# Link House

# 1200 Uxbridge Road

# Hayes

## Transport Statement

## August 2018

# Document History

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# 1 Introduction

1.1 This Transport Statement relates to a 'Prior Approval' application for the proposed change of use from office (Class B1) to residential (Class C3) to provide 20 one, two and three bedroom flats, with 14 car parking spaces, at Link House, 1200 Uxbridge Road, Hayes, in the London Borough of Hillingdon, with a postcode of UB4 8JD.

1.2 The site is located wholly in the London Borough of Hillingdon and **Appendix A** shows the location of the site in relation to the local area, Hayes End. **Appendix B** shows the current layout of the building and surrounding car park and **Appendix C** shows the proposed layout of the building and car park.

1.3 This Statement has been prepared to satisfy the local authority that the change of use will not result in a *'material increase or a material change in the character of traffic in the vicinity of the site'*, as required under Class O, of The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016.

# 2 Existing Site Conditions

2.1 A location plan showing the site and surrounding facilities is contained at **Appendix A**. The development site fronts onto Uxbridge Road, which forms the southern boundary, although it has a vehicular access onto Newport Road, which forms the western boundary. The eastern boundary is formed by a vehicle, tyre and MOT, facility and to the north is further commercial development.

2.2 Uxbridge Road is a classified road (A4020).and is a dual carriageway past the site, with a 40mph speed limit and generally signal controlled junctions with side roads.

2.3 Newport Road is a cul de sac local access road giving access to a number of commercial properties and also some residential properties. It is only around 100m in length and traffic flows along its length are lowt. Newport Road has a priority junction with Uxbridge Road, with a dedicated right turn lane from Uxbridge Road into Newport Road, although the right turn out appears to be banned.

2.4 As already stated vehicle access to the building is from Newport Road leading to a 14 space car park. There is a ground floor entrance (with a point of level access) from the car park that leads to a central stair core for the main building. The adjacent extension building has its own entrance and stair wells.

2.5 To the west the site is immediately adjacent to the Hayes End row of shops and other services fronting Uxbridge Road, which includes a newsagent and Post Office, convenience shopping, a butcher and greengrocer, a pharmacy, barbers, estate agent, takeaways and a freezer food centre. The site is also an 800m, or around ten minute walk, from a further parade of shops and services to the west.

2.6 Hillingdon Primary School is within 1km or around a twelve minute walk or five minute cycle ride of the site, while Ward End Park Community School is within 1.2km, Hayes Park Primary School within 1.7km and Dr Tripletts C of E Primary School within 1.8km. Grange Park Junior School is within 1.7km, around 21 minutes' walk or 8 minutes cycle from the site and Rosedale College, the nearest secondary school, is 900 metres or around eleven minutes' walk or less than five minutes cycle ride away.

2.7 It is clear that all day to day and weekly needs facilities are accessible by foot from the development site without the need to undertake a journey by car.

## Pedestrian and cycle networks

2.8 There is a pedestrian footway running along both sides of Uxbridge Road both to the east and west of the site. There are signalised pedestrian crossings over Uxbridge Road both to the east and west of the site and these also facilitate access to the westbound bus stops on Uxbridge Road.

2.9 There are a number of cycle stands on Uxbridge Road, close to the site and there is a cycle shop in the adjacent parade of shops. The TfL Local Cycling Guide shows, extract contained in **Appendix D**, while there are no cycle routes immediately adjacent to the site on Uxbridge Road an off road cyclepath does

exist on Uxbridge Road a short distance to the east, continuing to the A312, The Parkway, and beyond. Additionally locally Hayes End Drive, Hayes End Road, Mellow Lane East, Morgans Lane, Angel Lane, Wood End Green Road and Kingsway are noted as being quieter roads recommended for cyclists.

## Public transport

2.10 The nearest bus stops to the site are located on Uxbridge Road; stop XB is approximately 50 metres west of the site and is served by three eastbound bus routes, 427, H98 & N207. Stop XC is located approximately 160 metres east of the site and is also served by the three eastbound services above and also the 607. For westbound services stop XF is located around 40m east of the site and is served by the 427, 607, H98 & N207. **Appendix E** gives the TfL 'Spider Map' of the local bus routes, the location of the stops and illustrates the wide range of destinations served.

2.11 Bus route 427 is a London Buses route, currently operated by Abellio London, between Uxbridge and Acton, via Hayes End, Southall, Hanwell, West Ealing and Ealing. Route 427 has 8 buses per hour (bph) on Mondays to Fridays, 8 bph on Saturdays and 6 bph on Sundays.

2.12 Bus route 607 is a London Buses route, currently operated by Metroline, between Uxbridge and White City, via Hayes End, Southall, Hanwell, Ealing, Acton and Shepherd's Bush. Route 607 is a limited stop service with 5/6 bph on Mondays to Fridays, 5/6 bph on Saturdays and 4/5 bph on Sundays.

2.13 Bus Route H98 is a London Buses service, currently operated by London United, between Hayes End and Hounslow, via Wood End, Hayes, Harlington, Cranford and Hounslow West. Route H98 has 6 bph Monday to Friday, 6 bph on Saturdays and 4 bph on Sundays.

2.14 Bus Route N207 is the night time version of the 427, operating between Uxbridge and Holborn, via Hayes End, Southall, Hanwell, West Ealing, Ealing, Acton, Shepherd's Bush and Oxford Circus. The N207 is a London Buses service and is currently operated by Metroline. There is 3/4 bph Monday to Thursday nights, 5/6 bph Friday and Saturday nights and 3/4 bph on Sunday nights.

2.15 The nearest railway station to the site is Hillingdon which is around 3.8km from the site. Hillingdon is served by both Metropolitan and Piccadilly Line trains to central London and Uxbridge. Uxbridge station, also a London Underground station on the Piccadilly and Metropolitan lines, is around 4.0km from the site. Uxbridge station is reachable by using bus routes 427 and 607.

2.16 The nearest National Rail stations to the development are West Drayton (4.0km) and Hayes & Harlington (4.2km). West Drayton and Hayes & Harlington stations are currently served by stopping services run by Great Western Railway between Paddington and Reading as well as two trains per hour to Oxford. These services run seven days a week with 4 trains hourly, two from Reading and two from Oxford. Typical journey times are just over 20 minutes to Paddington, and just under 40 minutes to Reading.

2.17 In the near future however Hayes & Harlington station, which is managed by TfL Rail, will be served by Elizabeth Line (Crossrail) trains. Hayes & Harlington will be provided with a frequent metro service

across the capital to Docklands, east London, Shenfield and Abbey Wood, replacing the current Great Western Railway service. This will provide an increase in both services and capacity from the station, which now benefits from step free access.

2.18 It can be seen that there is a high level of bus services accessible by foot from the development site. Rail services can also be utilized but would need to be accessed by cycle or bus.

## PTAL

2.19 The Public Transport Accessibility Level Index, PTAL, is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix C (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTALS) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

2.20 Attached as **Appendix F** is the PTAL sheet produced by the TfL PTAL calculator for the site. The PTAL for the site is 3 which is classed as moderate and reflects the fact that the bus services are frequent in close proximity to the site.

## Mode of travel to work 2011 Census data

2.21 Table 2.1 below shows the modes of travel to work for residents in Output Area Hillingdon 018B, surrounding the site. Table 2.1 also shows the percentage modal split for Hillingdon Borough as a whole. The 2011 Census Data is contained in **Appendix G**.

| | Output Area 018B | | Hillingdon |
|---|---|---|---|
| | Number | % | % |
| Underground, metro, light rail, tram | 50 | 6.2% | 14.0% |
| Train | 26 | 3.2% | 4.5% |
| Bus, minibus or coach | 98 | 12.2% | 12.6% |
| Taxi | 2 | 0.3% | 0.4% |
| `Motorcycle, scooter or moped | 7 | 0.9% | 0.9% |
| Driving a car or van | 546 | 67.7% | 55.1% |
| Passenger in a car or van | 32 | 4.0% | 3.3% |
| Bicycle | 15 | 1.9% | 1.6% |
| On foot | 25 | 3.1% | 7.3% |
| Other method of travel to work | 5 | 0.6% | 0.5% |
| Total travelling to work | 806 | 100.0% | 100.0% |

***Table 2.1: Residents' modes of travel to work (Nomis Table QS701EW)***

2.22 Table 2.1 shows that under 10% of people, in the area, travelling to work do so by train, mostly by Underground, while another 12% use bus. Nearly 68% drive to work compared with 55% in the Borough as a whole and only 3% walk to work. The figures reflect the sustainability of the location in terms of public transport accessibility where there is a frequent bus service.

