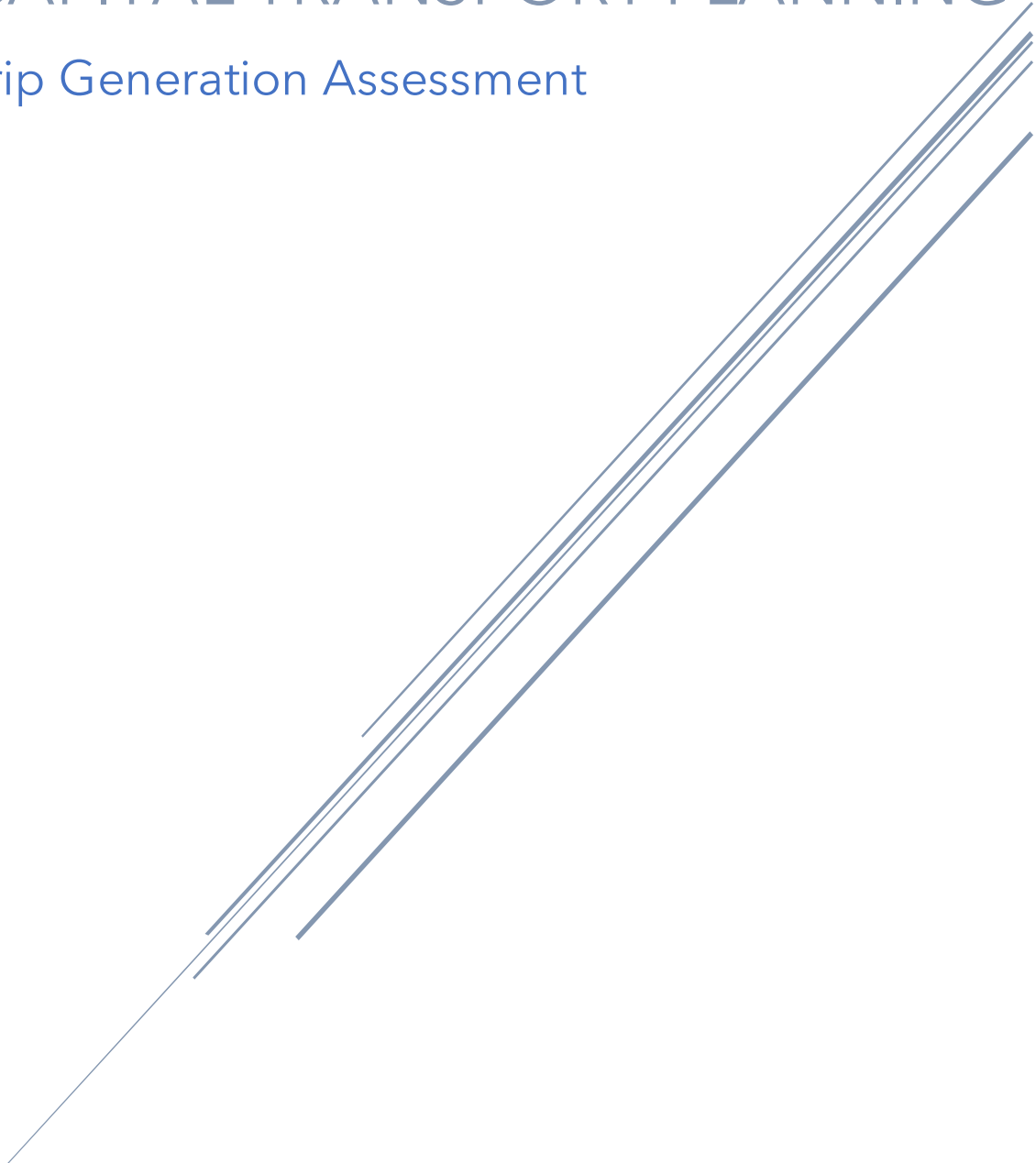




CAPITAL TRANSPORT PLANNING

Trip Generation Assessment



Cedar House, Vine Lane, Hillingdon
October, 2020

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Prepared for:

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Prepared by:

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Transport Consultant

Revision History

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Rev	Amendments	Prepared By	Date
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1. Introduction

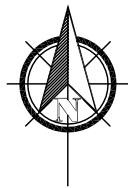
- 1.1. This Technical Note has been prepared by Capital Transport Planning on behalf of Gold Care Developments Ltd (the client).
- 1.2. The application site has been subject to planning enforcement action in due to the conversion of a grassed area to an overflow car park for a luxury chauffeur car hire company based at the site.
- 1.3. Planning enforcement officers at the London Borough of Hillingdon have requested that a Trip Generation Assessment is carried out and submitted to support a new planning application.
- 1.4. This report aims to satisfy all officer concerns in regard to trip generation and present the acceptability of the continued use of the overflow car park.

2. Existing Transport Conditions

2.1. Site Location

2.1.1. The site is located to the north of Uxbridge Road (A4020), within the London Borough of Hillingdon (LBH). The London Borough of Hillingdon act as Highway Authority for the roads in the vicinity of the application site.

2.1.2. The site location plan is presented in Figure 1 and Appendix A.



Site within red boundary:
Cedar House, Vine Lane, Hillingdon,
Middlesex, UB10 0NF

Figure 1. Location Plan

2.1.3. The purpose of this Trip Generation Assessment is to outline the existing trip generation figures and assess the additional impact of the overflow car park.

2.2. Site Description

2.2.1. The site is located off of Vine Lane and access is gained via a gated vehicular access. The site hosts a numerous of businesses which utilize the existing office space within the site. An informal car parking area is provided which provides car parking spaces for up to 31 vehicles. An overflow parking area was created within the site to allow for additional parking. This is presented below in Figure 2. In total 656sq.m (GIA) of office floor space exists on site.

