	469
	09:00-10:00	409	215	624
	16:00-17:00	349	436	785
	17:00-18:00	382	387	769
	18:00-19:00	345	411	756
Saturday	10:00-11:00	491	395	886
	11:00-12:00	524	508	1032
	12:00-13:00	503	498	1001
	13:00-14:00	481	482	963
	14:00-15:00	489	484	973
	15:00-16:00	418	472	890

Total PFS Trips, PFS Entrance

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	96	1	97
	07:45-08:45	86	0	86
	08:00-09:00	86	0	86
	09:00-10:00	134	1	135
	16:00-17:00	144	4	148
	17:00-18:00	139	0	139
	18:00-19:00	146	1	147
Saturday	10:00-11:00	150	0	150
	11:00-12:00	175	0	175
	12:00-13:00	131	0	131
	13:00-14:00	169	0	169
	14:00-15:00	154	0	154
	15:00-16:00	156	0	156

Total PFS Trips, PFS Exit

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	0	90	90
	07:45-08:45	0	84	84
	08:00-09:00	0	85	85
	09:00-10:00	0	115	115
	16:00-17:00	0	132	132
	17:00-18:00	0	137	137
	18:00-19:00	0	144	144
Saturday	10:00-11:00	0	154	154
	11:00-12:00	0	163	163
	12:00-13:00	0	147	147
	13:00-14:00	0	150	150
	14:00-15:00	0	144	144
	15:00-16:00	0	138	138

Total PFS Trips

Day/ Time Period	Arrivals	Departures	Total	
Weekday	07:00-08:00	96	91	187
	07:45-08:45	86	84	170
	08:00-09:00	86	85	171
	09:00-10:00	134	116	250
	16:00-17:00	144	136	280
	17:00-18:00	139	137	276
	18:00-19:00	146	145	291
Saturday	10:00-11:00	150	154	304
	11:00-12:00	175	163	338
	12:00-13:00	131	147	278
	13:00-14:00	169	150	319
	14:00-15:00	154	144	298
	15:00-16:00	156	138	294

Survey Days:

Weekday - Tuesday 9th July 2019

Saturday - 6th July 2019

Appendix R – Bus Service Impact Assessment

Bus Trip Distribution - Bus as main mode of travel

Tesco, Osterley Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 4 June 2020]

Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Bus, minibus or coach (2011 Census Raw Data)	% of all journeys - Bus as main mode of travel	Bus Service Used	Direction of Travel	% Split of bus journeys
Ealing	37	10.3%	E1	East	14.4%
E02000531 : Hounslow 006	6	1.7%	E1	East	
E02000528 : Hounslow 003	5	1.4%	E1	East	
Brent	4	1.1%	E1	East	16.9%
Hillingdon	21	5.8%	H28	North	
E02000543 : Hounslow 018	15	4.2%	H28	North	
E02000540 : Hounslow 015	12	3.3%	H28	North	
E02000542 : Hounslow 017	6	1.7%	H28	North	
E02000545 : Hounslow 020	1	0.3%	H28	North	
E02000535 : Hounslow 010	1	0.3%	H28	North	
E02000536 : Hounslow 011	3	0.8%	H28	North	
E02000537 : Hounslow 012	2	0.6%	H28	North	
Richmond upon Thames	53	14.7%	H28	South	
E02000539 : Hounslow 014	7	1.9%	H28	South	
E02000552 : Hounslow 027	5	1.4%	H28	South	
E02000534 : Hounslow 009	1	0.3%	H28	South	
E02000551 : Hounslow 026	1	0.3%	H28	South	
Hammersmith and Fulham	36	10.0%	H91	East	37.5%
E02006792 : Hounslow 029	25	6.9%	H91	East	
Wandsworth	18	5.0%	H91	East	
Westminster, City of London	16	4.4%	H91	East	
Kingston upon Thames	10	2.8%	H91	East	
E02000526 : Hounslow 001	8	2.2%	H91	East	
Kensington and Chelsea	6	1.7%	H91	East	
E02000532 : Hounslow 007	3	0.8%	H91	East	
Tower Hamlets	2	0.6%	H91	East	
Merton	2	0.6%	H91	East	
E02000533 : Hounslow 008	2	0.6%	H91	East	
Camden	1	0.3%	H91	East	
Southwark	1	0.3%	H91	East	
Newham	1	0.3%	H91	East	
Barnet	1	0.3%	H91	East	
E02000530 : Hounslow 005	1	0.3%	H91	East	
Greenwich	1	0.3%	H91	East	
Redbridge	1	0.3%	H91	East	
Slough	9	2.5%	H91	West	12.5%
Spelthorne	8	2.2%	H91	West	
E02000547 : Hounslow 022	6	1.7%	H91	West	
E02000541 : Hounslow 016	5	1.4%	H91	West	
E02000538 : Hounslow 013	4	1.1%	H91	West	
Runnymede	3	0.8%	H91	West	
E02000529 : Hounslow 004	3	0.8%	H91	West	
E02000548 : Hounslow 023	2	0.6%	H91	West	
E02000549 : Hounslow 024	1	0.3%	H91	West	
South Bucks	1	0.3%	H91	West	
Isle of Wight	1	0.3%	H91	West	
Elmbridge	1	0.3%	H91	West	
Chichester	1	0.3%	H91	West	
Total	360	100.0%	-	-	100%