## Local Car Ownership

2.23 LB Hillingdon currently, along with Havering, has the highest level of car ownership of all the London Boroughs with a car ownership across the Borough of around 1.222 vehicles per residence and in the local area around the site (Hillingdon 018B) this rises to 1.521. However, this is only part of the story as within the Hillingdon 018B area almost 15% of residences have no car and almost 40% have only one car.

2.24 Looking deeper into the 2011 census data it is possible to separate out the car ownership rates for flats and houses and in the Hillingdon 018B area the car ownership level for flats is 0.763, compared to that for houses in the area which is 1.621, with 45% of flat residents having no vehicle and another 40% having only one vehicle. This clearly shows that the car ownership rate for flat occupiers in the Hillingdon 018B area is substantially less than that of house occupiers in the same area and since 2011 has probably further reduced as it did between 2001 and 2011 when the cars/vans per person fell 7.4% throughout Hillingdon*. The car ownership data from the 2011 census is also contained in **Appendix G**.

*Source: RAC Foundation Car Ownership Rates per Local Authority in England and Wales, December 2012
https://www.racfoundation.org/assets/rac_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf

# 3 Development Proposals

3.1 The proposed change of use is from the current designation as office (Class B1a) to residential (Class C3), for residential flatted development.

3.2 The proposed floor plans for the development are contained in **Appendix C**. The proposed development has 20 flats in total of which four are one bedroom units, fifteen are two bedroom units (two being duplex units) and one three bedroom unit. The development will also include car parking provision for 14 vehicles, as is the case in the existing rear car park. Secure parking will also be provided for 38 pedal cycles, which complies with the latest London Plan and the emerging London Plan.

3.3 The vehicle parking will also include a minimum of 20% electric parking provision (three spaces) and a further 20% will have passive provision for future electric parking (three spaces).

## Existing and proposed site access

3.4 The existing vehicular access arrangement from Newport Road will be retained. The vehicular access to the development is in the form of a 5.6 metre wide shared surface access, via a dropped kerb arrangement. Pedestrian access to the flats is via access points that lead out to the car park area and there is a footway connection to the northern footway on Uxbridge Road to facilitate this. .

3.5 Visibility splays from the site access are greater than the requirements set out for 30mph in the Manual for Streets (MfS) to the north and around 30m to the junction with Uxbridge Road to the south. However vehicle speeds along Newport Road are likely to be low, around 20mph, and therefore the available visibilities will be satisfactory. The access, and visibility splays are illustrated on a sketch contained in **Appendix H**.

3.6 Refuse and recycling collection is likely to take place direct from Newport Road as it is unlikely that a refuse/recycling vehicle would wish to access the site. Delivery vehicles such as those used by supermarkets for home food shopping deliveries are however able to access the car park area and the tracking assessment contained in **Appendix I** shows the ability of one of these vehicles to enter and depart in forward gear.

## Proposed cycle and vehicle parking and justification

3.7 The London Plan with Further Alterations (2015, Table 6.3) sets a minimum standard for cycle parking of one secure space for each one bedroom flat, two spaces for each flat with two or more bedrooms, and in addition one space for visitors for every 40 flats. However the new emerging London Plan, which is now being given material consideration, has a requirement for one cycle space for each studio apartment and one and a half spaces for each one bed flat with the other standards, for two and three bed units, remaining the same.

3.8 Applying the standards set out above suggests that for cycles under the current London Plan provision for 37 cycle parking spaces for residents (4 for the one bed flats, 30 for the two bedroom flats and 2 for the three bedroom flat) plus one space for visitors, should be made, whereas the emerging London Plan has a requirement for 39 spaces.

3.9 The London Plan Minor Alterations published in 2016 sets a maximum standard for car parking for one and two bedroom flats of under one space per unit. In areas with good public transport access, there should be significantly less than one space per unit. Adequate parking must be provided for disabled drivers and 20% of all spaces must have electric charging points with passive provision at another 20%.

3.10 Applying the standards set out above suggests that for cars there should be under 20 spaces for residential parking with adequate provision for disabled people. London Plan Policy 3.8, as amended in 2016, states that 10% of new housing should be wheelchair accessible or capable of being easily adapted for wheelchair users. This suggests that it would be appropriate for 5% of the residential spaces (i.e. one) should be reserved for wheelchair users and another 5% (one) to be of disabled dimensions and therefore capable of being reserved for wheelchair use in future. The standards also imply that three residential spaces should have electric charging points with passive provision at another three.

3.11 The Draft New London Plan has even lower car parking provision for new residential development and for this site, in outer London with a PTAL of 3, sets a maximum parking requirement of 0.75 spaces per unit, applying this to the site would indicate a maximum provision of 15 spaces and therefore the 14 spaces provided would be policy compliant.

3.12 The current 2016 Plan (The London Plan consolidated with alterations since 2011) is still the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision maker, but it gains more weight as it moves through the process to adoption.

3.13 As part of the Draft Local Plan 2 policies, LB Hillingdon is proposing a series of parking standards for Office (B1) and Residential (C3) land uses that are above the standard set out in the London Plan (2016). These are (along with the London Plan standards);

| | Current London Plan Outer London Standard | Draft New London Plan Outer London (PTAL of 3) | Proposed Hillingdon Standard |
|---|---|---|---|
| **Studio** | Maximum of 1 | Maximum of 0.75 | 0.5 |
| **1 Bed** | Maximum of 1 | Maximum of 0.75 | 1 to 1.5/2* |
| **2 Bed** | Maximum of 1 | Maximum of 0.75 | 1 to 1.5/2* |
| **3 Bed** | Maximum of 1.5 | Maximum of 0.75 | 2 |
| **4 bed** | Maximum of 2 | Maximum of 0.75 | 2 |

*All dwellings with a curtilage (ie houses) should provide two spaces

***Table 3.1 Comparison of London Plan & Proposed Hillingdon Parking Standards***

3.14 Therefore the parking proposed, at 14 spaces, complies with both the current London Plan standards, which would be less than 20 spaces and the Draft New London Plan standards, which would be less than 15 spaces, although it is less than the proposed Hillingdon standard, which suggests a minimum of 21 spaces.

3.15 However the car ownership rate for flat residents in the local area (Hillingdon 018B) in 2011 was 0.763 cars per residence, which reflects the sustainability of the area with good bus based public transport links and it is likely that this rate has further reduced as occurred in Hillingdon between 2001 and 2011. Applying the 2011 car ownership rate to the development proposed suggests that around 15 parking spaces would be appropriate, and therefore allowing for a further reduction since then, similar to that which occurred between 2001 and 2011, the 14 spaces proposed would be satisfactory.

# 4 Trip Generation and Traffic Impact

4.1 This section estimates the expected numbers of vehicular trips that will be generated by the development and the methodology used to predict them. It then offsets the vehicular site trips generated by the existing B1 office against the proposed residential use.

## B1 office trip rates and trip generation

4.2 A TRICS 7.4.1 trip rate database assessment has been undertaken to generate the likely trip generation from the existing offices. Owing to a lack of outer London sites the assessment used town centre and edge of town centre sites in London but excluding central London, three in all. Two were in outer London (Hillingdon and Merton) and one in inner London (Wandsworth). Their PTAL values were 4, 6b and 5 respectively and although the Hayes site has a PTAL of 3 they are considered to be broadly representative.

