Transport Statement

May 2022

EAS

Adam and Eve Pub,

830 Uxbridge Road,
London Borough of Hillingdon

Yumuna House LTD

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1 Introduction

1.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of Yumuna House Ltd. It relates to the proposed redevelopment of the Shiraz Restaurant site at 830 Uxbridge Road, in the London Borough of Hillingdon. A location plan is included as **Appendix A**.

1.2 The proposals are to retain the ground floor restaurant and existing Houses of Multiple Occupancy at the site (HMOs), whilst demolishing the function room and removal of the car sales business operating within the existing rear car park; to allow for on-site parking and the erection of 6 three-bedroom dwellings at the rear of the property. The HMO properties will be retained whilst also benefiting from proposed on-site parking. The existing restaurant will also be retained on the ground floor.

1.3 There will be 12 residential parking spaces for the 6 dwellings as well as 8 spaces for the existing HMOs, with restaurant staff making use of parking to the front of the site. Secure on-site cycle parking will be compliant with the policy requirement. The site plan is contained in **Appendix B.**

1.4 This Transport Statement has been drawn up in accordance with on-line guidance produced by Transport for London (TfL).

1.5 The contents of this Transport Statement are:

- Section 2 – sets out the proposed policy context;
- Section 3 – describes the existing site function and sets out the baseline conditions;
- Section 4 – describes the proposed development including proposed measures to influence travel behaviour;
- Section 5 – describes how the expected transport impacts due to the development trips will be analysed; and
- Section 6 – gives a summary and conclusions.

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2 Policy Context

Introduction

2.1 This section sets out the policy context. Development and growth are encouraged at national, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

National Planning Policy Framework

2.2 The revised National Planning Policy Framework ('NPPF') was published in July 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.3 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.5 In respect of that, Paragraph 10 of the NPPF states:

"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development (original emphasis)."

2.6 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 102 and 103:

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

- *the potential impacts of development on transport networks can be addressed;*
- *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;*
- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *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*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

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

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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."

2.7 Paragraph 105, in relation to parking standards, states that the following should be taken into account:

- *"the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.8 Paragraph 106 adds that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.9 Paragraphs 108 and 109 state that in assessing applications for development it should be ensured that:

- *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.10 Furthermore, paragraphs 110 and 111 continue:

- *"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;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

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- *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;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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 Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

The London Plan (2021)

2.11 The New London Plan was formally published on the 2nd of March 2021. This document is now the main material consideration element in planning decisions within Greater London.

2.12 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. 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.

2.13 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

1) *"demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
2) *reduce the dominance of vehicles on London's streets whether stationary or moving; and*
3) *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

2.14 Policy T4 states that:

A) *"Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*

B) *When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*

C) *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial*

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contributions, will be required to address any adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger."

2.15 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum at C3 residential developments as:

- 1 long-term cycle parking space per studio or one-bedroom one-person dwelling;
- 1.5 long-term cycle parking spaces per one-bedroom two-person dwelling;
- 2 long-term cycle parking spaces per all other dwellings; and
- 2 short-term cycle parking spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings

2.16 It should be noted that the site is not in an area where higher minimum cycle parking standards apply.

2.17 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

A. "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C. An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D. The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

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E. *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.*

F. *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*

G. *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*

H. *Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*

I. *Adequate provision should be made for efficient deliveries and servicing and emergency access.*

J. *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*

K. *Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*

L. *Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."*

2.18 Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in Table 10.3. This states that sites in Outer London with a PTAL of 3 (such as this site) should have a maximum of 0.75 spaces per 1-2 bed dwelling and 1 space per 3 bed+ dwelling.

2.19 Additionally, at least 20% of spaces should include active electric vehicle charging provision, with passive provision for all the remaining spaces.

2.20 Car club spaces will also be considered to offset private parking requirements. These should have active charging facilities.

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2.21 Also, for three per cent of dwellings, at least one designated disabled parking space per dwelling is provided from the outset, though they should not be allocated to specific dwellings but should be located near to the relevant block's entrance and lift core.

Hillingdon Local Plan

2.22 The Hillingdon Local Plan is formed of two separately adopted documents – the Strategic Policies adopted in 2012, and the Development Management Policies, adopted in 2020. The two sections of the Local Plan form the council's future development strategy, setting out a framework and detailed policies to guide planning decisions.

2.23 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) was adopted at a Council meeting on 8th November 2012 and is now a part of the Development Plan for the Borough.

2.24 Policy T1 on Accessible Local Destinations states that development will be favoured at sites where the impact on the transport network can best be accommodated. Developments should encourage access by sustainable modes.

2.25 Policy T3 on North – South Sustainable Transport Links aims to improve north – south public transport links and to link residential areas with employment areas and transport interchanges.

2.26 This development takes advantage of proximity to public transport and local services and will reduce reliance on private car by reducing car trips to essential uses.

2.27 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Polices Map. The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16th January 2020

2.28 Policy DMT 1 (B) on Managing Transport Impacts states that development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

- be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and / or the services and facilities necessary to support the development;
- maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- provide equal access for all people, including inclusive access for disabled people;
- adequately address delivery, servicing and drop-off requirements; and
- have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.29 All major residential developments of 80 dwellings or more will be required to produce a satisfactory Transport Assessment and Full Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.

2.30 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

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- safe and efficient vehicular access to the highway network is provided to the Council's standards;
- they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;
- safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;
- impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.31 Policy DMT 5 on Pedestrians and Cyclists requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;
- the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;
- the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and
- the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or in agreement with the Council.

2.32 Policy DMT 6 on Vehicle Parking requires development proposals to comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and / or
- a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

2.33 All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

2.34 Appendix C of this document on parking standards contains the following specifications:

- For residential development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013.
- Parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision.

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- For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout.
- Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s).
- As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage.
- In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, mopeds and scooters) must also be provided at the rate of 5% of car parking spaces.
- Motorised two-wheeler parking should be secure and where possible covered and close to building entrances. Ideally parking should be grouped together for security.

2.35 Appendix C of the Local Plan (Part 2) sets the maximum standard for houses with curtilage as 2 spaces unit. The Appendix sets a standard of two cycle parking spaces per dwelling.

Accessible Hillingdon SPD

2.36 This document was adopted in 2017. Section 5 on Residential Development states that all new residential developments of ten or more units must have 10% of homes designed to Wheelchair Home standards with a parking space measuring 2.4x4.8m with an adjacent 1.2m side transfer area.

Hillingdon Local Implementation Plan

2.37 The Local Implementation Plan ('LIP3') is Hillingdon's transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies and outcomes detailed in the MTS and tailors them to Hillingdon.

2.38 Dated November 2018 the LIP3 considers Borough objectives through the life of the MTS to 2041 and is Hillingdon's third LIP replacing the earlier 2011 Plan.

2.39 Chapter 2 of this document sets the objectives of the LIP3 as:

- *"Hillingdon's streets will be characterised by the 10 healthy streets indicators;*
- *Real and perceived threats to safety will be identified and addressed;*
- *Through design, planning and management Hillingdon's streets will be used most efficiently and have less traffic on them;*
- *Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected;*
- *The public transport network will respond to and shape the built-up area it serves;*
- *Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses;*

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- *The development and management of Hillingdon's streets will support frequent and reliable public transport services;*
- *Through land use/transport planning the travel choices available will include all those that are active, efficient and sustainable;*
- *Transport investment will connect and facilitate the release of sites for new homes and jobs."*

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3 Existing Site Function and Base Line Conditions

Location and Existing Land Uses.

3.1 The site is currently the Shiraz Afghan cuisine restaurant on Uxbridge Road, Hayes UB4 0RR. This is a locally listed building and has recently been incorporated into the Hayes Village Conservation Area.

3.2 An area to the rear of the public house is currently used for a car sales business. This use will cease when the site is redeveloped and the planning application covers this area.

3.3 The site is located in the London Borough of Hillingdon, on the north side of Uxbridge Road and almost opposite the signalled junction with Church Road.

3.4 The site is within the Uxbridge Road (Hayes) minor town centre, also known as Hayes Parades, and forms part of a string of retail and commercial properties.

3.5 Uxbridge Road (A4020) is a London Distributor Road linking Uxbridge, Hillingdon and Southall.

Local Facilities

3.6 Key local facilities are shown on the facilities plan in **Appendix A**. The site is very well located for all facilities being located on Uxbridge Road with various shops and commercial establishments nearby.