Bus Trip Distribution - Bus as main mode of travel

Homebase, Syon Lane Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 4 June 2020]

Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Bus, minibus or coach (2011 Census Raw Data)	% of all journeys -		Direction of Travel	% Split of bus journeys	
		Bus as main mode of travel	Bus Service Used			
Ealing	37	10.3%	E1	East	10.3%	
Hillingdon	21	5.8%	H28	North	15.6%	
E02000543 : Hounslow 018	15	4.2%	H28	North		
E02000540 : Hounslow 015	12	3.3%	H28	North		
E02000542 : Hounslow 017	6	1.7%	H28	North		
E02000545 : Hounslow 020	1	0.3%	H28	North		
E02000535 : Hounslow 010	1	0.3%	H28	North		
Richmond upon Thames	53	14.7%	H28	South	18.6%	
E02000539 : Hounslow 014	7	1.9%	H28	South		
E02000552 : Hounslow 027	5	1.4%	H28	South		
E02000534 : Hounslow 009	1	0.3%	H28	South		
E02000551 : Hounslow 026	1	0.3%	H28	South		
E02000531 : Hounslow 006	6	1.7%	H91	East		41.7%
E02000528 : Hounslow 003	5	1.4%	H91	East		
Brent	4	1.1%	H91	East		
Hammersmith and Fulham	36	10.0%	H91	East		
E02006792 : Hounslow 029	25	6.9%	H91	East		
Wandsworth	18	5.0%	H91	East		
Westminster, City of London	16	4.4%	H91	East		
Kingston upon Thames	10	2.8%	H91	East		
E02000526 : Hounslow 001	8	2.2%	H91	East		
Kensington and Chelsea	6	1.7%	H91	East		
E02000532 : Hounslow 007	3	0.8%	H91	East		
Tower Hamlets	2	0.6%	H91	East		
Merton	2	0.6%	H91	East		
E02000533 : Hounslow 008	2	0.6%	H91	East		
Camden	1	0.3%	H91	East		
Southwark	1	0.3%	H91	East		
Newham	1	0.3%	H91	East		
Barnet	1	0.3%	H91	East		
E02000530 : Hounslow 005	1	0.3%	H91	East		
Greenwich	1	0.3%	H91	East		
Redbridge	1	0.3%	H91	East		
E02000536 : Hounslow 011	3	0.8%	H91	West	13.9%	
E02000537 : Hounslow 012	2	0.6%	H91	West		
Slough	9	2.5%	H91	West		
Spelthorne	8	2.2%	H91	West		
E02000547 : Hounslow 022	6	1.7%	H91	West		
E02000541 : Hounslow 016	5	1.4%	H91	West		
E02000538 : Hounslow 013	4	1.1%	H91	West		
Runnymede	3	0.8%	H91	West		
E02000529 : Hounslow 004	3	0.8%	H91	West		
E02000548 : Hounslow 023	2	0.6%	H91	West		
E02000549 : Hounslow 024	1	0.3%	H91	West		
South Bucks	1	0.3%	H91	West		
Isle of Wight	1	0.3%	H91	West		
Elmbridge	1	0.3%	H91	West		
Chichester	1	0.3%	H91	West		
Total	360	100.0%	-	-		100.0%