4.3 **Appendix I** contains the TRICS output. Table 4.1 below shows the vehicle trip rates (including OGV trips) per 100m$^2$ floor space. It is estimated that the building has 1,014 m$^2$ of B1 floor space and the table also shows the number of vehicle trips that the building could have generated when it was fully used as offices.

| | 08:00 - 09:00 | | | 17:00 - 18:00 | | | 07:00 - 19:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| Trip rates: | In | Out | Total | In | Out | Total | In | Out | Total |
| **Vehicles** | 0.775 | 0.091 | 0.866 | 0.087 | 0.804 | 0.891 | 3.313 | 3.221 | 6.534 |
| **OGVs** | 0.002 | 0.002 | 0.004 | 0.000 | 0.000 | 0.000 | 0.012 | 0.013 | 0.025 |

***Table 4.1: Vehicle trip rates for a B1 office building[2]***

4.4 Table 4.2 below converts these trip rates into the estimated vehicle trips for a development of 1,014m$^2$ of B1 Office space

| | **08:00 - 09:00** | | | **17:00 - 18:00** | | | **07:00 - 21:00** | | |
|---|---|---|---|---|---|---|---|---|---|
| **Trips:** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **Vehicles** | 8 | 1 | 9 | 1 | 8 | 9 | 34 | 33 | 67 |
| **OGVs** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

***Table 4.2: Estimated vehicle trips generated by the current B1 development of 1,014m$^2$***

## Residential trip generation

4.5 A TRICS assessment of the likely vehicle trip rate from the proposed residential redevelopment was then undertaken. The criteria used to select sites were private flatted developments in town centres or the edges of town centres in London. The resulting output, in terms of trips per unit, is shown in **Appendix J** and summarised in Table 4.3 below.

| | 08:00 - 09:00 | | | 17:00 - 18:00 | | | 07:00 - 21:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| **Trip rates:** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **Vehicles** | 0.045 | 0.116 | 0.161 | 0.068 | 0.041 | 0.109 | 0.612 | 0.668 | 1.280 |
| **OGVs** | 0 | 0 | 0 | 0 | 0 | 0 | 0.006 | 0.006 | 0.012 |

***Table 4.3: Vehicle trip rates for private flats in London town centres.***

4.6 Table 4.4 below converts these trip rates into the estimated vehicle trips for a development of 20 private flats

| | 08:00 - 09:00 | | | 17:00 - 18:00 | | | 07:00 - 21:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| **Trips:** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **Vehicles** | 1 | 2 | 3 | 1 | 1 | 2 | 12 | 13 | 25 |
| **OGVs** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

***Table 4.4: Estimated vehicle trips generated by the proposed development***

4.7 The proposed development can be expected to give rise to 3 vehicle movements in the AM peak and also 3 movements in the PM peak, generally the reverse of the AM peak. This will amount to a vehicle movement approximately every 20 minutes in the AM peak and also every twenty minutes in the PM peak. The 25 movements between 07:00 and 21:00 will be predominantly during the daytime.

## Change in volume of traffic from office to residential

4.8 Table 4.5 below shows the impact of the proposed change in use on vehicle trips. It will be seen that there will be a considerable fall in the number of vehicles travelling to and from the site, with fewer in each of the peaks. Goods vehicle trips will be almost entirely eliminated.

| | 08:00 - 09:00 | | | 17:00 - 18:00 | | | 07:00 - 21:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| **Net Trips:** | **In** | **Out** | **Total** | **In** | **Out** | **Total** | **In** | **Out** | **Total** |
| **Vehicles** | -7 | +1 | -6 | 0 | -7 | -7 | -22 | -20 | -42 |
| **OGVs** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

***Table 4.5: Estimated vehicle trips generated by the proposed development***

4.9 The development would therefore have a positive impact in reducing the amount of traffic in the local area.

# 5 Summary and Conclusion

## Summary

5.1 This Transport Statement relates to a 'Prior Approval' application for the proposed change of use from office (Class B1) to residential (Class C3) to provide 20 one, two and three bedroom flats at Link House, 1200 Uxbridge Road, Hayes, Hillingdon, UB4 8JD. The site is located wholly in the London Borough of Hillingdon.

5.2 The development site fronts onto Uxbridge Road, which forms the southern boundary, although it has a vehicular access onto Newport Road, which forms the western boundary.

5.3 Uxbridge Road is a dual carriageway, with a 40 mph speed limit, and is classified as A4020. Newport Road is a local access road and a cul-de-sac and has a 30 mph speed limit. Newport Road has a priority junction with Uxbridge Road.

5.4 The site is well located to local facilities being immediately adjacent to a row of shops and other services, including a Post Office, pharmacy and convenience store. There are also several schools within walking distance of the site.

5.5 Uxbridge Road has good footways on both sides and there are several cycle routes locally, including adjacent to Uxbridge Road to the east of the site.

5.6 The site is well located to local public transport with a PTAL of 3 and 19/20 buses per hour available on Uxbridge Road. Several rail stations are also accessible either by public transport or by cycle, including Hayes & Harlington which will be served by Elizabeth Line trains.

5.7 Locally, according to the 2011 census, car ownership rates for residents living in flats is low, at 0.763, compared to that for houses of 1.621. These rates are likely to have fallen since the 2011 census as they had between 2001 and 2011.

5.8 The development proposes 4 one bedroom units, 15 two bedroom units (two of which are duplex units) and 1 three bedroom unit. Fourteen car parking spaces are proposed and 38 cycle parking spaces.

5.9 The existing access onto Newport Road will be retained and satisfactory visibility is available at the access for the vehicle speeds expected.

5.10 Car and cycle parking complies London Plan standards. The proposed car parking is slightly less than that required under the proposed Hillingdon standards, however it is around that required by applying the local car ownership rate from the 2011 census.

5.11 The current office use would be likely to generate around 9 traffic movements in each of the peak

periods and around 67 over the 0700 to 1900 period.

5.12 The proposed residential development would be likely to generate around 2 or 3 vehicle trips in each of the peak periods and around 25 over the 0700 to 1900 period, representing a drop of around two-thirds from the current office use.

## Conclusion

5.13 It has been shown that the proposed change of use from office to residential at 1200 Uxbridge Road will not result in a 'material increase or a material change in the character of traffic in the vicinity of the site' due to:

- The site being located in an area with a good level of public transport accessibility and many local facilities on Uxbridge Road being within a short walk of the site;
- The existing access and servicing arrangements being suitable for the proposed use;
- The proposed parking provision being appropriate for the proposed use; and
- The change of use resulting in a significant reduction in vehicular traffic.

5.14 In conclusion therefore there are no reasons on the basis of highway impact for an objection to the change of use under permitted development rights.

# Appendices

| | |
|---|---|
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| Appendix: I | TRICS Output B1 |
| Appendix: J | TRICS Output Residential |