3.7 Facilities close to the site are:

- Lidl Food Store;
- Tesco Express
- Various Restaurants;
- A Cyber Café;
- Public House;
- Dry Cleaners;
- Hair Dressers and;
- Pharmacy

3.8 Public transport facilities are excellent with bus stops close to the site, and good quality pedestrian and cycle facilities present. These are described in detail below.

Walking and Cycling

3.9 The footways around the site are well maintained and well lit. Adjacent to the site on Uxbridge Road the footway is approximately eight metres wide and along Uxbridge Road it varies in width from approximately four to eight metres with some parts shared with cyclists.

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3.10 Uxbridge Road is a busy urban street and has a central reserve with guard railing. Adjacent to the site is a pedestrian signal crossing which forms part of the signal junction of Uxbridge Road and Church Road.

3.11 The Transport for London Local Cycling Guide 6 shows cycle paths on both sides of Uxbridge Road as far east as the A312 and as far west as Hayes End. Cycle tracks also run from Ossie Garvin Roundabout alongside the A312 Parkway towards Northolt and Heathrow. To the west, Lansbury Drive, Hayes End Road and Wood End Road have been identified as quieter roads recommended by cyclists and sections of Uxbridge Road have advisory cycle lanes. Cycle routes are indicated on the local cycle routes plan contained in **Appendix C.**

3.12 There are cycle hoops for general use at various points along Uxbridge Road, for example at the junctions with Warley Road and Shakespeare Avenue east of the site and west of Gledwood Drive.

Public Transport

3.13 The nearest eastbound bus stop on Uxbridge Road is 65 metres from the site and the nearest westbound stop is 80 metres away via the pedestrian crossings. There are also bus stops on Church Road, 65 and 85 metres away. The nearest stops served by the limited stop route 607 (Uxbridge – Ealing) are stop E eastbound, 260 metres away, and stop F westbound, 350 metres away. All the stops have shelters.

3.14 Table 3.1 summarises the bus routes serving these stops while **Appendix D** gives a bus map.

Bus Stop	Service	Route	Frequency
Uxbridge Road (stop J eastbound, stop K westbound)	90	Northolt station – Kingshill Avenue – Hayes station – Feltham Leisure West	Every 11 mins
	427	Uxbridge station – Acton Old Town Hall, Salisbury Street	Every 10 mins
	696	Conway Drive – Hume Way (stopping at various schools)	2 per school peak hours
	U7	Uxbridge station – Hillingdon Hospital – Charville Lane – Lombardy Retail Park	Every 30 mins
	N207	Night bus (operational between 00:12 – 04:17) Uxbridge station – Bloomsbury Square	Every 30 mins
	697	Wood End – Yeading – Hayes – Hillingdon - Ickenham	07:33 – 07:38
Uxbridge Road (stop E eastbound, stop F westbound)	607	Uxbridge station – White City bus station (limited stop)	Every 12 mins
Church Road (stop G northbound, stop H southbound)	195	Charville Lane – Hayes station – Southall – Brentford County Court	Every 12 mins
	H98	Hayes End Kingsway – Hayes station – Hounslow bus station	Every 10 mins
	278	Heathrow – Harlington – Hayes – North Hillingdon - Ickenham – West Ruislip	Every 10 mins (24hr)
	698	West Drayton – Hayes – Hillingdon – Ickenham (07:22 – 07:37)	4 buses

Table 3.1 Local Bus Services

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3.15 The nearest railway station to the site is Hayes & Harlington which is located around 2.2 kilometres to the south of the proposed development. Hayes & Harlington is located in Travelcard Zone 5 and Oyster "pay as you go" can be used for journeys originating or ending at the station. The station is served by several bus routes from the site, as noted in Table 3.1 above.

3.16 Great Western Railway currently serve Hayes &Harlington with stopping services and fast services in both directions between Paddington and Reading stations, as well as Didcot Parkway and Oxford. Heathrow Connect services, which is jointly run by Heathrow Airport Holdings (who built the tunnel and airport junction to the airport) and FirstGroup (providing a fast electric main line alternative to the Piccadilly line for passengers travelling to Heathrow Airport) also serve the station and replaced the previous stopping services under First Great Western Link between Hayes & Harlington and London Paddington.

3.17 Table 3.2 summarises the train frequencies. The basic off-peak service (except Sundays) comprises two trains from Oxford, two from Reading, two from Heathrow and two starting from Hayes. Additional trains operate at peak periods.

	Trains per hour		Eastbound to London Paddington		Westbound to Reading	
	Daytime	Evening	First train	Last train	First train	Last train
M - F	6	6	05:56	23:56 *	05:34	00:12 *
Sat	6	6	04:45	00:46	06:57 **	00:48
Sun	2	2	07:03	00:54	07:03	00:11

* There are also trains to London Paddington at 02:57 and 04:27 and to Reading at 01:51 and 03:51.

** There are also trains to Reading at 00:51, 02:01 and 03:51.

Operated by First Great Western.

	Trains per hour		Eastbound to London Paddington		Southbound to Heathrow	
	Daytime	Evening	First train	Last train	First train	Last train
M - F	2	2	05:35	00:13	04:57	23:22
Sat	2	2	05:35	00:13	04:57	23:57
Sun	1	1	06:19	23:19	05:27	23:28

Operated by Heathrow Connect.

Table 3.2 Train Services from Hayes & Harlington Station

3.18 Hayes & Harlington station will in future be served by Crossrail (Elizabeth Line) trains using new twin-bore main line diameter tunnels underneath central London which will surface west of Paddington station. Although beyond the core tunnel section, Hayes & Harlington will be provided with a frequent metro service across the capital to Docklands, Abbey Wood, east London and Shenfield, replacing the current Great Western Railway service.

3.19 As part of the works preparing the station for Crossrail services Network rail are providing a new station building, lifts to provide step free access, platform extensions and a new platform.

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PTAL

3.20 The Public Transport Accessibility Level Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Guidance document (2014). This guidance states that:

> *The most widely recognised form of measuring accessibility to the public transport network in London is PTALs (Public Transport Accessibility Levels). The PTAL of a site will influence factors such as the appropriate quantum of development on a site, the level of car parking and the need for additional public transport services.*

3.21 A full PTAL assessment for the site is included in **Appendix E** which shows a PTAL for the site of 3 which is defined as Moderate.

Local Car Availability: 2011 Census Data

3.22 The site is located within the London Borough of Hillingdon and within Lower Layer Super Output Area (LSOA) 021C. Data from the 2011 Census have been used to assess local levels of car availability for the LSOA , comparing this with the Borough as a whole. Table 3.3 below shows the data while Figure 3.1 shows the extent of the LSOA.

	LSOA Hillingdon 021C		LB Hillingdon
	number	%	%
All categories: Car or van availability	514	100.0	100.0
No cars or vans in household	154	30.0	22.7
1 car or van in household	206	40.1	43.8
2 cars or vans in household	113	22.0	25.1
3 cars or vans in household	36	7.0	6.1
4 or more cars or vans in household	5	1.0	2.2
Sum of all cars or vans in the area	566	-	-
Cars per household	-	1.10	1.22

Table 3.3: 2011 Census car & van ownership in Hillingdon Borough and LSOA 021C (Nomis Table KS404EW)

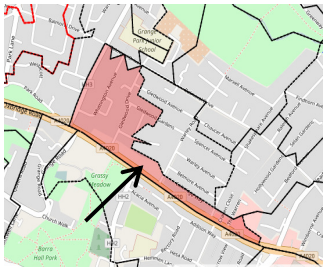

Figure 3.1: LSOA Hillingdon 021C. the arrow shows the site location

3.23 Table 3.3 shows that car availability in the LSOA is slightly lower than in Hillingdon as a whole with 1.10 cars per household compared with 1.22 for the whole Borough. 30% of households in the LSOA had no car whereas the figure for the Borough was 23%.

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Local journey to work data: 2011 Census

3.24 Data from the 2011 Census have also been used to assess local journey to work details for both the Borough as a whole and the LSOA 021, as shown in Table 3.5.