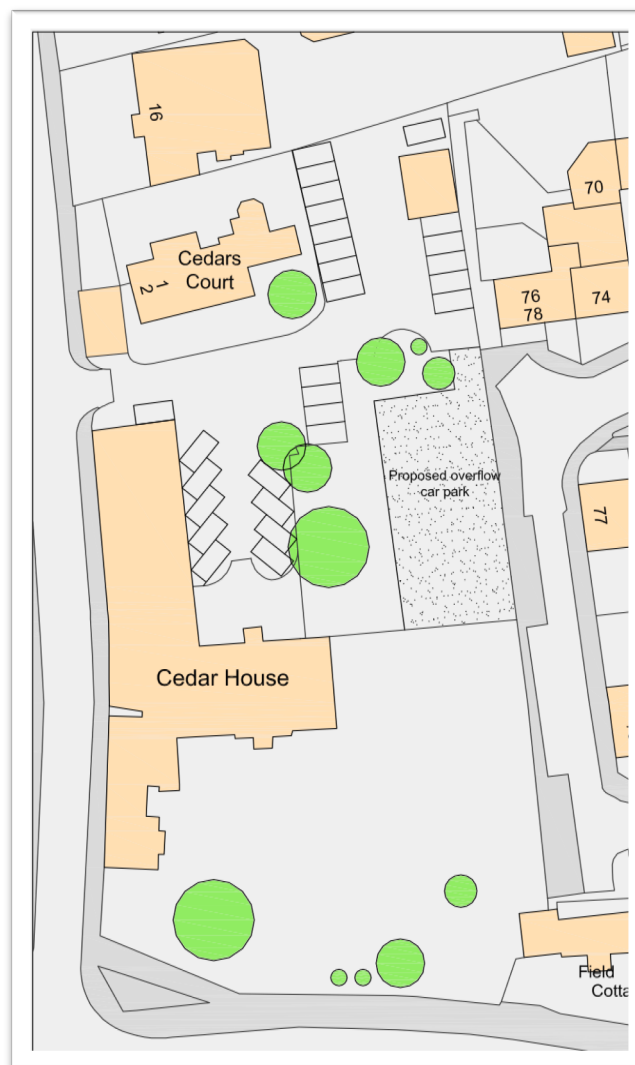


Figure 2. Site Plan

2.2.2. Surrounding Highway Network

- 2.2.2.1. The site is located on Vine Lane, which is under the jurisdiction of the Local Highway Authority. The site is located to the north of the Uxbridge Road (A4020), which is a local distributor road. The Uxbridge Road, A4020, provides access to the M40 to the north and the A312 to the south.

3. Trip Generation Assessment

- 3.1.1. Following the request from planning enforcement officers from the London Borough of Hillingdon, a trip generation assessment has been prepared.
- 3.1.2. This trip generation assessment has been informed with the use of the TRICS database. TRICS is the industry standard trip generation database, which is used to compare surveyed sites to assess existing and proposed highway impacts.
- 3.1.3. This trip generation assessment will present the existing trip generation associated with the existing uses of the site and will explain the requirement for the additional vehicles currently utilising the overflow car park.
- 3.1.4. A TRICS assessment has been undertaken which takes into consideration all proposed class uses. The full TRICS output is presented in Appendix C. Table 1 below, presents the existing class uses and floorspace at the site.

3.1.5. Existing Trip Generation

Table 1. Existing class uses and floorspace

Class Use	Floorspace (sq.m)
Class E (g)	656
Total	656

- 3.1.6. The updated TRICS assessment has selected relevant surveyed Office use sites to gain the existing trip rates. The proposed trip rates for the office class uses on the site are presented below in table 2.

Table 2. Existing Class E Office Trip Rates

Class E 100sq.m	Arrivals	Departures	Totals
07:00 - 08:00	0.434	0.000	0.434
08:00 - 09:00	1.015	0.097	1.112
09:00 - 10:00	1.014	0.097	0.111
10:00 - 11:00	0.29	0.048	0.338
11:00 - 12:00	0.338	0.725	1.063
12:00 - 13:00	0.58	0.628	1.208
13:00 - 14:00	0.241	0.242	0.483
14:00 - 15:00	0.193	0.048	0.241
15:00 - 16:00	0.338	0.483	0.821
16:00 - 17:00	0.387	0.676	1.063
17:00 - 18:00	0.097	1.401	1.498
18:00 - 19:00	0.048	0.242	0.290
Totals	4.975	4.687	9.662

3.1.7. The trip rates presented in table 2 have been utilised to calculate the total existing trip generation for class e (g). The existing trip generation for the total existing office space, is presented in table 3.

Table 3. Existing Class E (G) Office Trip Generation (656 sq.m)

Class E 656 sq.m	Arrivals	Departures	Totals
07:00 - 08:00	3	0	3
08:00 - 09:00	7	1	8
09:00 - 10:00	7	1	8
10:00 - 11:00	2	0	2
11:00 - 12:00	2	5	7
12:00 - 13:00	4	4	8
13:00 - 14:00	2	2	4
14:00 - 15:00	1	0	1
15:00 - 16:00	2	3	5
16:00 - 17:00	3	4	7
17:00 - 18:00	0	9	9
18:00 - 19:00	0	1	1
Totals	33	30	63

3.1.8. Table 3, indicates that the existing office use could generate a maximum of 63 two-way vehicular trips across the course of a typical day. This equates to 16 two-way trips in the AM peak period and 15 two-way trips in the PM peak period.