# Appendix: A LOCATION PLAN

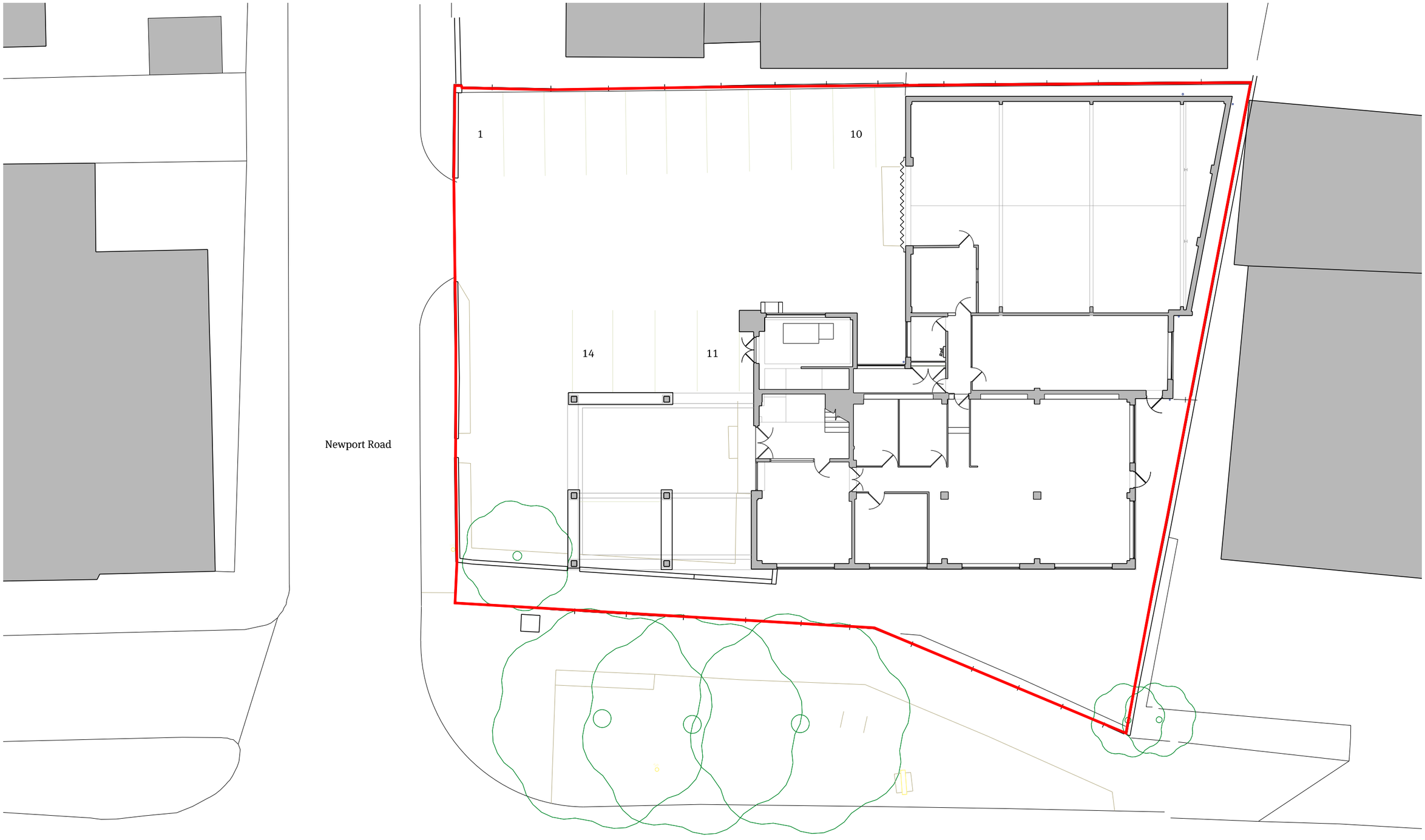



# Location Plan

1200 Uxbridge Road

EAS

# Appendix: B EXISTING SITE LAYOUT




01 Existing Ground Floor Plan
1:200@A3

Site Boundary

PAPA
Papa Architects Ltd.
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London N6 5AX
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Fax. +44 (0)20 8348 7411
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| | |
|---|---|
| Client | Diamond Corporation |
| Address | 1200 Uxbridge Road<br>Hayes<br>London<br>UB4 8JD |
| Drawing title | Existing Ground Floor |
| Project No. | 1808 |
| Date | 27.07.18 |
| Scale | 1:200 @ A3 |
| Drawing No. | 98-200 |
| Current Rev | P01 |

| Rev | Date | Reason For Issue | Chk |
|---|---|---|---|
| P01 | 27.07.18 | Prior Approval | NP |

0 2 4 m

**Notes**
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# Appendix: C PROPOSED SITE LAYOUT




01 Ground Floor Plan
1:200@A3


PAPA
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London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk


| Client | Address | Drawing title |
|---|---|---|
| Diamond Corporation | 1200 Uxbridge Road<br>Hayes<br>London<br>UB4 8JD | Proposed Ground Floor |

| Project No. | Date | Scale |
|---|---|---|
| 1808 | 27.07.18 | 1:200 @ A3 |

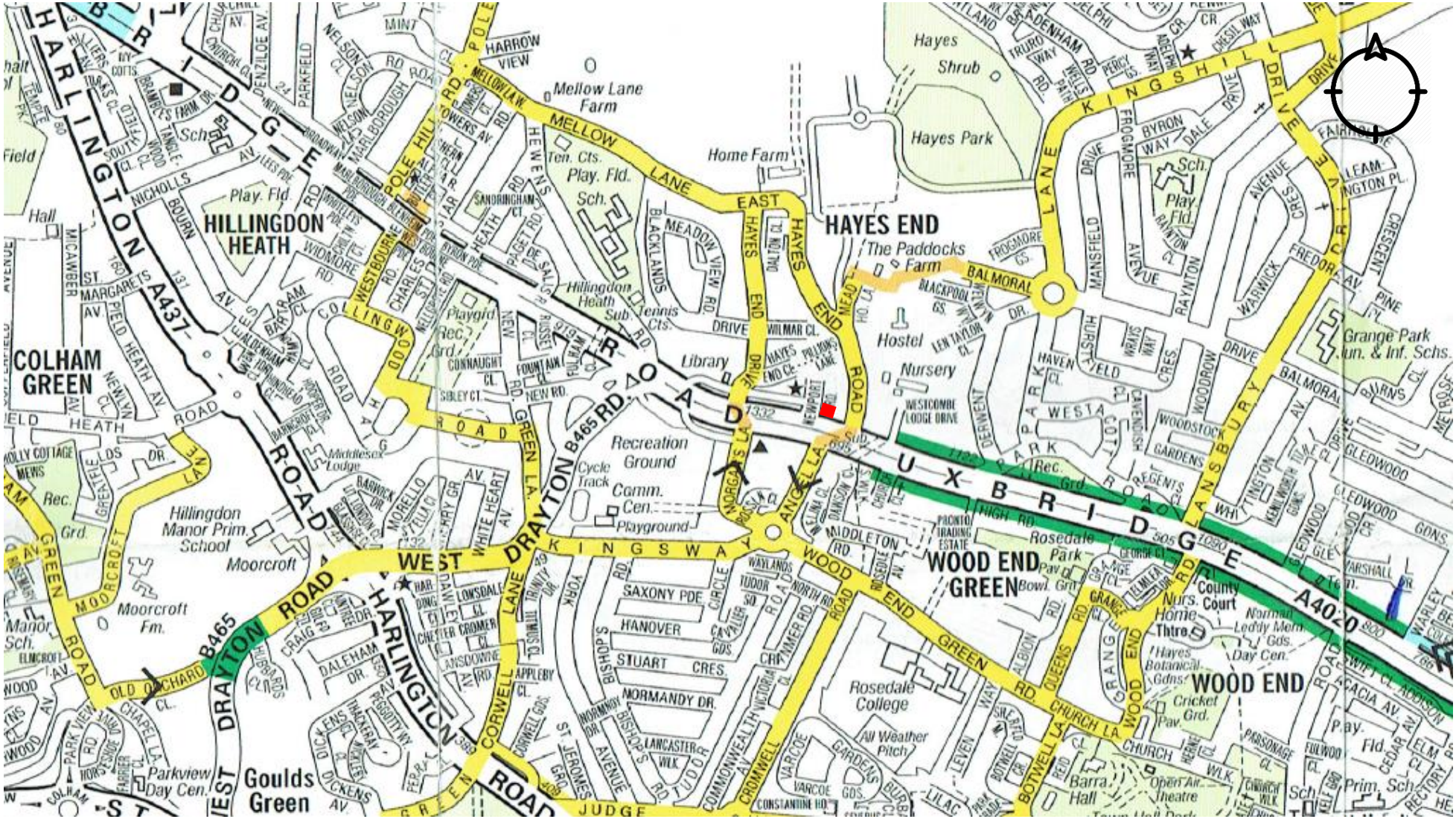
| Drawing No. | Current Rev |
|---|---|
| 00-200 | P01 |

| Rev | Date | Reason For Issue | Chk |
|---|---|---|---|
| P01 | 27.07.18 | Prior Approval | NP |

0 2 4 m

**Notes**
All dimensions must be checked and Papa Architects are to be informed of any discrepencies prior to construction. Any DWG's issued by PAPA architects are to be read in conjunction with the associated PDF versionsThis drawing and any of the details therein remain the copyright of Papa Architects Ltd. All drawings prepared by Papa Architects are not to be used for any submissions, area schedule calculations or used by any other Persons or Companies other than Papa Architects Ltd unless written consent has been given by Papa Architects Ltd.