	LSOA Hillingdon 021C		Hillingdon Borough	
	Total	%	Total	%
All residents aged 16 - 74	1,248	-	199,926	-
Not in employment	509	-	69,636	-
Work from home	13	1.8%	5,121	3.9%
Underground, metro, tram	40	5.4%	17,458	13.4%
Train	36	4.9%	5,643	4.3%
Bus	185	25.0%	15,731	12.1%
Taxi	1	0.1%	469	0.4%
Motorcycle, scooter, moped	0	0.0%	0	0.8%
Car driver	369	49.9%	68,925	52.9%
Car passenger	30	4.1%	4,092	3.1%
Bicycle	4	0.5%	1,936	1.5%
Foot	57	7.7%	9,192	7.1%
Other method of travel to work	4	0.5%	664	0.5%
Residents in employment	739	100.0%	130,290	100.0%

Table 3.5: 2011 Census Local Journey to work data (Nomis Table QS701EW)

3.25 Approximately half of employed people in the LSOA drive to work, similar to the Borough as a whole, and the proportions walking and travelling by train (National Rail) are also very similar. The main difference is that a quarter of employed people in the LSOA travel to work by bus, double the proportion for the Borough; conversely, the proportion using the Underground is much less. The distance from the nearest Underground station is naturally a factor but the frequent bus service, including the limited stop route 607, to some extent makes up for this.

The Local Road Network

3.26 Vehicular access to the site is from Uxbridge Road. Immediately to the east of the existing building there is a drive leading to parking areas behind and to the east and northeast of the site, including the Job Centre. Access to the drive is facilitated by a dropped kerb. Only left turn in and left turn out are possible here because of the central reservation.

3.27 Uxbridge Road has a 40 mph speed limit. To the east it crosses the A312 (The Parkway) at a multi-level junction. To the north The Parkway links with the A40 at Northolt while to the south it links with the M4 and then the A30 east of Heathrow Airport. Further east Uxbridge Road continues towards Southall and Ealing.

3.28 To the west Uxbridge Road leads to Uxbridge town centre and the M40 at Junction 1.

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Existing Parking and Servicing

3.29 Refuse collection currently takes place by a refuse vehicle turning within the job centre car park. The next section of this report demonstrates that a refuse vehicle could turn in the access drive adjacent to the Adam and Eve building in the future should the job centre site be closed.

3.30 As part of a programme to upgrade the Hayes Parades, LB Hillingdon plan to provide improved 'Stop & Shop' parking with marked bays, and additional parking bays in nearby side roads, in the area of Belmore Parade immediately to the east of the site.

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4 The Proposed Development

The Development Proposals

4.1 A site plan of the proposed redevelopment is included in **Appendix B**. These show the proposed mixed use development in which:

- 6 x 3 bed residential dwellings are proposed within the rear existing car park currently used for car sales;
- the front portion of the existing restaurant building is retained, with the ground floor to remain as a restaurant and upper floors remain as HMOs with a total of 9 bedrooms;
- a section of the events room of approximately 160sqm will be demolished to allow vehicle access to the rear; and
- there is also a basement of 96sqm that is to be retained.

4.2 The notice for sale describes the building as having car parking for approximately 50 vehicles. While some informal parking appears to take place at the side of the building the main parking area is at the rear and is currently occupied by a car sales business. As noted in the previous section this operation will cease at the site and the proposed development includes the area that it occupies.

4.3 12 residential car parking spaces are to be included for the 6 dwellings, 2 per dwelling and 8 car parking spaces will be available for the existing HMOs. Restaurant staff will make continue to make use of parking facilities available at the front of the property.

Access

4.4 The existing junction arrangement with Uxbridge Road is illustrated in **Appendix F**. Entry from and exit onto Uxbridge Road will be left turn in, left turn out, as it is at present. It can be seen that tactile paving and bollards are already in place indicating a break in the segregated footway and cycleway. The close proximity to the signal junction with Church Road and signalised pedestrian crossing to the site junction as illustrated on the sketch, will provide gaps within the traffic on Uxbridge Road, allowing traffic to exit the site.

4.5 A visibility splay in excess of 2.4m x 120m is available to the west, suitable for the 40mph speed limit and to DMRB standards, as illustrated in **Appendix F**.

4.6 Pedestrian access to the retained building will remain as at present – i.e. direct from the street. Access to the residential blocks will be around the east side of the retained building.

Parking

4.7 The car park will be accessed to the rear of the property via the existing access. Suitable turning facilities for deliveries and cars will be within the car park section as shown on the swept path analysis contained at **Appendix G.**

4.8 Whilst refuse will likely remain operating as it currently does, utilising the turning space in the job centre. Should the job centre close, suitable turning facilities are available on site to allow deliveries and servicing. This has been illustrated at **Appendix G.**

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4.9 The proposed provision of car, motorcycle and pedal cycle parking spaces can be set against the London Plan and the Hillingdon Development Management Policies standards.

4.10 Table 4.1 shows the standards relating to car parking (which are maximum standards except where shown). The proposed 12 residential car parking spaces are within the maxima in the London Plan and Development management policy.

Land use	London Plan 2021	Hillingdon Development Management Policies 2020
C3 – C4 dwellings	1 space per 3 bed+ dwelling	2 spaces per dwelling
Permitted spaces (6x 3 bed units)	6	12
HMOs	N/a	1 space per 2 occupants. For HMOs over 6 occupants, car parking requirements will be assessed through a transport appraisal and travel plan.
Permitted spaces (9 bedrooms)	N/a	5 total based on 1 per 2 occupants

Table 4.1: London and Hillingdon car parking standards (maxima except where shown)

4.11 The proposed 20 parking spaces is well in excess of the London Plan 2021 standards and 3 spaces in excess of Hillingdon's Development Management policies.

4.12 It is considered that 8 spaces available on site will be adequate for the HMO units due to the location being on Uxbridge Road very near to bus stops and facilities. Since this is an existing use it is considered a betterment to the existing parking available on site for the HMO units.

4.13 All visitors and staff of the restaurant will use the existing arrangements of using the hardstanding to the front of the restaurant with space for 10-15 cars.

4.14 It should also be noted that the LB Hillingdon, as part of its work to improve the environment of the Hayes Parades, have upgraded the existing 'Stop & Shop' scheme to maximise parking, particularly in and around the Belmore Parade, and to provide additional parking on side roads.

4.15 Table 4.2 shows the minimum standards for disabled parking.

Land use	London Plan 2021	Hillingdon Development Management Policies 2020
C3 units	Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:	10% of spaces

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	1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset	

* Brown Badge: a special badge for older Hillingdon residents with restricted mobility

Table 4.2: London and Hillingdon minimum disabled car parking standards.

4.16 The three disabled spaces in the car park exceed this standard.

4.17 Table 4.3 shows the minimum standards for provision of charging points for electric cars.

Land use	London Plan 2021	Hillingdon Development Management Policies 2020
C3 flats	20% active + 100% passive	5% active plus 5% passive "to meet the Mayor's targets. This will be reviewed in future"
HMO	N/a	

Table 4.3: London and Hillingdon minimum standards for electric charging points.

4.18 The London Plan standards will be applicable. 4 of the parking spaces will be proposed to include electric charging facilities with provisions of the remaining spaces to be converted at a later date.

4.19 Table 4.4 shows the minimum standards for cycle parking spaces.

Land use	London Plan 2021	Hillingdon Development Management Policies 2020
C3 Dwellings	1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other Dwellings Plus 2 space / 40 units	2 per dwelling
Minimum spaces (6 units)	14	12
HMO	N/a	1 per occupant
Minimum spaces (9 bedrooms)	N/a	9

Table 4.4: London and Hillingdon minimum standards for pedal cycling parking.

4.20 There will be secure on-site cycle parking for 21 cycles adjacent to the retained building in a secure and covered store, and 8 public spaces to the front of retained building in the form of four Sheffield style stands. The proposed parking provision is therefore in line with the minimum provision as set out in the London Plan and the Hillingdon Unitary Plan or Development Management Policies.

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5 Development Impact

Introduction

5.1 This section discusses the expected impact of the proposed development. The impacts on public transport, the local pedestrian and cycle environment, the local highway network and local parking capacity are all separately considered.