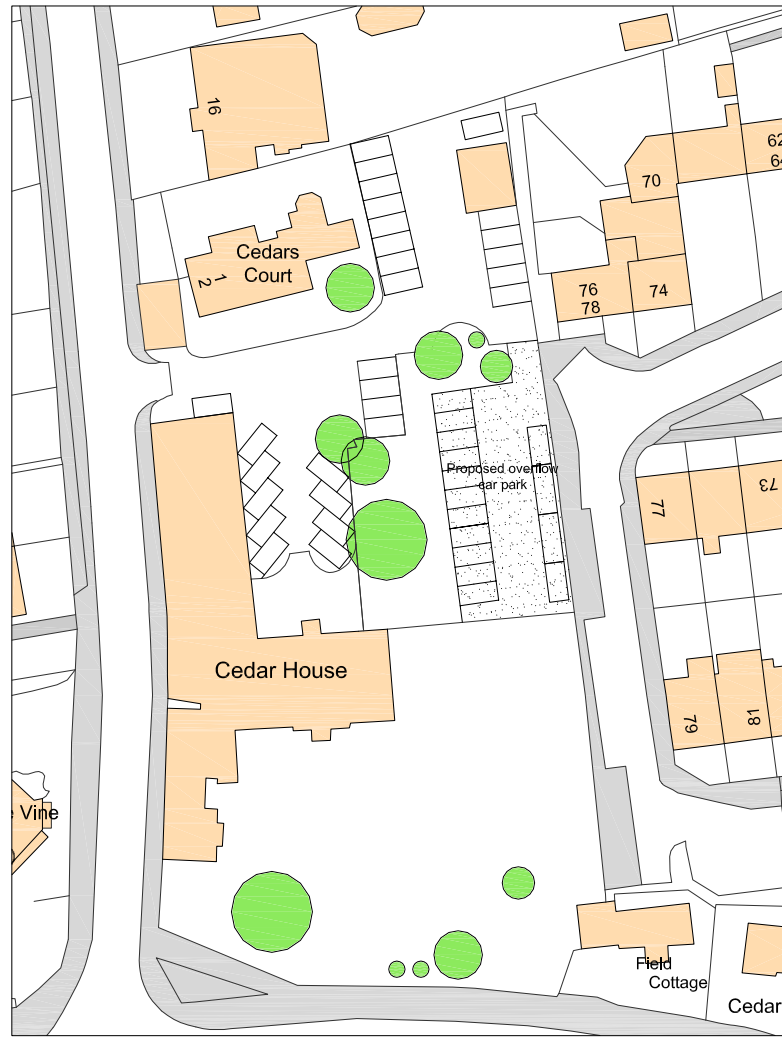
3.1.9. It is considered that the existing level of trips is relatively low in when considering impact to the public highway. The existing car park has space for up to 31 vehicles and is well used.

3.1.10. Additional Trips

3.1.11. As discussed earlier in this report, the planning enforcement action relates to the additional parking of vehicles in the overflow parking area.

3.1.12. The vehicles being discussed are luxury chauffeur cars which form a part of the existing office uses normally operating out of the site. The luxury chauffeur car hire service operates up to 15 vehicles as a company. The company, prior to the Covid-19 lockdown, parked up to 2-3 vehicles at the site, with the remaining vehicles being out for hire.

3.1.13. Since the Covid-19 lockdown and additional government measures, the company's chauffeur service business has slowed significantly. This has resulted in the business being required to store their vehicles away from the public highway within the site. As shown in figure 3 below and Appendix E, the overflow parking area can accommodate up to 15 vehicles.



PROPOSED SITE PLAN (with overflow car park layout)

Figure 3. Overflow Car Park

3.1.14. When assessing the additional impacts of the overflow car park and taking into consideration that usually around 75% of the company cars are typically never on site, it is considered reasonable to apply 25% of the additional cars to the total daily trip generation of the existing.

3.1.15. To ensure a robust assessment we have applied 50% (7 trips) of additional vehicles on the site to the total trip generation figures. Below table 4 presents the existing trip generation figures with a worst-case additional trip of the aforementioned chauffeur car hire company. These additional trips have been distributed across the course of the day.