# Appendix: D LOCAL CYCLE ROUTES




# Local Cycle Routes Plan

**1200 Uxbridge Road**

EAS

# Appendix: E LOCAL BUS SPIDER MAP

# Buses from Hayes, Uxbridge Road

## Route finder

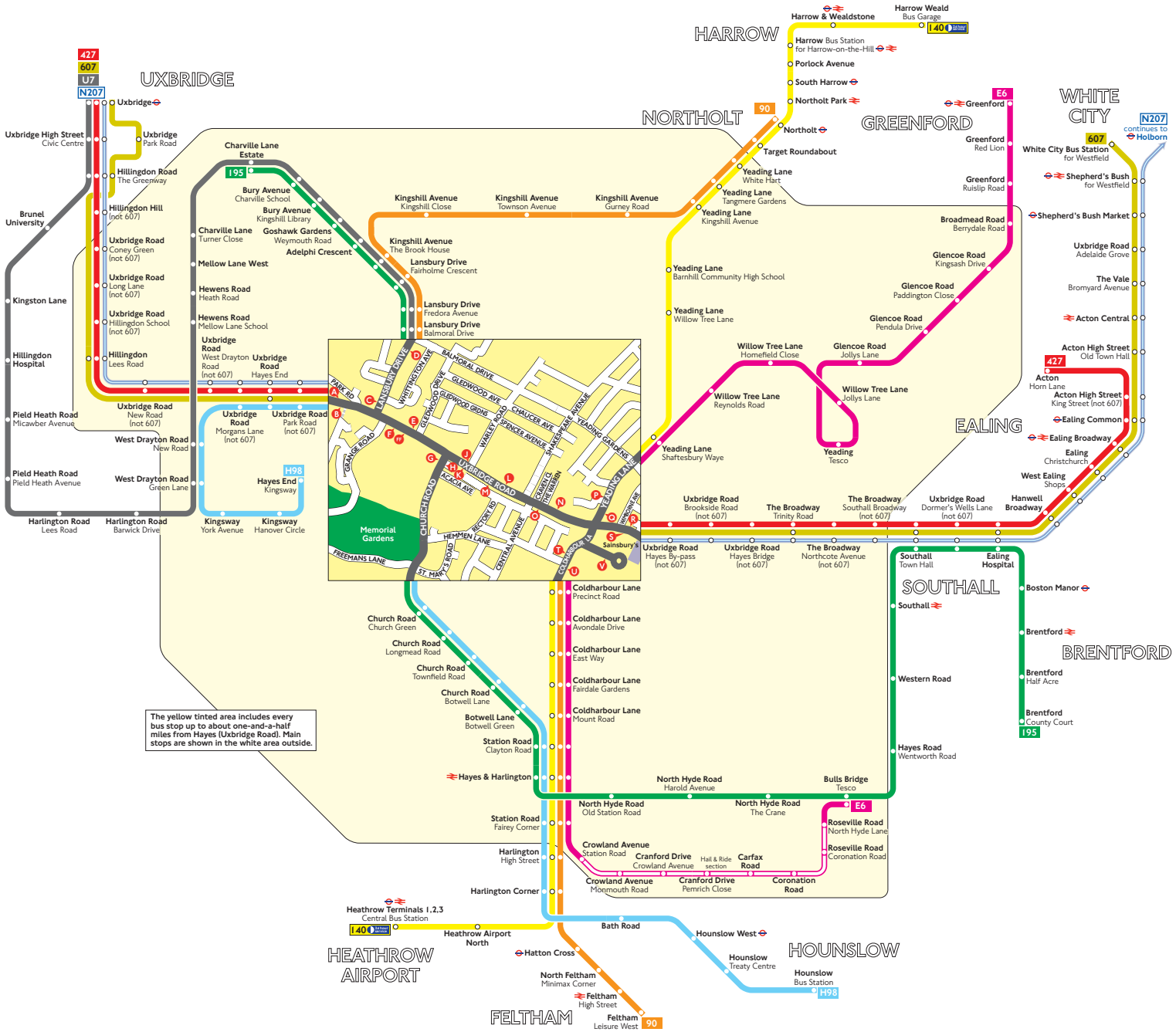
### Day buses including 24-hour routes

| 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 |

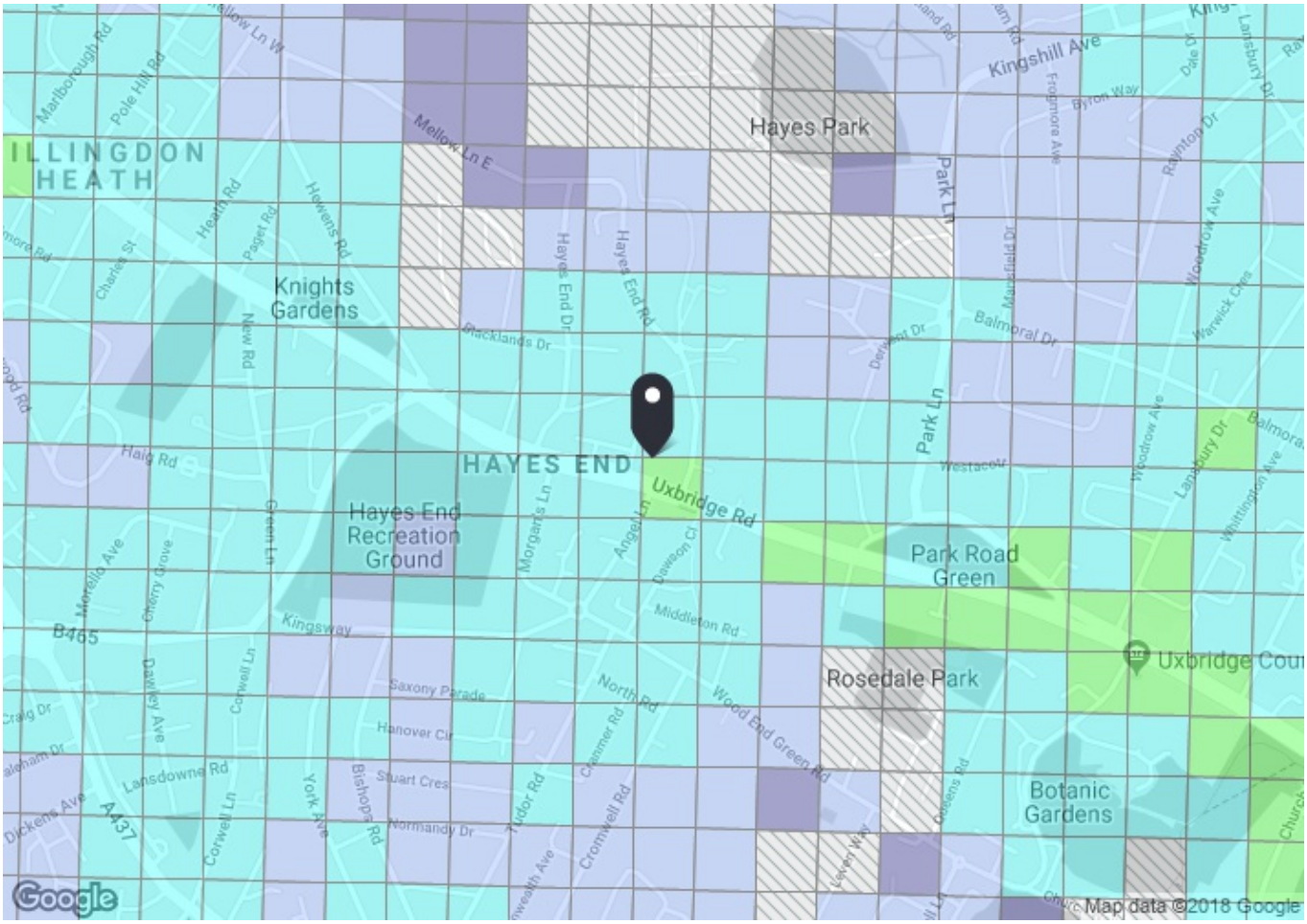
◆ Limited stop




© Transport for London TFL 18024.05.10 (T)
Information correct from 10 April 2010