5.2 As the restaurant and HMO's will be retained only the new dwellings have been considered.

Proposed Trip Generation assessment

5.3 The TRICS 7.8.4 database was interrogated to identify trip rates for the existing and proposed uses.

5.4 The criteria used for the proposed houses were private homes in Greater London and with a PTAL of 3 or under. Two sites were chosen, comprising a mixture of Neighbourhood Centre and Edge of Town Centre. Although these locations may appear to be incompatible, the proposed development is clearly in a suburban area and the town centre where is it located is a narrow ribbon, strung for some distance along an arterial road.

5.5 Table 5.1 shows the vehicle trip rates per unit for the selected developments of private homes in London, applying them to the proposed development of 6 dwellings. The full TRICS output is shown in **Appendix H**.

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	In	Out	Total	In	Out	Total	In	Out	Total
Total Vehicles	0.071	0.366	0.437	0.148	0.093	0.241	2.039	1.895	3.934
OGVs	0.000	0.000	0.000	0.005	0.000	0.005	0.037	0.032	0.069
Trips:									
Vehicles	0	2	3	1	1	1	12	11	24
OGVs	0	0	0	0	0	0	0	0	0

Table 5.1: Vehicle trip rates for private flats (per unit) and expected trips for a development of 6 dwellings

5.6 It will be seen that the development will generate very few vehicle trips, with 3 and 1 trips predicted in each peak hour and only 12 arriving and 11 leaving during the 14 hour period surveyed.

5.7 It may be concluded that the number of trips experienced as a result of the 6 dwellings in the peak times is unlikely to be perceptible against the background traffic volumes and will not require any mitigation measures. In addition, taking into the likely trips generated by the car sales business it is possible that a reduction will be experienced at the site.

Servicing & Delivery

5.8 Servicing and delivery currently take place from the shared area adjacent to the building. This will be changed, and deliveries will be able to make use of turning facilities within the car park allowing them to pull in and out in forward gear. Refuse will also be collected with

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stores to the side of the property. There will be facilities on site for refuse vehicles to turn allowing them to enter and exit in forward gear.

5.9 Full swept path analysis of a large refuse vehicle and delivery vehicle is illustrated within Appendix G.

Construction Impact

5.10 A Construction Traffic Management Plan (CTMP) will be produced by the appointed contractor to be agreed with Hillingdon Council prior to any work commencing. The main site access for construction vehicles will be via the existing access into the site.

5.11 The CTMP is likely to include details such as:

- Likely construction trips generated;
- accumulative impacts of construction traffic;
- mitigation measures proposed including:
    - site access arrangements;
    - booking systems;
    - construction phasing;
    - vehicular routes; and
    - scope for load consolidation or modal shift.

5.12 The CTMP will seek to ensure that construction impact is minimal on bus services, road users, pedestrians, cyclists and service vehicles

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6 Summary and Conclusions

Summary

6.1 It is proposed to redevelop the site occupied by the Adam and Eve public house on Uxbridge Road, Hayes, LB Hillingdon.

6.2 The masterplan proposal set out here is to retain the existing restaurant and HMOs, whilst demolishing the function room to allow for on-site parking and the erection of 6 three-bedroom dwellings at the rear of the property. A minor extension is also proposed at the rear of the restaurant.

6.3 There will be 12 residential parking spaces for the 6 dwellings as well as 8 spaces for the existing HMOs. The Restaurant will continue to make use of the hardstanding to the front of the restaurant. There will be secure on-site cycle parking compliant with the policy requirement.

6.4 The level of parking provided supports policies to replace private vehicle travel by sustainable modes and complies with London and LB Hillingdon planning policies. It also recognises the likelihood that the existing restaurant will rely for much of its custom on linked trips from other businesses in the Uxbridge Road (Hayes) town centre.

6.5 There will be secure on-site cycle parking for 21 cycles adjacent to the retained building in a secure and covered store, and 8 public spaces to the front of retained building in the form of four Sheffield style stands. The proposed parking provision is therefore in line with the minimum provision as set out in the London Plan and the Hillingdon Unitary Plan or Development Management Policies.

6.6 Access for servicing and deliveries will be as it is at present off the existing access / hardstanding adjacent to the retained building, with new turning facilities provided to accommodate refuse and delivery vehicles.

6.7 The area is well served by buses and has good walking and cycling links with the surrounding area. This is reflected in bus use in the area for work trips being twice that in LB Hillingdon as a whole. There is good access to local shops and other facilities.

6.8 An analysis of vehicle traffic generation shows that the number of trips generated by the residential are unlikely to be perceptible against the background traffic volumes and will not require any mitigation measures. In addition, taking into the likely trips generated by the car sales business it is possible that a reduction will be experienced at the site.

6.9 The proposed development is therefore considered to make a sustainable contribution to the area and to be policy compliant on transport and highways grounds.

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7 Appendices

Appendix: A - Location Plan
Appendix: B - Masterplan
Appendix: C – Cycle Map
Appendix: D - Bus Map
Appendix: E – PTAL Report
Appendix: F – Access Arrangement
Appendix: G – Swept Path Analysis
Appendix: H – TRICS Outputs

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Appendix: A - Location Plan

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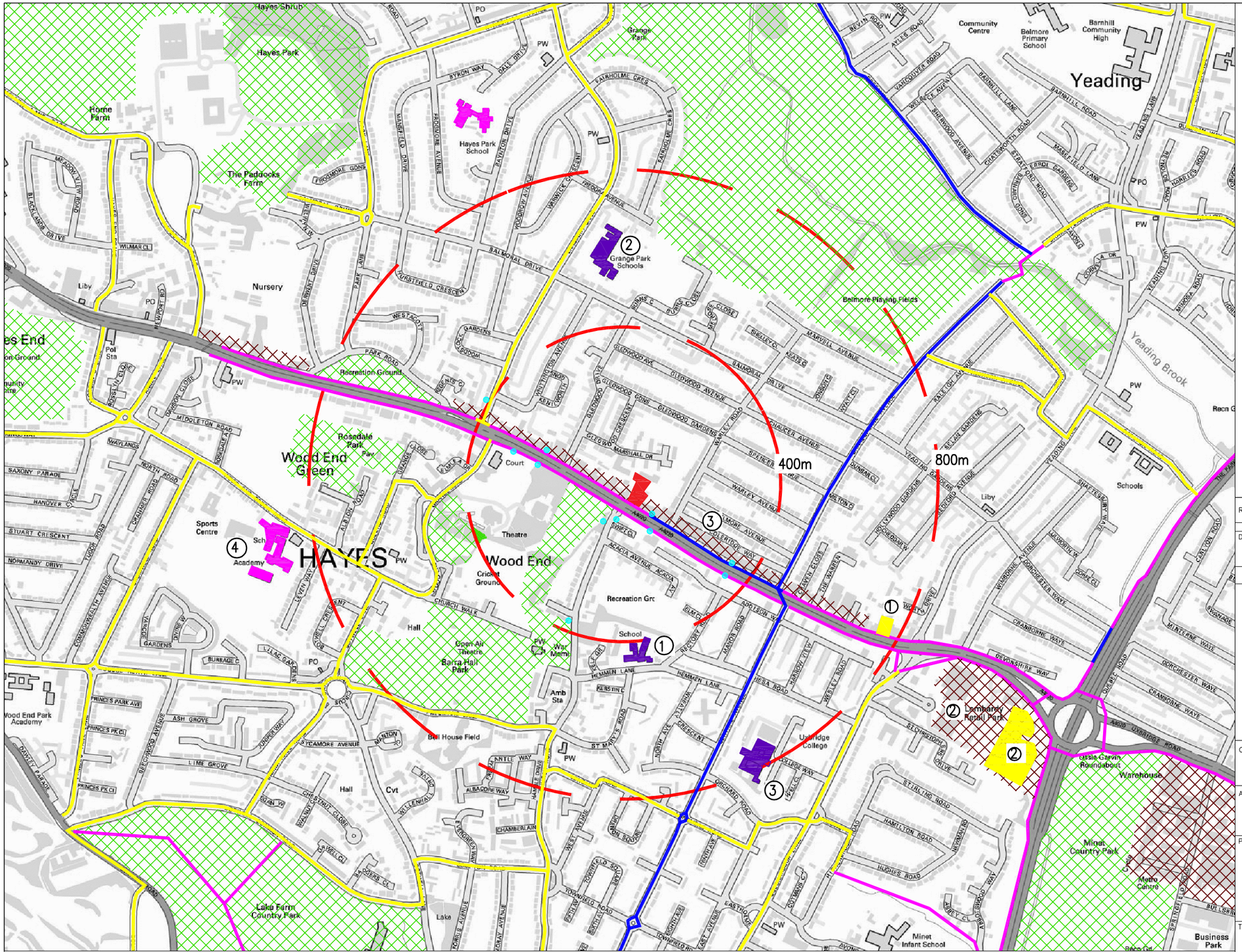