Table 4. Existing Class E use + Additional Overflow Figures

Class E 656 sq.m + Overflow trips	Arrivals	Departures	Totals
07:00 - 08:00	3	1	4
08:00 - 09:00	7	1	8
09:00 - 10:00	7	1	8
10:00 - 11:00	2	1	3
11:00 - 12:00	2	5	7
12:00 - 13:00	4	4	8
13:00 - 14:00	2	2	4
14:00 - 15:00	2	1	3
15:00 - 16:00	3	3	6
16:00 - 17:00	3	4	7
17:00 - 18:00	1	9	10
18:00 - 19:00	1	1	1
Totals	37	33	70

3.1.16. Table 4 above, presents the maximum estimated trips to and from the site across a typical day. This results in a maximum of 70 trips across the course of a day, comprising of 37 arrivals and 33 departures between 07:00 and 19:00. This is an increase of 0 trips to the existing AM peak and 1 trip to the existing PM peak period.

3.1.17. It is considered that the TRICS Assessment has been robust, representative and indicates that the use of the overflow car park will result in a negligible increase in vehicular trips on the public highway, especially in comparison the existing figures presented above in Table 3.

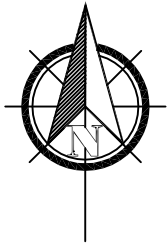
3.1.18. It is considered that any concerns raised by the council in regard to trip generation should be duly satisfied.

4. Summary and Conclusions

- 4.1. This Trip Generation Assessment has been prepared by Capital Transport Planning on behalf of Gold Care Developments Ltd (the client).
- 4.2. The application site has been subject to planning enforcement action in due to the conversion of a grassed area to an overflow car park for a luxury chauffeur car hire company based at the site.
- 4.3. Planning enforcement officers at the London Borough of Hillingdon have requested that a Trip Generation Assessment is carried out and submitted to support a new planning application.
- 4.4. This Trip Generation Assessment aims to satisfy the officer concerns and presents the acceptability of the additional vehicle trips regard to highways and transportation matters.
- 4.5. This report has assessed the issues and concerns raised by the council's planning enforcement officer, it is concluded that:
 - Trip generation information indicates that the increase in vehicles being stored within the site is not likely to lead to a significant increase in trips;
 - The transport impacts associated with the proposed development have been assessed and it is concluded that the development can be delivered without prejudicing safety and the free flow of traffic on the public highway;
- 4.6. For the reasons stated above and on the basis of the assessment carried out, it is considered that the development proposals can be delivered without detriment to the public highway. Therefore, there are no reasons why planning permission should not be granted relating to highways and transportation.

5. APPENDICIES

APPENDIX A – LOCATION PLAN



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Site within red boundary:
Cedar House, Vine Lane, Hillingdon,
Middlesex, UB10 0NF

GGC DESIGN LTD
CHARTERED ARCHITECT
Tel: 01895 251323
Mob: 07976 732636
g.g.calton11@btinternet.com

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project CEDAR HOUSE, VINE LANE, HILLINGDON, MIDDLESEX, UB10 0NF		Drawn by GC	
Description SITE LOCATION PLAN		Date 26/10/20	
		Checked by GC	
		Drawing No. CH / P1 / 01	
		Rev.	

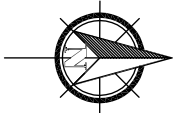


APPENDIX B – PROPOSED SITE PLAN

NOTES

The contractor must verify all dimensions of the site before making any recommendations, work, or making any decisions. Any discrepancies must be reported immediately to the design team for approval.