Bus Trip Distribution - Train as main mode of travel

Tesco, Osterley Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Train (2011 Census Raw Data)	% of all journeys - Train as main mode of travel	Bus Service Used to connect to rail	Direction of Travel	% Split of bus journeys
Slough	1	0.2%	E1	East	2.4%
Swindon	1	0.2%	E1	East	
Reading	3	0.7%	E1	East	
Ealing	6	1.3%	E1	East	
Merton	7	1.5%	H28	South	97.6%
Westminster, City of London	149	32.5%	H28	South	
Camden	33	7.2%	H28	South	
Wandsworth	32	7.0%	H28	South	
Southwark	25	5.4%	H28	South	
Lambeth	23	5.0%	H28	South	
Tower Hamlets	21	4.6%	H28	South	
Richmond upon Thames	19	4.1%	H28	South	
Hammersmith and Fulham	14	3.1%	H28	South	
Islington	11	2.4%	H28	South	
Spelthorne	10	2.2%	H28	South	
Kensington and Chelsea	8	1.7%	H28	South	
Hackney	8	1.7%	H28	South	
Hillingdon	7	1.5%	H28	South	
E02000534 : Hounslow 009	6	1.3%	H28	South	
Kingston upon Thames	5	1.1%	H28	South	
Runnymede	5	1.1%	H28	South	
Croydon	5	1.1%	H28	South	
E02000531 : Hounslow 006	3	0.7%	H28	South	
E02006792 : Hounslow 029	3	0.7%	H28	South	
E02000528 : Hounslow 003	3	0.7%	H28	South	
Lewisham	3	0.7%	H28	South	
Barnet	2	0.4%	H28	South	
E02000536 : Hounslow 011	2	0.4%	H28	South	
E02000539 : Hounslow 014	2	0.4%	H28	South	
E02000542 : Hounslow 017	2	0.4%	H28	South	
E02000545 : Hounslow 020	2	0.4%	H28	South	
E02000549 : Hounslow 024	2	0.4%	H28	South	
Bracknell Forest	2	0.4%	H28	South	
E02000532 : Hounslow 007	2	0.4%	H28	South	
Greenwich	2	0.4%	H28	South	
Chichester	2	0.4%	H28	South	
Chelmsford	2	0.4%	H28	South	
Newham	1	0.2%	H28	South	
Haringey	1	0.2%	H28	South	
Three Rivers	1	0.2%	H28	South	
Sutton	1	0.2%	H28	South	
E02000526 : Hounslow 001	1	0.2%	H28	South	
E02000533 : Hounslow 008	1	0.2%	H28	South	
E02000551 : Hounslow 026	1	0.2%	H28	South	
Redbridge	1	0.2%	H28	South	
Elmbridge	1	0.2%	H28	South	
Newcastle upon Tyne	1	0.2%	H28	South	
Coventry	1	0.2%	H28	South	
Epping Forest	1	0.2%	H28	South	
Welwyn Hatfield	1	0.2%	H28	South	
Bromley	1	0.2%	H28	South	
Windsor and Maidenhead	1	0.2%	H28	South	
Brighton and Hove	1	0.2%	H28	South	
Rushmoor	1	0.2%	H28	South	
Tonbridge and Malling	1	0.2%	H28	South	
Vale of White Horse	1	0.2%	H28	South	
Epsom and Ewell	1	0.2%	H28	South	
Mole Valley	1	0.2%	H28	South	
Horsham	1	0.2%	H28	South	
Brent	3	0.7%	H28	South	
E02000547 : Hounslow 022	1	0.2%	H28	South	
Total	459	100.0%	-	-	100%

Bus Trip Distribution - Train as main mode of travel

Homebase, Syon Lane Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Train (2011 Census Raw Data)	% of all journeys - Train as main mode of travel	Bus Service Used to connect to rail	Direction of Travel	% Split of bus journeys
Slough	1	0.2%	E1	East	1.1%
Swindon	1	0.2%	E1	East	
Reading	3	0.7%	E1	East	
Merton	7	1.5%	N/A	N/A	98.9%
Ealing	6	1.3%	N/A	N/A	
Westminster, City of London	149	32.5%	N/A	N/A	
Camden	33	7.2%	N/A	N/A	
Wandsworth	32	7.0%	N/A	N/A	
Southwark	25	5.4%	N/A	N/A	
Lambeth	23	5.0%	N/A	N/A	
Tower Hamlets	21	4.6%	N/A	N/A	
Richmond upon Thames	19	4.1%	N/A	N/A	
Hammersmith and Fulham	14	3.1%	N/A	N/A	
Islington	11	2.4%	N/A	N/A	
Spelthorne	10	2.2%	N/A	N/A	
Kensington and Chelsea	8	1.7%	N/A	N/A	
Hackney	8	1.7%	N/A	N/A	
Hillingdon	7	1.5%	N/A	N/A	
E02000534 : Hounslow 009	6	1.3%	N/A	N/A	
Kingston upon Thames	5	1.1%	N/A	N/A	
Runnymede	5	1.1%	N/A	N/A	
Croydon	5	1.1%	N/A	N/A	
E02000531 : Hounslow 006	3	0.7%	N/A	N/A	
E02006792 : Hounslow 029	3	0.7%	N/A	N/A	
E02000528 : Hounslow 003	3	0.7%	N/A	N/A	
Lewisham	3	0.7%	N/A	N/A	
Barnet	2	0.4%	N/A	N/A	
E02000536 : Hounslow 011	2	0.4%	N/A	N/A	
E02000539 : Hounslow 014	2	0.4%	N/A	N/A	
E02000542 : Hounslow 017	2	0.4%	N/A	N/A	
E02000545 : Hounslow 020	2	0.4%	N/A	N/A	
E02000549 : Hounslow 024	2	0.4%	N/A	N/A	
Bracknell Forest	2	0.4%	N/A	N/A	
E02000532 : Hounslow 007	2	0.4%	N/A	N/A	
Greenwich	2	0.4%	N/A	N/A	
Chichester	2	0.4%	N/A	N/A	
Chelmsford	2	0.4%	N/A	N/A	
Newham	1	0.2%	N/A	N/A	
Haringey	1	0.2%	N/A	N/A	
Three Rivers	1	0.2%	N/A	N/A	
Sutton	1	0.2%	N/A	N/A	
E02000526 : Hounslow 001	1	0.2%	N/A	N/A	
E02000533 : Hounslow 008	1	0.2%	N/A	N/A	
E02000551 : Hounslow 026	1	0.2%	N/A	N/A	
Redbridge	1	0.2%	N/A	N/A	
Elmbridge	1	0.2%	N/A	N/A	
Newcastle upon Tyne	1	0.2%	N/A	N/A	
Coventry	1	0.2%	N/A	N/A	
Epping Forest	1	0.2%	N/A	N/A	
Welwyn Hatfield	1	0.2%	N/A	N/A	
Bromley	1	0.2%	N/A	N/A	
Windsor and Maidenhead	1	0.2%	N/A	N/A	
Brighton and Hove	1	0.2%	N/A	N/A	
Rushmoor	1	0.2%	N/A	N/A	
Tonbridge and Malling	1	0.2%	N/A	N/A	
Vale of White Horse	1	0.2%	N/A	N/A	
Epsom and Ewell	1	0.2%	N/A	N/A	
Mole Valley	1	0.2%	N/A	N/A	
Horsham	1	0.2%	N/A	N/A	
Brent	3	0.7%	N/A	N/A	
E02000547 : Hounslow 022	1	0.2%	N/A	N/A	
Total	459	100.0%	-	-	100%

Bus Trip Distribution - Underground as main mode of travel

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Underground/ Light Rail (2011 Census Raw Data)	% of all journeys - U'gd as main mode of travel	Bus Service Used	Direction of Travel	% Split of bus journeys
E02000531 : Hounslow 006	5	1.0%	E1	East	1.0%
Westminster, City of London	173	33.1%	H28	North	99.0%
Hammersmith and Fulham	46	8.8%	H28	North	
Hillingdon	45	8.6%	H28	North	
Camden	35	6.7%	H28	North	
Tower Hamlets	33	6.3%	H28	North	
Kensington and Chelsea	32	6.1%	H28	North	
Ealing	27	5.2%	H28	North	
Islington	15	2.9%	H28	North	
Richmond upon Thames	12	2.3%	H28	North	
Southwark	10	1.9%	H28	North	
Brent	9	1.7%	H28	North	
Newham	5	1.0%	H28	North	
E02000543 : Hounslow 018	4	0.8%	H28	North	
E02000537 : Hounslow 012	4	0.8%	H28	North	
Barnet	4	0.8%	H28	North	
Hackney	4	0.8%	H28	North	
Wandsworth	3	0.6%	H28	North	
E02000536 : Hounslow 011	3	0.6%	H28	North	
E02000530 : Hounslow 005	3	0.6%	H28	North	
Haringey	3	0.6%	H28	North	
E02006792 : Hounslow 029	2	0.4%	H28	North	
E02000540 : Hounslow 015	2	0.4%	H28	North	
Merton	2	0.4%	H28	North	
Hertsmere	2	0.4%	H28	North	
Waltham Forest	2	0.4%	H28	North	
Wokingham	2	0.4%	H28	North	
Crawley	2	0.4%	H28	North	
Slough	1	0.2%	H28	North	
E02000542 : Hounslow 017	1	0.2%	H28	North	
E02000538 : Hounslow 013	1	0.2%	H28	North	
E02000549 : Hounslow 024	1	0.2%	H28	North	
South Bucks	1	0.2%	H28	North	
Leeds	1	0.2%	H28	North	
Amber Valley	1	0.2%	H28	North	
Warwick	1	0.2%	H28	North	
Basildon	1	0.2%	H28	North	
Dacorum	1	0.2%	H28	North	
Three Rivers	1	0.2%	H28	North	
Enfield	1	0.2%	H28	North	
Harrow	1	0.2%	H28	North	
Lambeth	1	0.2%	H28	North	
Sutton	1	0.2%	H28	North	
Bracknell Forest	1	0.2%	H28	North	
Reading	1	0.2%	H28	North	
Lewes	1	0.2%	H28	North	
E02000534 : Hounslow 009	7	1.3%	H28	North	
Spelthorne	2	0.4%	H28	North	
E02000544 : Hounslow 019	2	0.4%	H28	North	
Kingston upon Thames	1	0.2%	H28	North	
E02000539 : Hounslow 014	1	0.2%	H28	North	
Runnymede	1	0.2%	H28	North	
E02000545 : Hounslow 020	1	0.2%	H28	North	
Total	522	100.0%	-	-	100.0%

Bus Trip Distribution - Underground as main mode of travel

Homebase, Syon Lane Development Site

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population All usual residents aged 16 and over in employment the week before the census
 Units Persons
 Date 2011
 Usual residence E02000534 : Hounslow 009 (2011 super output area - middle layer)

Place of work	Underground/ Light Rail (2011 Census Raw Data)	% of all journeys - U'gd as main mode of travel	Bus Service Used	Direction of Travel	% Split of bus journeys
E02000531 : Hounslow 006	5	1.0%	E1	East	1.0%
E02000534 : Hounslow 009	7	1.3%	H88	West	99.0%
E02000539 : Hounslow 014	1	0.2%	H89	West	
E02000545 : Hounslow 020	1	0.2%	H90	West	
Westminster, City of London	173	33.1%	H91	West	
Hammersmith and Fulham	46	8.8%	H91	West	
Hillingdon	45	8.6%	H91	West	
Camden	35	6.7%	H91	West	
Tower Hamlets	33	6.3%	H91	West	
Kensington and Chelsea	32	6.1%	H91	West	
Ealing	27	5.2%	H91	West	
Islington	15	2.9%	H91	West	
Richmond upon Thames	12	2.3%	H91	West	
Southwark	10	1.9%	H91	West	
Brent	9	1.7%	H91	West	
Newham	5	1.0%	H91	West	
E02000543 : Hounslow 018	4	0.8%	H91	West	
E02000537 : Hounslow 012	4	0.8%	H91	West	
Barnet	4	0.8%	H91	West	
Hackney	4	0.8%	H91	West	
Wandsworth	3	0.6%	H91	West	
E02000536 : Hounslow 011	3	0.6%	H91	West	
E02000530 : Hounslow 005	3	0.6%	H91	West	
Haringey	3	0.6%	H91	West	
E02006792 : Hounslow 029	2	0.4%	H91	West	
E02000540 : Hounslow 015	2	0.4%	H91	West	
Merton	2	0.4%	H91	West	
Hertsmere	2	0.4%	H91	West	
Waltham Forest	2	0.4%	H91	West	
Wokingham	2	0.4%	H91	West	
Crawley	2	0.4%	H91	West	
Slough	1	0.2%	H91	West	
E02000542 : Hounslow 017	1	0.2%	H91	West	
E02000538 : Hounslow 013	1	0.2%	H91	West	
E02000549 : Hounslow 024	1	0.2%	H91	West	
South Bucks	1	0.2%	H91	West	
Leeds	1	0.2%	H91	West	
Amber Valley	1	0.2%	H91	West	
Warwick	1	0.2%	H91	West	
Basildon	1	0.2%	H91	West	
Dacorum	1	0.2%	H91	West	
Three Rivers	1	0.2%	H91	West	
Enfield	1	0.2%	H91	West	
Harrow	1	0.2%	H91	West	
Lambeth	1	0.2%	H91	West	
Sutton	1	0.2%	H91	West	
Bracknell Forest	1	0.2%	H91	West	
Reading	1	0.2%	H91	West	
Lewes	1	0.2%	H91	West	
Spelthorne	2	0.4%	H92	West	
E02000544 : Hounslow 019	2	0.4%	H93	West	
Kingston upon Thames	1	0.2%	H94	West	
Runnymede	1	0.2%	H95	West	
Total	522	100.0%	-	-	100.0%