KEY:

- DEVELOPMENT SITE
- BUS STOPS
- EDUCATION FACILITIES WITHIN 800m OF SITE (SEE BELOW FOR DETAILS)
- EDUCATION FACILITIES WITHIN 1200m OF SITE (SEE BELOW FOR DETAILS)
- RETAIL (SEE BELOW FOR DETAILS)
- SUPERSTORES
- PUBLIC OPEN SPACE
- 400m (5IMUTE WALK) ISOCHRONE AND 800m ISOCHRONE FROM SITE BOUNDARY
- QUIETER ROADS RECOMMENDED BY OTHER CYCLISTS
- OFF ROAD ROUTES
- ROUTES MARKED FOR USE BY CYCLISTS

SCHOOLS

NO.	SCHOOL NAME
1.	DR TRIPLETTS'S C OF E PRIMARY SCHOOL
2.	GRANGE PARK SCHOOLS
3.	UXBRIDGE COLLEGE
4.	ROSEDALE COLLEGE

RETAIL AREA.

NO.	AREA NAME
1.	HAYES BRIDGE RETAIL PARK
2.	LOMBARDY RETAIL PARK
3.	HAYES HIGH STREET

SUPERSTORES

NO.	SUPERSTORE
1.	LIDL
2.	SAINSBURYS

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT: CLARIDGE ARCHITECTS

ARCHITECT:

PROJECT: ADAM AND EVE UXBRIDGE ROAD

TITLE: LOCATION AND FACILITIES PLAN

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:10000	MC	25.05.2017
PROJECT No: 1311	DRAWING No: FIG01	

Appendix: B - Masterplan

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TO MARSHALL
DRIVE PROPERTIES

15000

HMO SHARED GARDEN
(190 SQM)

AIR SOURCE
HEAT PUMP

SOLAR PANELS

PLOT 1
60 SQM

PLOT 2
60.5 SQM

PLOT 3
61 SQM

PLOT 4
61.5 SQM

PLOT 5
62 SQM

PLOT 6
75 SQM

2M HIGH BRICK WALL

2M HIGH BRICK WALL

2M HIGH BRICK WALL

BIKE
STORE

ADAM & EVE

PERMEABLE
PAVING

PERMEABLE PAVING

BIN
STORE

BIN STORE

2M HIGH BRICK WALL

9
8 (DIS)
7
6
5
4
3
2
1

10
11
12
13
14
15 (DIS)
16 (DIS)
17
18
19
20

DOTTED OUTLINE INDICATES
FUNCTION ROOM TO BE DEMOLISHED

RED HATCHING INDICATES 8 NO.
SPACES ALLOCATED TO HMO

BLUE HATCHING INDICATES 12 NO.
SPACES ALLOCATED TO PROPOSED
HOUSES

N

2 1 0 Metres 4 6

Scale 1:200

BIN STORES	APR 2022	B
SOLAR PANELS	APR 2022	A

OFFICE

ADAM & EVE PUBLIC HOUSE
830 UXBRIDGE ROAD
HAYES
UB4 0RR

YAMUNA HOUSE LTD

PROPOSED SITE PLAN

1:200 @ A3
OCT 2021
BM

1129-21 B

Xref D:\BMD\Autocad Blocks\BMD border 4.dwg

Appendix: C – Cycle Map

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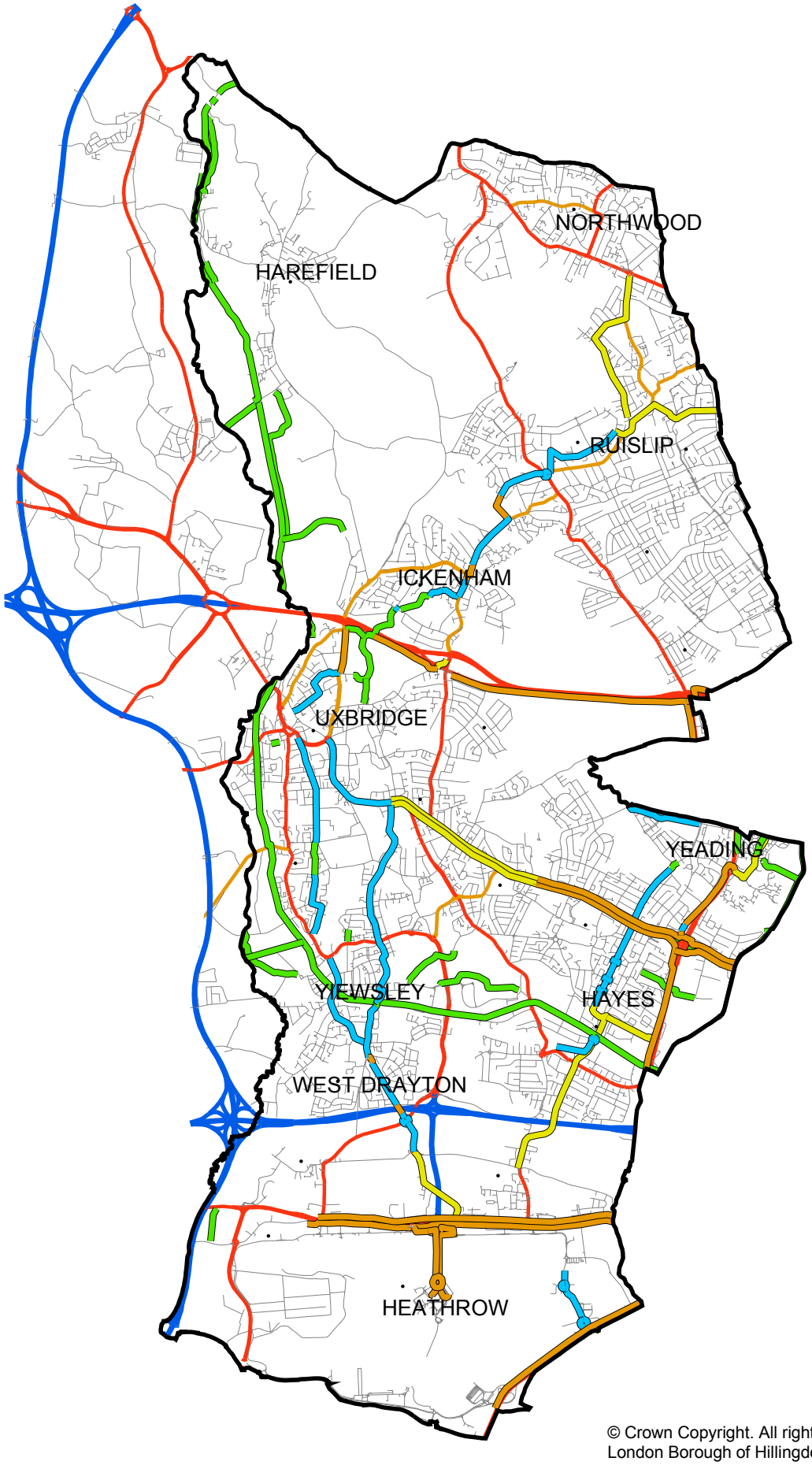

HILLINGDON London Borough

Cycling Routes in Hillingdon

Borough Boundary

London Cycle Route

- stategic route on road
- strategic route off road
- motor traffic free routes
- LCC advisory route

Appendix: D - Bus Map

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
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Buses from Hayes, Uxbridge Road