DO NOT SCALE FROM THIS DRAWING



EXISTING SITE PLAN



PROPOSED SITE PLAN



GDC DESIGN LTD
CHARTERED ARCHITECT
Tel: 01895 251233
Mob: 07976 732636
gdc@collion11.co.uk

PROJECT
CEDAR HOUSE, VINE LANE,
HILLINGDON UB10 0NF
NEW OVERFLOW CAR PARK

DISCRETION
EXISTING & PROPOSED SITE PLANS

SCALE	ISSUED BY	DATE
1:500 @ A3	GC	26/10/20
DRAWING NO.	GC	REV.
CH / P1 / 02		

APPENDIX C – TRICS DATA

Calculation Reference: AUDIT-404201-201027-1034

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON	
IS ISLINGTON	2 days
KI KINGSTON	1 days
SK SOUTHWARK	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: 14 to 29 (units:)
Range Selected by User: 6 to 20 (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: 01/01/15 to 06/03/20

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	4
---------------------	---

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
Built-Up 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	4 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	3 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
6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET FINSBURY		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
2	IS-03-C-06	BLOCK OF FLATS	ISLINGTON
	CALEDONIAN ROAD HOLLOWAY		
	Edge of Town Centre Residential Zone Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
3	KI-03-C-03	BLOCK OF FLATS	KINGSTON
	PORTSMOUTH ROAD SURBITON		
	Edge of Town Centre Residential Zone Total No of Dwellings:	20	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	SK-03-C-02	BLOCK OF FLATS	SOUTHWARK
	LAMB WALK BERMONDSEY		
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-C-01	Too large
BD-03-C-02	Too large
BD-03-C-03	Too large
BE-03-C-01	Too large
CO-03-C-01	Too large
HC-03-C-01	Too large
HF-03-C-03	Too large
HO-03-C-03	Too large
IS-03-C-07	Too large
WF-03-C-01	Too large

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 5 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	20	0.038	0.192	4	20	0.051	0.256	4	20	0.089	0.448
08:00 - 09:00	4	20	0.013	0.064	4	20	0.051	0.256	4	20	0.064	0.320
09:00 - 10:00	4	20	0.026	0.128	4	20	0.026	0.128	4	20	0.052	0.256
10:00 - 11:00	4	20	0.026	0.128	4	20	0.038	0.192	4	20	0.064	0.320
11:00 - 12:00	4	20	0.026	0.128	4	20	0.026	0.128	4	20	0.052	0.256
12:00 - 13:00	4	20	0.064	0.321	4	20	0.038	0.192	4	20	0.102	0.513
13:00 - 14:00	4	20	0.064	0.321	4	20	0.051	0.256	4	20	0.115	0.577
14:00 - 15:00	4	20	0.038	0.192	4	20	0.090	0.449	4	20	0.128	0.641
15:00 - 16:00	4	20	0.026	0.128	4	20	0.013	0.064	4	20	0.039	0.192
16:00 - 17:00	4	20	0.051	0.256	4	20	0.051	0.256	4	20	0.102	0.512
17:00 - 18:00	4	20	0.051	0.256	4	20	0.000	0.000	4	20	0.051	0.256
18:00 - 19:00	4	20	0.064	0.321	4	20	0.064	0.321	4	20	0.128	0.642
19:00 - 20:00	4	20	0.064	0.321	4	20	0.051	0.256	4	20	0.115	0.577
20:00 - 21:00	4	20	0.051	0.256	4	20	0.077	0.385	4	20	0.128	0.641
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.602	3.012			0.627	3.139			1.229	6.151

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

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

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Parameter summary

Trip rate parameter range selected: 14 - 29 (units:)
Survey date range: 01/01/15 - 06/03/20
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 10

