Technical Appendix 8.5: Traffic Data

	(1.) Baseline Traffic Flows - Existing						
	24 hour AADT						
	All Motor Vehicles	HGVs (>3.5tonnes incl. buses and coaches)	% HGVs	LGV /hr	HGV /hr	Average speed (mph)	Average speed (kph)
Anchor & Hope Lane North of Bugsby's Way	3,293	481	14.6%	117	20	25.5	41
Anchor & Hope Lane South of Bugsby's Way	20,809	2,840	13.6%	749	118	28.4	46
Bugby's Way East of Gallions Road	21,854	3,679	16.8%	757	153	17.5	28
Bugby's Way West of Gallions Road	23,832	3,735	15.7%	837	156	28.7	46
Gallions Road	5,172	17	0.3%	215	1	23.9	39
A206 East of Anchor & Hope Lane	39,527	6,017	15.2%	1,396	251	20.0	32
A206 West of Anchor & Hope Lane	23,558	3,542	15.0%	834	148	28.0	45
Charlton Church Lane North of Delafield Way	6,581	553	8.4%	251	23	24.4	39
Site Access	1,385	148	10.7%	52	6	23.9	38
Anchor & Hope Lane North of Site Access	2,019	336	16.6%	70	14	18.9	30

	(2.) Baseline + Development Traffic Flows (Existing minus current Site operation plus Proposed Development)				
	24 hour AADT				
	All Motor Vehicles	HGVs (>3.5tonnes incl. buses and coaches)	% HGVs	LGV /hr	HGV /hr
Anchor & Hope Lane North of Bugsby's Way	4,071	421	10.3%	152	18
Anchor & Hope Lane South of Bugsby's Way	21,192	2,807	13.2%	766	117
Bugby's Way East of Gallions Road	22,260	3,654	16.4%	775	152
Bugby's Way West of Gallions Road	24,214	3,710	15.3%	854	155
Gallions Road	5,186	16	0.3%	215	1
A206 East of Anchor & Hope Lane	39,900	5,989	15.0%	1,413	250
A206 West of Anchor & Hope Lane	23,571	3,541	15.0%	835	148
Charlton Church Lane North of Delafield Way	6,657	546	8.2%	255	23
Site Access	2,126	82	3.9%	85	3
Anchor & Hope Lane North of Site Access	1,983	330	16.6%	69	14

	(3a) Future Baseline (Existing plus other cumulative schemes)				
	24 hour AADT				
	All Motor Vehicles	HGVs (>3.5tonnes incl. buses and coaches)	% HGVs	LGV /hr	HGV /hr
Anchor & Hope Lane North of Bugsby's Way	3,293	481	14.6%	117	20
Anchor & Hope Lane South of Bugsby's Way	22,415	2,857	12.7%	815	119
Bugby's Way East of Gallions Road	23,460	3,696	15.8%	824	154
Bugby's Way West of Gallions Road	25,438	3,752	14.7%	904	156
Gallions Road	5,172	17	0.3%	215	1
A206 East of Anchor & Hope Lane	41,202	6,034	14.6%	1,465	251
A206 West of Anchor & Hope Lane	24,126	3,550	14.7%	857	148
Charlton Church Lane North of Delafield Way	6,774	556	8.2%	259	23
Site Access	1,385	148	10.7%	52	6
Anchor & Hope Lane North of Site Access	2,019	336	16.6%	70	14

	(4.) Cumulative Traffic Flows (Existing minus current Site operation+proposed development + other cumulative schemes)				
	24 hour AADT				
	All Motor Vehicles	HGVs (>3.5tonnes incl. buses and coaches)	% HGVs	LGV /hr	HGV /hr
Anchor & Hope Lane North of Bugsby's Way	4,071	421	10.3%	152	18
Anchor & Hope Lane South of Bugsby's Way	22,798	2,824	12.4%	832	118
Bugby's Way East of Gallions Road	23,866	3,671	15.4%	841	153
Bugby's Way West of Gallions Road	25,820	3,727	14.4%	921	155
Gallions Road	5,186	16	0.3%	215	1
A206 East of Anchor & Hope Lane	41,575	6,006	14.4%	1,482	250
A206 West of Anchor & Hope Lane	24,139	3,548	14.7%	858	148
Charlton Church Lane North of Delafield Way	6,851	549	8.0%	263	23
Site Access	2,126	82	3.9%	85	3
Anchor & Hope Lane North of Site Access	1,983	330	16.6%	69	14

	(5.) Baseline + Construction Traffic Flows (Existing minus current operation + construction traffic)				
	24 hour AADT				
	All Motor Vehicles	HGVs (>3.5tonnes incl. buses and coaches)	% HGVs	LGV /hr	HGV /hr
Anchor & Hope Lane North of Bugsby's Way	2,863	494	17.3%	99	21
Anchor & Hope Lane South of Bugsby's Way	20,543	2,810	13.7%	739	117
Bugby's Way East of Gallions Road	21,701	3,724	17.2%	749	155
Bugby's Way West of Gallions Road	23,679	3,780	16.0%	829	158
Gallions Road	5,161	15	0.3%	214	1
A206 East of Anchor & Hope Lane	39,293	5,989	15.2%	1,388	250
A206 West of Anchor & Hope Lane	23,552	3,545	15.1%	834	148
Charlton Church Lane North of Delafield Way	6,522	543	8.3%	249	23
Site Access	919	156	17.0%	32	7
Anchor & Hope Lane North of Site Access	1,983	330	16.6%	69	14

CAR PARK VENTILATION PARAMETERS

The modelling utilised a stack diameter (equivalent to) 1m and with a velocity of 1m/s. Due to the source of the pollution being from vehicle exhaust the temperature has been set at 20°C.