Route finder

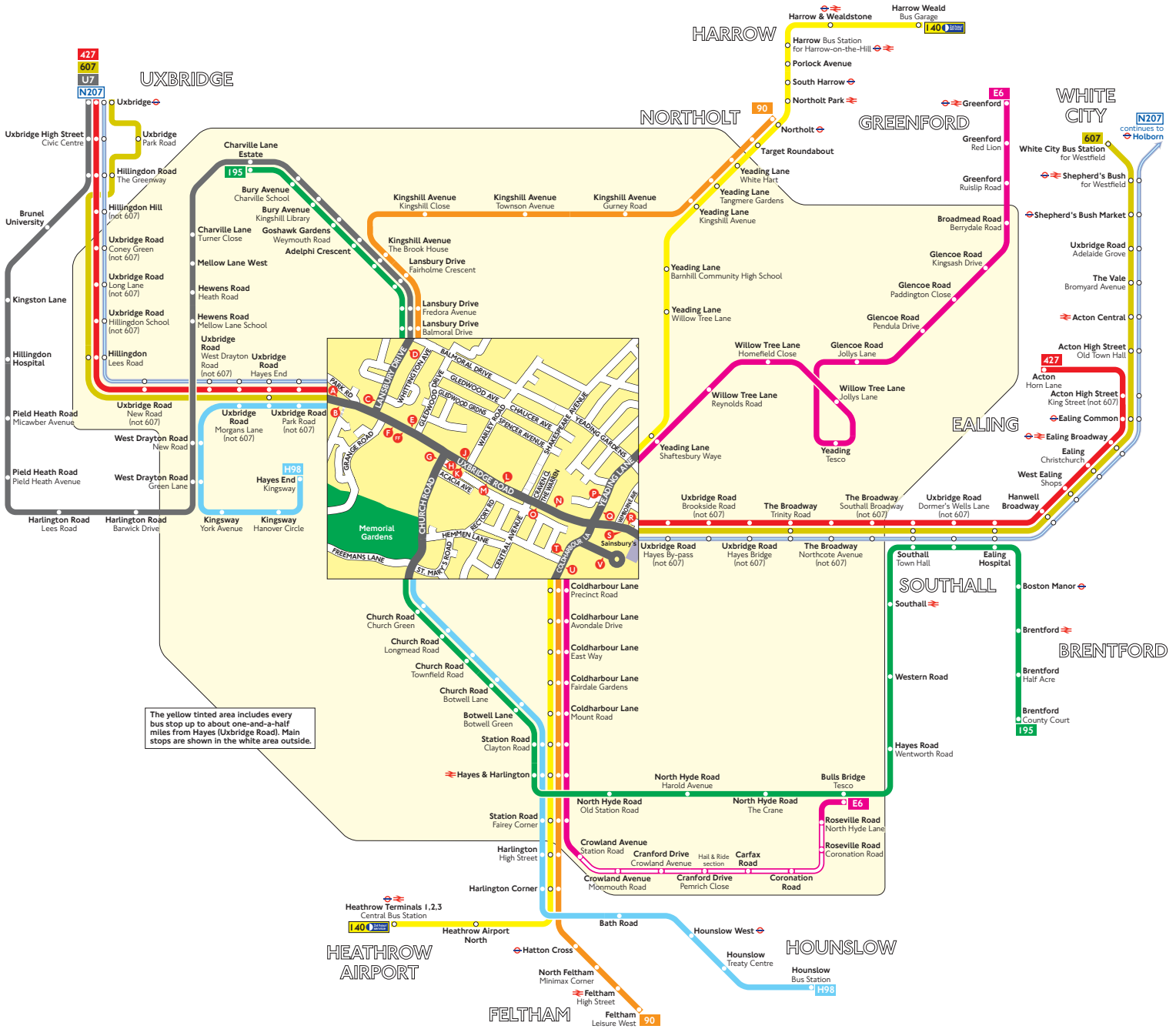
Day buses including 24-hour routes

Bus route	Towards	Bus stops
90	Feltham	D E J L N U
	Northolt	C FF K M O T
140 (24 hour service)	Harrow Weald	P T
	Heathrow Terminals 1,2,3	Q U
195	Brentford	D E H
	Charville Lane Estate	C FF G
427	Acton	A E J L N R
	Uxbridge	B F K M O S
607	Uxbridge ◆	F S
	White City ◆	E R
E6	Bulls Bridge	Q U
	Greenford	P T
H98	Hayes End	B F G
	Hounslow	A E H
U7	Uxbridge	C FF K M O V

Night buses

Bus route	Towards	Bus stops
N207	Holborn	A E J L N R
	Uxbridge	B F K M O S

◆ Limited stop



Information correct from 10 April 2010

Appendix: E – PTAL Report

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
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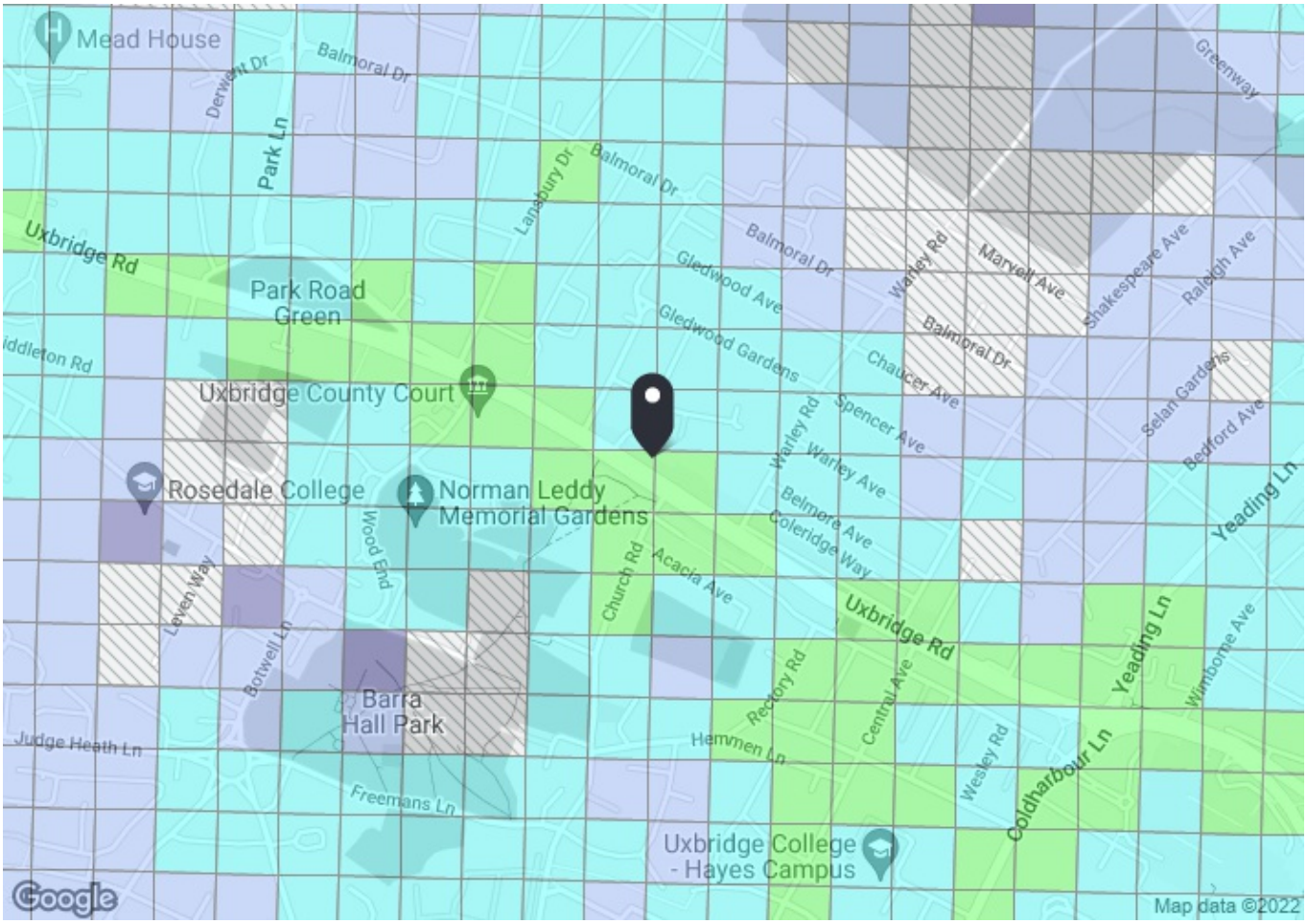
TRANSPORT FOR LONDON