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 5 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	20	0.013	0.064	4	20	0.256	1.282	4	20	0.269	1.346
08:00 - 09:00	4	20	0.077	0.385	4	20	0.500	2.500	4	20	0.577	2.885
09:00 - 10:00	4	20	0.103	0.513	4	20	0.385	1.923	4	20	0.488	2.436
10:00 - 11:00	4	20	0.026	0.128	4	20	0.167	0.833	4	20	0.193	0.961
11:00 - 12:00	4	20	0.077	0.385	4	20	0.064	0.321	4	20	0.141	0.706
12:00 - 13:00	4	20	0.115	0.577	4	20	0.090	0.449	4	20	0.205	1.026
13:00 - 14:00	4	20	0.141	0.705	4	20	0.128	0.641	4	20	0.269	1.346
14:00 - 15:00	4	20	0.115	0.577	4	20	0.154	0.769	4	20	0.269	1.346
15:00 - 16:00	4	20	0.077	0.385	4	20	0.077	0.385	4	20	0.154	0.770
16:00 - 17:00	4	20	0.231	1.154	4	20	0.103	0.513	4	20	0.334	1.667
17:00 - 18:00	4	20	0.308	1.538	4	20	0.077	0.385	4	20	0.385	1.923
18:00 - 19:00	4	20	0.321	1.603	4	20	0.205	1.026	4	20	0.526	2.629
19:00 - 20:00	4	20	0.436	2.179	4	20	0.154	0.769	4	20	0.590	2.948
20:00 - 21:00	4	20	0.244	1.218	4	20	0.179	0.897	4	20	0.423	2.115
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.284	11.411			2.539	12.693			4.823	24.104

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/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 5 DWELLS shown in shaded columns

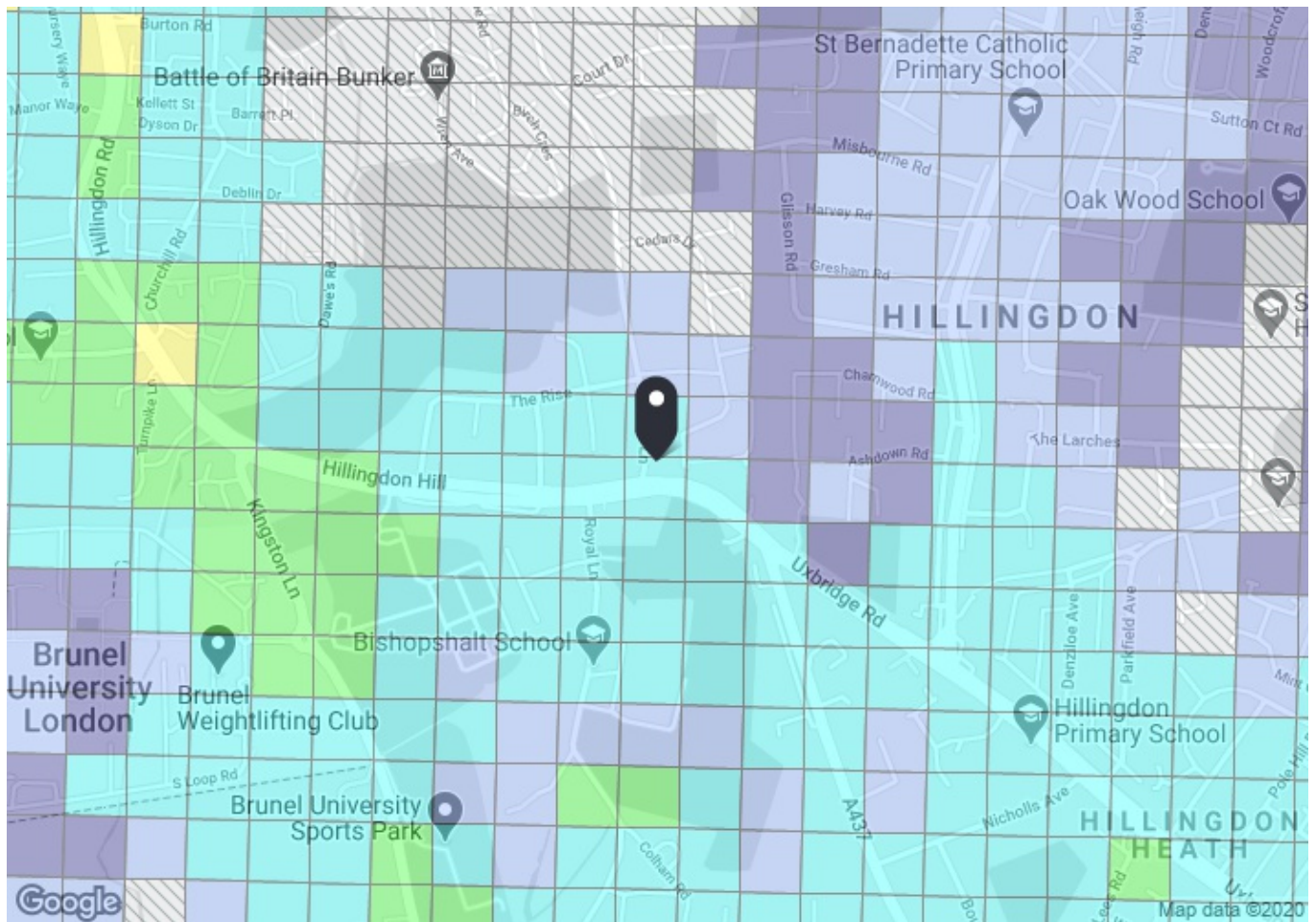
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
08:00 - 09:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
09:00 - 10:00	4	20	0.013	0.064	4	20	0.013	0.064	4	20	0.026	0.128
10:00 - 11:00	4	20	0.013	0.064	4	20	0.013	0.064	4	20	0.026	0.128
11:00 - 12:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
12:00 - 13:00	4	20	0.026	0.128	4	20	0.013	0.064	4	20	0.039	0.192
13:00 - 14:00	4	20	0.026	0.128	4	20	0.026	0.128	4	20	0.052	0.256
14:00 - 15:00	4	20	0.013	0.064	4	20	0.026	0.128	4	20	0.039	0.192
15:00 - 16:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
16:00 - 17:00	4	20	0.013	0.064	4	20	0.013	0.064	4	20	0.026	0.128
17:00 - 18:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
18:00 - 19:00	4	20	0.013	0.064	4	20	0.013	0.064	4	20	0.026	0.128
19:00 - 20:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
20:00 - 21:00	4	20	0.000	0.000	4	20	0.000	0.000	4	20	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.117	0.576			0.117	0.576			0.234	1.152