# Appendix: F PTAL REPORT

TRANSPORT FOR LONDON




**PTAL output for Base Year**
3

UB4 8JD
Hayes UB4 8JD, UK
Easting: 508816, Northing: 181887

Grid Cell: 87157

Report generated: 06/08/2018

**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 |

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Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | HAYES END THE ANGEL | H98 | 6.04 | 7.5 | 0.08 | 6 | 6.08 | 4.94 | 0.5 | 2.47 |
| Bus | HAYES END THE ANGEL | 427 | 6.04 | 7.5 | 0.08 | 6 | 6.08 | 4.94 | 1 | 4.94 |
| Bus | HAYES END THE ANGEL | 607 | 6.04 | 6 | 0.08 | 7 | 7.08 | 4.24 | 0.5 | 2.12 |
| Bus | HEWENS RD UXBRIDGE RD | U7 | 504.43 | 2 | 6.31 | 17 | 23.31 | 1.29 | 0.5 | 0.64 |
| | | | | | | | | | **Total Grid Cell AI:** | **10.17** |

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# Appendix: G 2011 CENSUS DATA

## QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 6 August 2018]

| | |
|---|---|
| population | All usual residents aged 16 to 74 |
| units | Persons |
| date | 2011 |
| rural urban | Total |

| **Method of Travel to Work** | **uacounty09: Hillingdon** | | | **lsoa2011:E01002423 : Hillingdon 018B** | | |
|---|---|---|---|---|---|---|
| All categories: Method of travel to work | 199,926 | | | 1,196 | | |
| Work mainly at or from home | 5,121 | | | 17 | | |
| Underground, metro, light rail, tram | 17,458 | 17,458 | 13.95 | 50 | 50 | 6.20 |
| Train | 5,643 | 5,643 | 4.51 | 26 | 26 | 3.23 |
| Bus, minibus or coach | 15,731 | 15,731 | 12.57 | 98 | 98 | 12.16 |
| Taxi | 469 | 469 | 0.37 | 2 | 2 | 0.25 |
| Motorcycle, scooter or moped | 1,059 | 1,059 | 0.85 | 7 | 7 | 0.87 |
| Driving a car or van | 68,925 | 68,925 | 55.07 | 546 | 546 | 67.74 |
| Passenger in a car or van | 4,092 | 4,092 | 3.27 | 32 | 32 | 3.97 |
| Bicycle | 1,936 | 1,936 | 1.55 | 15 | 15 | 1.86 |
| On foot | 9,192 | 9,192 | 7.34 | 25 | 25 | 3.10 |
| Other method of travel to work | 664 | 664 | 0.53 | 5 | 5 | 0.62 |
| Not in employment | 69,636 | | | 373 | | |
| | | 125,169 | 100 | | 806 | 100 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

## QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 9 August 2018]

| | |
|---|---|
| population | All households; All cars or vans |
| units | Households |
| date | 2011 |
| rural urban | Total |

| **Cars** | **uacounty09:Hillingdon** | | | **lsoa2011:E01002423 : Hillingdon 018B** | | |
|---|---|---|---|---|---|---|
| All categories: Car or van availability | 100,214 | | | 568 | | |
| No cars or vans in household | 22,716 | 22,716 | 22.67 | 83 | 83 | 14.61 |
| 1 car or van in household | 43,942 | 43,942 | 43.85 | 224 | 224 | 39.44 |
| 2 cars or vans in household | 25,193 | 25,193 | 25.14 | 177 | 177 | 31.16 |
| 3 cars or vans in household | 6,125 | 6,125 | 6.11 | 56 | 56 | 9.86 |
| 4 or more cars or vans in household | 2,238 | 2,238 | 2.23 | 28 | 28 | 4.93 |
| sum of All cars or vans in the area | 122,486 | | | 864 | | |
| | 1.222 | 100,214 | 100 | 1.521 | 568 | 100 |

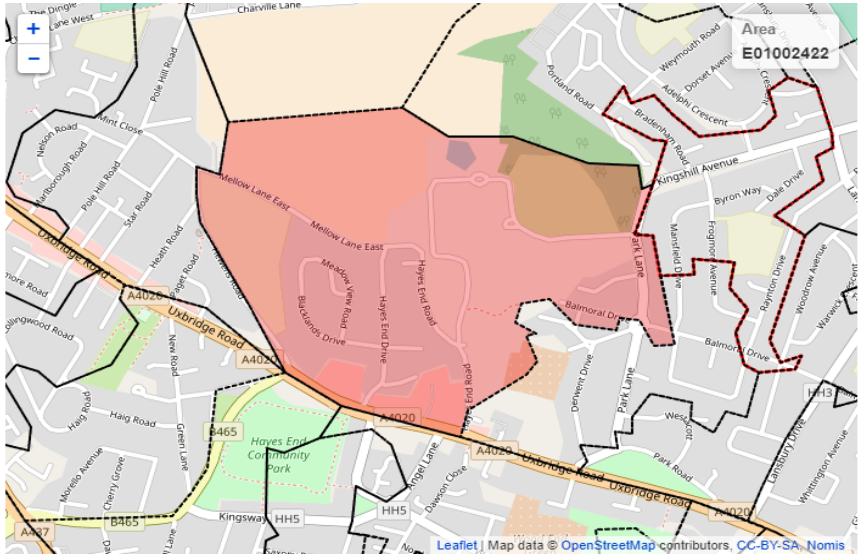
In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

## LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 10 August 2018]

| | |
|---|---|
| population | All households |
| units | Persons |
| date | 2011 |
| area type | 2011 super output areas - lower layer |
| area name | E01002423 : Hillingdon 018B |
| no of usual residents in housel | All categories: Number of usual residents aged 17 or over in household |

| Cars or Vans | All categories: Accommodation type | Whole house or bungalow | Flat, maisonette, apartment, caravan or other mobile or temporary structure |
|---|---|---|---|
| All categories: Car or van avai | 568 | 495 | 73 |
| No cars or vans in household | 83 | 50 | 33 |
| 1 car or van in household | 224 | 195 | 29 |
| 2 or more cars or vans in hous | 261 | 250 | 11 |
| Cars Per Household | 1.51056338 | 1.620767058 | 0.76329187 |



# Appendix: H VISIBILITY SPLAY

TCM House

Builders

Yard

Murry Grey House

2.4m X 43m VISIBILITY SPLAYS CAN BE ACHIEVED IN ACCORDANCE WITH MfS 30MPH.

NEWPORT ROAD

1250

to

1256

Newport Road

TCBs

1190

Ward

2.4m X 31m VISIBILITY SPLAYS CAN BE ACHIEVED TO GIVE WAY LINE.

| 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:

**1200 UXBRIDGE ROAD,**
**HILLINGDON**

TITLE:

**VISIBILITY SPLAYS**

| SCALE @ A2: | DESIGN–DRAWN: | DATE: |
|---|---|---|
| 1:200 | EC | 13/08/2018 |
| PROJECT No: | DRAWING No: | |
| 1887 | SK01 | |

# Appendix: I TRICS OUTPUT B1

Calculation Reference: AUDIT-743101-180810-0827

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | BT | BRENT | 3 days |
| | HD | HILLINGDON | 1 days |
| | HO | HOUNSLOW | 1 days |

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

Secondary 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: Gross floor area
Actual Range: 860 to 114000 (units: sqm)
Range Selected by User: 408 to 114000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/07/17

*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:*

| | |
|---|---|
| Tuesday | 2 days |
| Wednesday | 2 days |
| Thursday | 1 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 5 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 |
| Suburban Area (PPS6 Out of 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:*

| | |
|---|---|
| Commercial Zone | 1 |
| Development Zone | 2 |
| Built-Up Zone | 1 |
| No Sub Category | 1 |

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

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| B1 | 5 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®.*

Secondary Filtering selection (Cont.):

*Population within 1 mile:*

| | |
|---|---|
| 25,001 to 50,000 | 3 days |
| 50,001 to 100,000 | 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 | 5 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 4 days |
| 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 | 4 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:*

| | |
|---|---|
| 1b Very poor | 1 days |
| 4 Good | 1 days |
| 5 Very Good | 2 days |
| 6a Excellent | 1 days |