PTAL output for Base Year
3

UB4 0RR
Uxbridge Rd, Hayes UB4 0RR, UK
Easting: 509895, Northing: 181477

Grid Cell: 85136

Report generated: 09/05/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE ROAD CHURCH RD	U7	173.54	2	2.17	17	19.17	1.57	0.5	0.78
Bus	UXBRIDGE ROAD CHURCH RD	90	173.54	6	2.17	7	9.17	3.27	0.5	1.64
Bus	UXBRIDGE ROAD CHURCH RD	427	173.54	7.5	2.17	6	8.17	3.67	0.5	1.84
Bus	UXBRIDGE ROAD CHURCH RD	607	173.54	6	2.17	7	9.17	3.27	0.5	1.64
Bus	CHURCH ROAD UXBRIDGE RD	H98	123.17	7.5	1.54	6	7.54	3.98	1	3.98
Bus	CHURCH ROAD UXBRIDGE RD	195	123.17	5	1.54	8	9.54	3.14	0.5	1.57
									Total Grid Cell AI:	**11.44**

Appendix: F – Access Arrangement

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2.4m X 120m VISIBILITY SPLAY CAN BE ACHIEVED

CHURCH ROAD

BUS STOP

EXISTING SIGNAL JUNCTION AND PEDESTRIAN CROSSING

BUS STOP

BUS STOP

UXBRIDGE ROAD

BUS STOP

ADEQUATE TURNING SPACE FOR SERVICING, SEE SKETCH SK04

LEFT TURN IN AND OUT ONLY. ADEQUATE TACTILE CROSSINGS AND BOLLARDS ON EITHER SIDE OF ACCESS AT END / START OF SEGREGATED FOOTWAY AND CYCLEWAY

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

ADAM AND EVE
UXBRIDGE ROAD

TITLE:

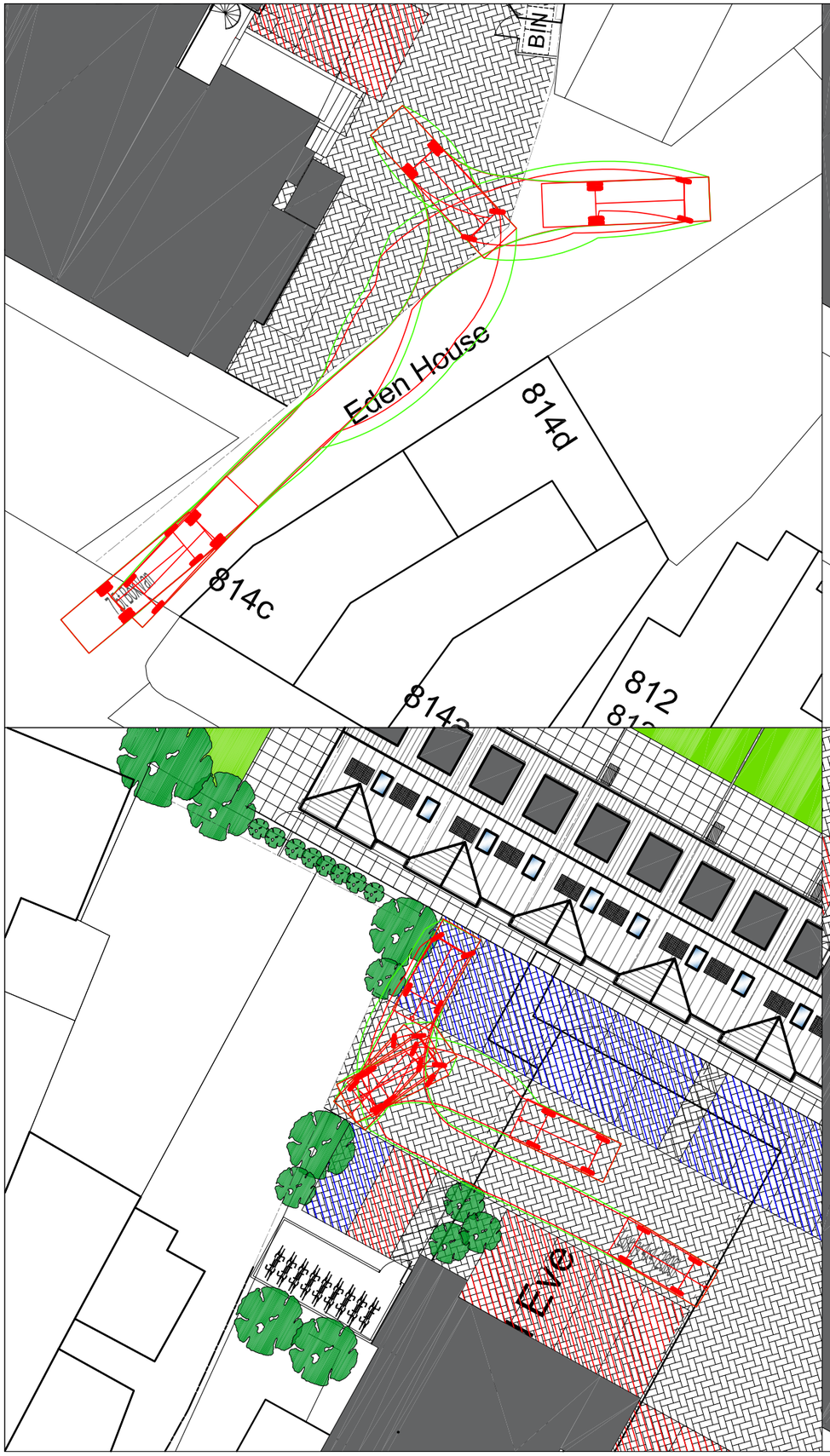
ACCESS ARRANGEMENTS

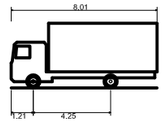
SCALE @ A2:	DESIGN–DRAWN:	DATE:
1:500	CG	09.05.2017

PROJECT No:	DRAWING No:
3705	SK01 REV A

Appendix: G – Swept Path Analysis

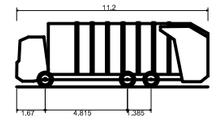
TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG **Tel 01920 871 777** **e: contact@eastp.co.uk** **www.eastp.co.uk**





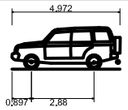
7.5t Box Van

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



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

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



Luxury 4x4 (2006)

Overall Length	4.972m
Overall Width	2.034m
Overall Body Height	1.905m
Min Body Ground Clearance	0.279m
Max Track Width	1.884m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

HILLINGDON, UXBRIDGE ROAD

ADAM & EVE PUB

TITLE:

SWPT PATH ANALYSIS

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:250	CG	26/04/2022

PROJECT No:	DRAWING No:
1311	SK04 REV A

Appendix: H – TRICS Outputs

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG **Tel 01920 871 777** **e: contact@eastp.co.uk** **www.eastp.co.uk**

Calculation Reference: AUDIT-743101-220203-0218

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 50 to 133 (units:)
Range Selected by User: 9 to 133 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days

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 undertaking using machines.

Selected Locations:

Edge of Town Centre	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:

Residential Zone	2

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

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	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.

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 BN-03-A-03 MIXED HOUSES BARNET
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 133
Survey date: TUESDAY *10/09/19* *Survey Type: MANUAL*

2 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.69

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.066	2	92	0.202	2	92	0.268
08:00 - 09:00	2	92	0.071	2	92	0.366	2	92	0.437
09:00 - 10:00	2	92	0.093	2	92	0.158	2	92	0.251
10:00 - 11:00	2	92	0.049	2	92	0.087	2	92	0.136
11:00 - 12:00	2	92	0.131	2	92	0.066	2	92	0.197
12:00 - 13:00	2	92	0.137	2	92	0.087	2	92	0.224
13:00 - 14:00	2	92	0.131	2	92	0.120	2	92	0.251
14:00 - 15:00	2	92	0.120	2	92	0.098	2	92	0.218
15:00 - 16:00	2	92	0.191	2	92	0.219	2	92	0.410
16:00 - 17:00	2	92	0.148	2	92	0.093	2	92	0.241
17:00 - 18:00	2	92	0.208	2	92	0.087	2	92	0.295
18:00 - 19:00	2	92	0.306	2	92	0.137	2	92	0.443
19:00 - 20:00	2	92	0.224	2	92	0.098	2	92	0.322
20:00 - 21:00	2	92	0.164	2	92	0.077	2	92	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.039			1.895			3.934