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.

APPENDIX D – PTAL REPORT



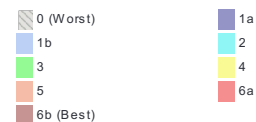
PTAL output for Base Year 2

UB10 0NF
Uxbridge UB10 0NF, UK
Easting: 506949, Northing: 182983

Grid Cell: 92766

Report generated: 28/10/2020

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

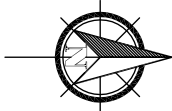
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HILLINGDON HILL RED LION	A10	268.25	4	3.35	9.5	12.85	2.33	0.5	1.17
Bus	HILLINGDON HILL RED LION	427	268.25	7.5	3.35	6	9.35	3.21	1	3.21
Bus	HILLINGDON HILL RED LION	607	268.25	6	3.35	7	10.35	2.9	0.5	1.45
Total Grid Cell AI:										5.82

APPENDIX E – OVERFLOW CAR PARK

The Contractor must verify all dimensions of the site before any work commencing. No liability is accepted for any errors or omissions. Any discrepancies must be resolved before construction commences. DO NOT SCALE FROM THE DRAWING



PROPOSED SITE PLAN (with overflow car park layout)

Rev	Revisions notes	Initials	Date



GDC DESIGN LTD
CHARTERED ARCHITECT
Tel: 01895 251323
Mob: 07976 726356
gdc@hilton11@hilton.com

PROJECT
CEDAR HOUSE, VINE LANE,
HILLINGDON UB10 0NF
NEW OVERFLOW CAR PARK

DESCRIPTION
PROPOSED SITE PLAN - PARKING LAYOUT

SCALE	DATE	SCALE	DATE
1:500 @ A3	GC	GC	28/10/20

CH / P1 / 03