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

*LIST OF SITES relevant to selection parameters*

1 BT-02-A-02 OFFICE BRENT
WEMBLEY HILL ROAD
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
*Survey date: TUESDAY* *22/06/10* *Survey Type: MANUAL*

2 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
*Survey date: WEDNESDAY* *03/06/15* *Survey Type: MANUAL*

3 BT-02-A-04 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
*Survey date: THURSDAY* *14/05/15* *Survey Type: MANUAL*

4 HD-02-A-08 DATA CENTRE HILLINGDON
MILLINGTON ROAD
HAYES
HYDE PARK
Edge of Town Centre
Commercial Zone
Total Gross floor area: 15000 sqm
*Survey date: TUESDAY* *14/06/16* *Survey Type: MANUAL*

5 HO-02-A-01 SKY HEADQUARTERS HOUNSLOW
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
*Survey date: WEDNESDAY* *05/07/17* *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 02 - EMPLOYMENT/A - OFFICE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | 1 | 114000 | 0.145 | 1 | 114000 | 0.020 | 1 | 114000 | 0.165 |
| 06:30 - 07:00 | 1 | 114000 | 0.216 | 1 | 114000 | 0.035 | 1 | 114000 | 0.251 |
| 07:00 - 07:30 | 5 | 29039 | 0.220 | 5 | 29039 | 0.034 | 5 | 29039 | 0.254 |
| 07:30 - 08:00 | 5 | 29039 | 0.322 | 5 | 29039 | 0.035 | 5 | 29039 | 0.357 |
| 08:00 - 08:30 | 5 | 29039 | 0.375 | 5 | 29039 | 0.039 | 5 | 29039 | 0.414 |
| 08:30 - 09:00 | 5 | 29039 | 0.400 | 5 | 29039 | 0.052 | 5 | 29039 | 0.452 |
| 09:00 - 09:30 | 5 | 29039 | 0.303 | 5 | 29039 | 0.059 | 5 | 29039 | 0.362 |
| 09:30 - 10:00 | 5 | 29039 | 0.236 | 5 | 29039 | 0.056 | 5 | 29039 | 0.292 |
| 10:00 - 10:30 | 5 | 29039 | 0.118 | 5 | 29039 | 0.052 | 5 | 29039 | 0.170 |
| 10:30 - 11:00 | 5 | 29039 | 0.075 | 5 | 29039 | 0.044 | 5 | 29039 | 0.119 |
| 11:00 - 11:30 | 5 | 29039 | 0.055 | 5 | 29039 | 0.041 | 5 | 29039 | 0.096 |
| 11:30 - 12:00 | 5 | 29039 | 0.061 | 5 | 29039 | 0.043 | 5 | 29039 | 0.104 |
| 12:00 - 12:30 | 5 | 29039 | 0.076 | 5 | 29039 | 0.079 | 5 | 29039 | 0.155 |
| 12:30 - 13:00 | 5 | 29039 | 0.064 | 5 | 29039 | 0.051 | 5 | 29039 | 0.115 |
| 13:00 - 13:30 | 5 | 29039 | 0.048 | 5 | 29039 | 0.056 | 5 | 29039 | 0.104 |
| 13:30 - 14:00 | 5 | 29039 | 0.047 | 5 | 29039 | 0.064 | 5 | 29039 | 0.111 |
| 14:00 - 14:30 | 5 | 29039 | 0.043 | 5 | 29039 | 0.060 | 5 | 29039 | 0.103 |
| 14:30 - 15:00 | 5 | 29039 | 0.049 | 5 | 29039 | 0.056 | 5 | 29039 | 0.105 |
| 15:00 - 15:30 | 5 | 29039 | 0.031 | 5 | 29039 | 0.094 | 5 | 29039 | 0.125 |
| 15:30 - 16:00 | 5 | 29039 | 0.047 | 5 | 29039 | 0.112 | 5 | 29039 | 0.159 |
| 16:00 - 16:30 | 5 | 29039 | 0.040 | 5 | 29039 | 0.246 | 5 | 29039 | 0.286 |
| 16:30 - 17:00 | 5 | 29039 | 0.045 | 5 | 29039 | 0.240 | 5 | 29039 | 0.285 |
| 17:00 - 17:30 | 5 | 29039 | 0.043 | 5 | 29039 | 0.368 | 5 | 29039 | 0.411 |
| 17:30 - 18:00 | 5 | 29039 | 0.044 | 5 | 29039 | 0.436 | 5 | 29039 | 0.480 |
| 18:00 - 18:30 | 5 | 29039 | 0.036 | 5 | 29039 | 0.266 | 5 | 29039 | 0.302 |
| 18:30 - 19:00 | 5 | 29039 | 0.037 | 5 | 29039 | 0.176 | 5 | 29039 | 0.213 |
| 19:00 - 19:30 | 1 | 114000 | 0.028 | 1 | 114000 | 0.123 | 1 | 114000 | 0.151 |
| 19:30 - 20:00 | 1 | 114000 | 0.021 | 1 | 114000 | 0.116 | 1 | 114000 | 0.137 |
| 20:00 - 20:30 | 1 | 114000 | 0.022 | 1 | 114000 | 0.061 | 1 | 114000 | 0.083 |
| 20:30 - 21:00 | 1 | 114000 | 0.016 | 1 | 114000 | 0.032 | 1 | 114000 | 0.048 |
| 21:00 - 21:30 | 1 | 114000 | 0.032 | 1 | 114000 | 0.041 | 1 | 114000 | 0.073 |
| 21:30 - 22:00 | 1 | 114000 | 0.018 | 1 | 114000 | 0.034 | 1 | 114000 | 0.052 |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 3.313 | | | 3.221 | | | 6.534 |

*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: | 860 - 114000 (units: sqm) |
| Survey date date range: | 01/01/10 - 05/07/17 |
| Number of weekdays (Monday-Friday): | 5 |
| 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 02 - EMPLOYMENT/A - OFFICE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | 1 | 114000 | 0.001 | 1 | 114000 | 0.000 | 1 | 114000 | 0.001 |
| 06:30 - 07:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 07:00 - 07:30 | 5 | 29039 | 0.002 | 5 | 29039 | 0.001 | 5 | 29039 | 0.003 |
| 07:30 - 08:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 | 5 | 29039 | 0.003 |
| 08:00 - 08:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 08:30 - 09:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 09:00 - 09:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 | 5 | 29039 | 0.003 |
| 09:30 - 10:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 10:00 - 10:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 10:30 - 11:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 11:00 - 11:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 11:30 - 12:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 12:00 - 12:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 | 5 | 29039 | 0.003 |
| 12:30 - 13:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 13:00 - 13:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 13:30 - 14:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 14:00 - 14:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.000 | 5 | 29039 | 0.001 |
| 14:30 - 15:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 |
| 15:00 - 15:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 15:30 - 16:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 16:00 - 16:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 16:30 - 17:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 17:00 - 17:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 17:30 - 18:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 18:00 - 18:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 18:30 - 19:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 | 5 | 29039 | 0.000 |
| 19:00 - 19:30 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 19:30 - 20:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 20:00 - 20:30 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 20:30 - 21:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 21:00 - 21:30 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 21:30 - 22:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 | 1 | 114000 | 0.000 |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.012 | | | 0.013 | | | 0.025 |