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

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

Parameter summary

Trip rate parameter range selected:	50 - 133 (units:)
Survey date date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.000	2	92	0.000	2	92	0.000
08:00 - 09:00	2	92	0.000	2	92	0.000	2	92	0.000
09:00 - 10:00	2	92	0.000	2	92	0.000	2	92	0.000
10:00 - 11:00	2	92	0.000	2	92	0.000	2	92	0.000
11:00 - 12:00	2	92	0.011	2	92	0.005	2	92	0.016
12:00 - 13:00	2	92	0.011	2	92	0.011	2	92	0.022
13:00 - 14:00	2	92	0.005	2	92	0.011	2	92	0.016
14:00 - 15:00	2	92	0.000	2	92	0.000	2	92	0.000
15:00 - 16:00	2	92	0.005	2	92	0.005	2	92	0.010
16:00 - 17:00	2	92	0.005	2	92	0.000	2	92	0.005
17:00 - 18:00	2	92	0.000	2	92	0.000	2	92	0.000
18:00 - 19:00	2	92	0.000	2	92	0.000	2	92	0.000
19:00 - 20:00	2	92	0.000	2	92	0.000	2	92	0.000
20:00 - 21:00	2	92	0.000	2	92	0.000	2	92	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.032			0.069

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.000	2	92	0.011	2	92	0.011
08:00 - 09:00	2	92	0.011	2	92	0.005	2	92	0.016
09:00 - 10:00	2	92	0.005	2	92	0.011	2	92	0.016
10:00 - 11:00	2	92	0.000	2	92	0.011	2	92	0.011
11:00 - 12:00	2	92	0.005	2	92	0.000	2	92	0.005
12:00 - 13:00	2	92	0.000	2	92	0.011	2	92	0.011
13:00 - 14:00	2	92	0.005	2	92	0.000	2	92	0.005
14:00 - 15:00	2	92	0.000	2	92	0.016	2	92	0.016
15:00 - 16:00	2	92	0.000	2	92	0.000	2	92	0.000
16:00 - 17:00	2	92	0.011	2	92	0.011	2	92	0.022
17:00 - 18:00	2	92	0.005	2	92	0.005	2	92	0.010
18:00 - 19:00	2	92	0.016	2	92	0.000	2	92	0.016
19:00 - 20:00	2	92	0.005	2	92	0.000	2	92	0.005
20:00 - 21:00	2	92	0.016	2	92	0.000	2	92	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.081			0.160

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.066	2	92	0.339	2	92	0.405
08:00 - 09:00	2	92	0.071	2	92	0.639	2	92	0.710
09:00 - 10:00	2	92	0.093	2	92	0.268	2	92	0.361
10:00 - 11:00	2	92	0.060	2	92	0.142	2	92	0.202
11:00 - 12:00	2	92	0.169	2	92	0.093	2	92	0.262
12:00 - 13:00	2	92	0.191	2	92	0.137	2	92	0.328
13:00 - 14:00	2	92	0.180	2	92	0.164	2	92	0.344
14:00 - 15:00	2	92	0.208	2	92	0.142	2	92	0.350
15:00 - 16:00	2	92	0.383	2	92	0.328	2	92	0.711
16:00 - 17:00	2	92	0.219	2	92	0.109	2	92	0.328
17:00 - 18:00	2	92	0.344	2	92	0.126	2	92	0.470
18:00 - 19:00	2	92	0.503	2	92	0.197	2	92	0.700
19:00 - 20:00	2	92	0.311	2	92	0.120	2	92	0.431
20:00 - 21:00	2	92	0.219	2	92	0.082	2	92	0.301
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.017			2.886			5.903

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.000	2	92	0.082	2	92	0.082
08:00 - 09:00	2	92	0.011	2	92	0.169	2	92	0.180
09:00 - 10:00	2	92	0.005	2	92	0.016	2	92	0.021
10:00 - 11:00	2	92	0.000	2	92	0.022	2	92	0.022
11:00 - 12:00	2	92	0.000	2	92	0.027	2	92	0.027
12:00 - 13:00	2	92	0.016	2	92	0.016	2	92	0.032
13:00 - 14:00	2	92	0.033	2	92	0.027	2	92	0.060
14:00 - 15:00	2	92	0.022	2	92	0.011	2	92	0.033
15:00 - 16:00	2	92	0.142	2	92	0.027	2	92	0.169
16:00 - 17:00	2	92	0.060	2	92	0.011	2	92	0.071
17:00 - 18:00	2	92	0.027	2	92	0.000	2	92	0.027
18:00 - 19:00	2	92	0.060	2	92	0.005	2	92	0.065
19:00 - 20:00	2	92	0.044	2	92	0.016	2	92	0.060
20:00 - 21:00	2	92	0.027	2	92	0.000	2	92	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.429			0.876

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.000	2	92	0.169	2	92	0.169
08:00 - 09:00	2	92	0.011	2	92	0.290	2	92	0.301
09:00 - 10:00	2	92	0.005	2	92	0.038	2	92	0.043
10:00 - 11:00	2	92	0.011	2	92	0.049	2	92	0.060
11:00 - 12:00	2	92	0.000	2	92	0.038	2	92	0.038
12:00 - 13:00	2	92	0.022	2	92	0.044	2	92	0.066
13:00 - 14:00	2	92	0.055	2	92	0.044	2	92	0.099
14:00 - 15:00	2	92	0.049	2	92	0.044	2	92	0.093
15:00 - 16:00	2	92	0.230	2	92	0.082	2	92	0.312
16:00 - 17:00	2	92	0.098	2	92	0.016	2	92	0.114
17:00 - 18:00	2	92	0.082	2	92	0.005	2	92	0.087
18:00 - 19:00	2	92	0.142	2	92	0.011	2	92	0.153
19:00 - 20:00	2	92	0.142	2	92	0.016	2	92	0.158
20:00 - 21:00	2	92	0.060	2	92	0.000	2	92	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.907			0.846			1.753

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.69

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.071	2	92	0.612	2	92	0.683
08:00 - 09:00	2	92	0.104	2	92	1.208	2	92	1.312
09:00 - 10:00	2	92	0.197	2	92	0.410	2	92	0.607
10:00 - 11:00	2	92	0.120	2	92	0.246	2	92	0.366
11:00 - 12:00	2	92	0.224	2	92	0.164	2	92	0.388
12:00 - 13:00	2	92	0.284	2	92	0.273	2	92	0.557
13:00 - 14:00	2	92	0.366	2	92	0.301	2	92	0.667
14:00 - 15:00	2	92	0.366	2	92	0.317	2	92	0.683
15:00 - 16:00	2	92	0.896	2	92	0.525	2	92	1.421
16:00 - 17:00	2	92	0.503	2	92	0.213	2	92	0.716
17:00 - 18:00	2	92	0.541	2	92	0.197	2	92	0.738
18:00 - 19:00	2	92	0.770	2	92	0.322	2	92	1.092
19:00 - 20:00	2	92	0.596	2	92	0.240	2	92	0.836
20:00 - 21:00	2	92	0.377	2	92	0.148	2	92	0.525
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.415			5.176			10.591

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	92	0.027	2	92	0.016	2	92	0.043
08:00 - 09:00	2	92	0.011	2	92	0.027	2	92	0.038
09:00 - 10:00	2	92	0.011	2	92	0.033	2	92	0.044
10:00 - 11:00	2	92	0.011	2	92	0.044	2	92	0.055
11:00 - 12:00	2	92	0.011	2	92	0.005	2	92	0.016
12:00 - 13:00	2	92	0.016	2	92	0.022	2	92	0.038
13:00 - 14:00	2	92	0.022	2	92	0.016	2	92	0.038
14:00 - 15:00	2	92	0.022	2	92	0.005	2	92	0.027
15:00 - 16:00	2	92	0.016	2	92	0.005	2	92	0.021
16:00 - 17:00	2	92	0.016	2	92	0.000	2	92	0.016
17:00 - 18:00	2	92	0.038	2	92	0.022	2	92	0.060
18:00 - 19:00	2	92	0.000	2	92	0.011	2	92	0.011
19:00 - 20:00	2	92	0.016	2	92	0.022	2	92	0.038
20:00 - 21:00	2	92	0.000	2	92	0.005	2	92	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.217			0.233			0.450

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.*