*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 02 - EMPLOYMENT/A - OFFICE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | 1 | 114000 | 0.007 | 1 | 114000 | 0.000 | 1 | 114000 | 0.007 |
| 06:30 - 07:00 | 1 | 114000 | 0.016 | 1 | 114000 | 0.002 | 1 | 114000 | 0.018 |
| 07:00 - 07:30 | 5 | 29039 | 0.019 | 5 | 29039 | 0.001 | 5 | 29039 | 0.020 |
| 07:30 - 08:00 | 5 | 29039 | 0.032 | 5 | 29039 | 0.000 | 5 | 29039 | 0.032 |
| 08:00 - 08:30 | 5 | 29039 | 0.037 | 5 | 29039 | 0.000 | 5 | 29039 | 0.037 |
| 08:30 - 09:00 | 5 | 29039 | 0.055 | 5 | 29039 | 0.000 | 5 | 29039 | 0.055 |
| 09:00 - 09:30 | 5 | 29039 | 0.043 | 5 | 29039 | 0.000 | 5 | 29039 | 0.043 |
| 09:30 - 10:00 | 5 | 29039 | 0.017 | 5 | 29039 | 0.000 | 5 | 29039 | 0.017 |
| 10:00 - 10:30 | 5 | 29039 | 0.003 | 5 | 29039 | 0.000 | 5 | 29039 | 0.003 |
| 10:30 - 11:00 | 5 | 29039 | 0.005 | 5 | 29039 | 0.001 | 5 | 29039 | 0.006 |
| 11:00 - 11:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 11:30 - 12:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.000 | 5 | 29039 | 0.001 |
| 12:00 - 12:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 12:30 - 13:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 |
| 13:00 - 13:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 13:30 - 14:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.001 | 5 | 29039 | 0.002 |
| 14:00 - 14:30 | 5 | 29039 | 0.002 | 5 | 29039 | 0.001 | 5 | 29039 | 0.003 |
| 14:30 - 15:00 | 5 | 29039 | 0.000 | 5 | 29039 | 0.005 | 5 | 29039 | 0.005 |
| 15:00 - 15:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.004 | 5 | 29039 | 0.004 |
| 15:30 - 16:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.007 | 5 | 29039 | 0.008 |
| 16:00 - 16:30 | 5 | 29039 | 0.000 | 5 | 29039 | 0.008 | 5 | 29039 | 0.008 |
| 16:30 - 17:00 | 5 | 29039 | 0.003 | 5 | 29039 | 0.030 | 5 | 29039 | 0.033 |
| 17:00 - 17:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.039 | 5 | 29039 | 0.040 |
| 17:30 - 18:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.045 | 5 | 29039 | 0.046 |
| 18:00 - 18:30 | 5 | 29039 | 0.001 | 5 | 29039 | 0.032 | 5 | 29039 | 0.033 |
| 18:30 - 19:00 | 5 | 29039 | 0.001 | 5 | 29039 | 0.025 | 5 | 29039 | 0.026 |
| 19:00 - 19:30 | 1 | 114000 | 0.000 | 1 | 114000 | 0.013 | 1 | 114000 | 0.013 |
| 19:30 - 20:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.014 | 1 | 114000 | 0.014 |
| 20:00 - 20:30 | 1 | 114000 | 0.000 | 1 | 114000 | 0.007 | 1 | 114000 | 0.007 |
| 20:30 - 21:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.004 | 1 | 114000 | 0.004 |
| 21:00 - 21:30 | 1 | 114000 | 0.002 | 1 | 114000 | 0.001 | 1 | 114000 | 0.003 |
| 21:30 - 22:00 | 1 | 114000 | 0.000 | 1 | 114000 | 0.003 | 1 | 114000 | 0.003 |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.251 | | | 0.247 | | | 0.498 |

*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: J TRICS OUTPUT RESIDENTIAL

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
01 GREATER LONDON
HM HAMMERSMITH AND FULHAM 1 days
HO HOUNSLOW 1 days

Secondary Filtering selection:

Parameter: Number of dwellings
Actual Range: 42 to 86 (units: )
Range Selected by User: 9 to 493 (units: )

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/09/12 to 30/11/16

Selected survey days:
Wednesday 2 days

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

Selected Locations:
Town Centre 2

Selected Location Sub Categories:
Built-Up Zone 1
High Street 1

Secondary Filtering selection:

Use Class:
C3 2 days

Population within 1 mile:
25,001 to 50,000 1 days
100,001 or More 1 days

Population within 5 miles:
500,001 or More 2 days

Car ownership within 5 miles:
0.6 to 1.0 2 days

Travel Plan:
Yes 1 days
No 1 days

PTAL Rating:
3 Moderate 1 days
5 Very Good 1 days

LIST OF SITES relevant to selection parameters

1 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY 16/07/14 Survey Type: MANUAL

2 HO-03-C-02 BLOCK OF FLATS HOUNSLOW
HIGH STREET

BRENTFORD
Town Centre
Built-Up Zone
Total Number of dwellings: 86
Survey date: WEDNESDAY 03/09/14 Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
VEHICLES
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 | 64 | 0.031 | 2 | 64 | 0.055 | 2 | 64 | 0.086 |
| 08:00 - 09:00 | 2 | 64 | 0.031 | 2 | 64 | 0.031 | 2 | 64 | 0.062 |
| 09:00 - 10:00 | 2 | 64 | 0.023 | 2 | 64 | 0.047 | 2 | 64 | 0.070 |
| 10:00 - 11:00 | 2 | 64 | 0.031 | 2 | 64 | 0.031 | 2 | 64 | 0.062 |
| 11:00 - 12:00 | 2 | 64 | 0.047 | 2 | 64 | 0.031 | 2 | 64 | 0.078 |
| 12:00 - 13:00 | 2 | 64 | 0.039 | 2 | 64 | 0.023 | 2 | 64 | 0.062 |
| 13:00 - 14:00 | 2 | 64 | 0.023 | 2 | 64 | 0.039 | 2 | 64 | 0.062 |
| 14:00 - 15:00 | 2 | 64 | 0.016 | 2 | 64 | 0.039 | 2 | 64 | 0.055 |
| 15:00 - 16:00 | 2 | 64 | 0.023 | 2 | 64 | 0.031 | 2 | 64 | 0.054 |
| 16:00 - 17:00 | 2 | 64 | 0.070 | 2 | 64 | 0.039 | 2 | 64 | 0.109 |
| 17:00 - 18:00 | 2 | 64 | 0.031 | 2 | 64 | 0.031 | 2 | 64 | 0.062 |
| 18:00 - 19:00 | 2 | 64 | 0.031 | 2 | 64 | 0.008 | 2 | 64 | 0.039 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.396 | | | 0.405 | | | 0.801 |

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 42 - 86 (units: ) |
| Survey date date range: | 01/09/12 - 30/11/16 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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 | 64 | 0.008 | 2 | 64 | 0.008 | 2 | 64 | 0.016 |
| 08:00 - 09:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 09:00 - 10:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 10:00 - 11:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 11:00 - 12:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 12:00 - 13:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 13:00 - 14:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 14:00 - 15:00 | 2 | 64 | 0.008 | 2 | 64 | 0.000 | 2 | 64 | 0.008 |
| 15:00 - 16:00 | 2 | 64 | 0.000 | 2 | 64 | 0.008 | 2 | 64 | 0.008 |
| 16:00 - 17:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 17:00 - 18:00 | 2 | 64 | 0.008 | 2 | 64 | 0.008 | 2 | 64 | 0.016 |
| 18:00 - 19:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.024 | | | 0.024 | | | 0.048 |

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 42 - 86 (units: ) |
| Survey date date range: | 01/09/12 - 30/11/16 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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 | 64 | 0.000 | 2 | 64 | 0.016 | 2 | 64 | 0.016 |
| 08:00 - 09:00 | 2 | 64 | 0.008 | 2 | 64 | 0.023 | 2 | 64 | 0.031 |
| 09:00 - 10:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 10:00 - 11:00 | 2 | 64 | 0.008 | 2 | 64 | 0.008 | 2 | 64 | 0.016 |
| 11:00 - 12:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 12:00 - 13:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 13:00 - 14:00 | 2 | 64 | 0.023 | 2 | 64 | 0.000 | 2 | 64 | 0.023 |
| 14:00 - 15:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 15:00 - 16:00 | 2 | 64 | 0.000 | 2 | 64 | 0.000 | 2 | 64 | 0.000 |
| 16:00 - 17:00 | 2 | 64 | 0.000 | 2 | 64 | 0.008 | 2 | 64 | 0.008 |
| 17:00 - 18:00 | 2 | 64 | 0.008 | 2 | 64 | 0.000 | 2 | 64 | 0.008 |
| 18:00 - 19:00 | 2 | 64 | 0.023 | 2 | 64 | 0.016 | 2 | 64 | 0.039 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.070 | | | 0.071 | | | 0.141 |

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 42 - 86 (units: ) |
| Survey date date range: | 01/09/12 - 30/11/16 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |