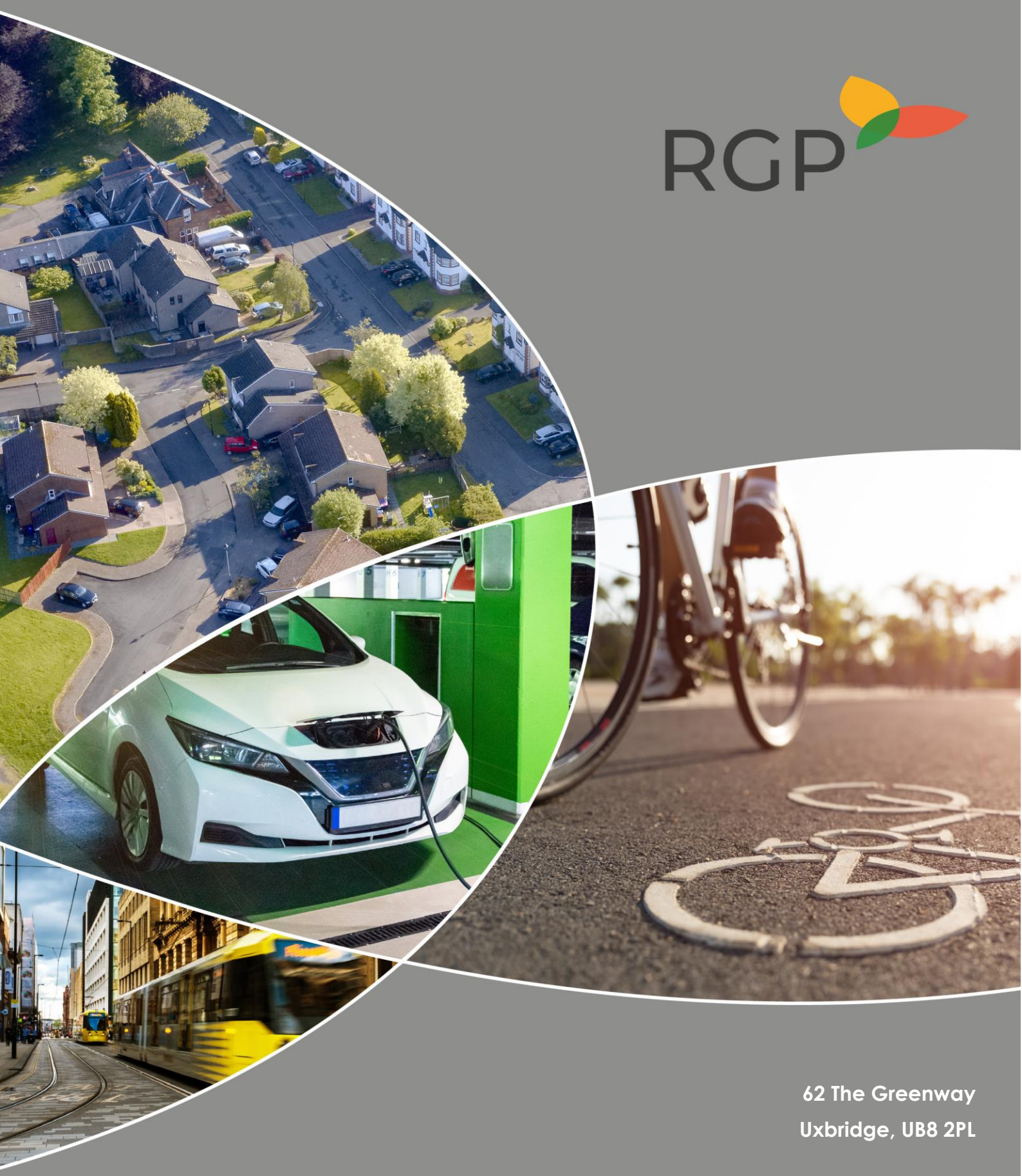

62 The Greenway

Uxbridge, UB8 2PL

TRANSPORT STATEMENT

For Proposed Conversion

On behalf of Shaan Homes LTD

6572/TS01

July 2022

www.rgp.co.uk

DOCUMENT CONTROL

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Project Location:	Uxbridge, UB8 2PL
Report Type:	Transport Statement
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3				
4				
5				

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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been commissioned by Shaan Homes LTD (the 'Applicant') to advise on transport planning and highway matters in relation to the proposed conversion of loft space to provide 5-additional hotel bedrooms at 62 The Greenway, Uxbridge. The site is situated within the administrative boundary of the London Borough of Hillingdon (LBH) as highway authority.

1.1.2 The site is situated on the southern side of The Greenway approximately 650m north of Brunel University London and approximately 1km south of Uxbridge town centre. The existing site comprises a two-storey detached B&B (Use Class C1) consisting of 10-beds which are primarily used for emergency living accommodation for residents that have been referred by LBH's Housing Department.

1.1.3 The development proposals consist of the conversion of the existing loft within the building to provide an additional 5 bed spaces and 2 shared bathrooms. The associated site layout plans are included in Appendix 1 of this report.

1.1.4 As mentioned, the current hotel primarily serves visitors referred from Hillingdon Council's Housing Department, as a form of emergency living accommodation for people who have recently been evicted from landlords and are technically homeless. These visitors to the hotel will typically reside in the development for 3-5 days before they vacate the premises and the Council relocating to them to alternative accommodation elsewhere within the Borough.

1.1.5 The application is therefore proposing to utilise the loft space (due to its high floor to ceiling height) to provide 5 no. of additional bedspaces. This would effectively enable the hotel development to cater for more visitors in need and as referred to by the Council's Housing Department.

1.2 Scope of this Report

1.2.1 This Transport Statement has been prepared to consider the acceptability of the proposals from a highway and transportation perspective in relation to the transport impact of an additional 5-room increase at 62 The Greenway, Uxbridge. This document has been prepared in accordance with the relevant national (NPPF) and local within LBH's Local Plan (2012) transport policies.

1.2.2 Following this introduction, the remainder of this report comprises;

(i) Section 2: Baseline Conditions, Accessibility and Accident Data Analysis;

(ii) Section 3: Access Arrangements;

(iii) Section 4: Internal Layout & Parking;

(iv) Section 5: Trip Generation & Traffic Impact; and

(v) Section 6: Summary & Conclusion.

2 BASELINE CONDITIONS

2.1 Site Location

2.1.1 The site is situated on the southern side of The Greenway approximately 650m north of Brunel University London and approximately 1km south of Uxbridge town centre. Figure 1, below illustrates the site location and local bus stops in the vicinity of the site.

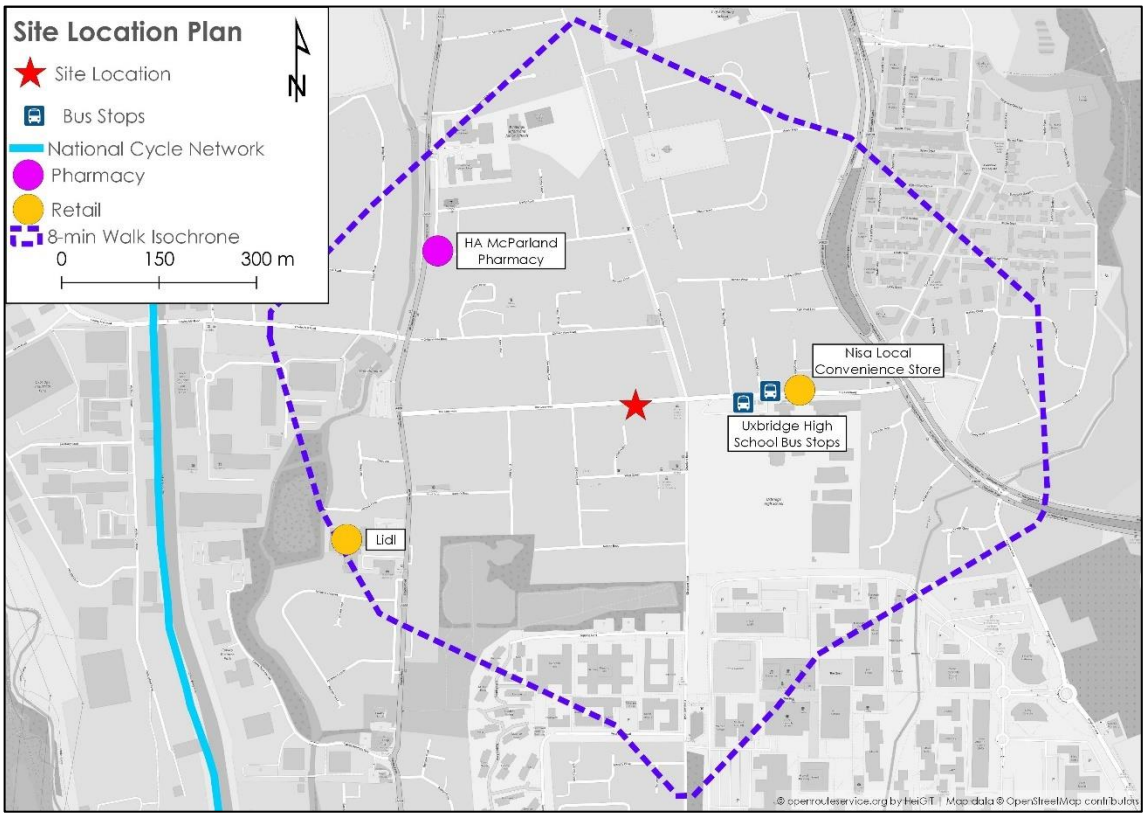


Figure 1 Site Location Plan

2.1.2 The site is surrounded by residential dwellings situated in the immediate vicinity of the site, with a number of day-to-day facilities that are within walking distance of the site including Nisa Local convenience store (a 3-minute walk east of the site) on The Greenway, as well as Lidl and HA McParland Pharmacy both an 8-minute walk from the site situated on Cowley Road (A408).

2.2 Existing Site Access

2.2.1 The entirety of the site frontage is paved and comprises an open access which comprises direct access to the footway on the southern side of The Greenway as well as the carriageway utilising a dropped kerb. The existing dropped kerb is 7.2m in width which provides a wide area for vehicles to access the site frontage to park. The site frontage currently comprises informal parking for 2 cars.

2.3 Local and Wider Highway Network

2.3.1 The Greenway is a two-way carriageway which is subject to a 30mph speed limit in the immediate vicinity of the site and comprises on-street parking on both sides of the carriageway which is Pay & Display for up to 2 hours or Permit holders (Zone U5) between Monday and Friday, 9am to 5pm.

2.3.2 The Greenway connects to Cowley Road (A408) travelling west from the site which provides a route north to Uxbridge town centre approximately 1km north of the site, at this location, the A4020 can be accessed providing a direct route to Junction 1 of the A40/M40. The A40/M40 provides a route south-east to Greater London, as well as north-west to High Wycombe.

2.4 Accident Data Review

2.4.1 In order to understand whether there are any underlying road safety issues in the vicinity of the site that may be exacerbated by the proposals, Personal Injury Accident (PIA) data from CrashMap has been obtained. The study area consists of an 200m length of The Greenway including accidents that occurred on The Greenway at its junctions with Elthorne Road and Whitehall Road/Cleaveland Road. Appendix 2 attached to this document comprises the accident data reports and Figure 2 below illustrates the study area and accident locations.

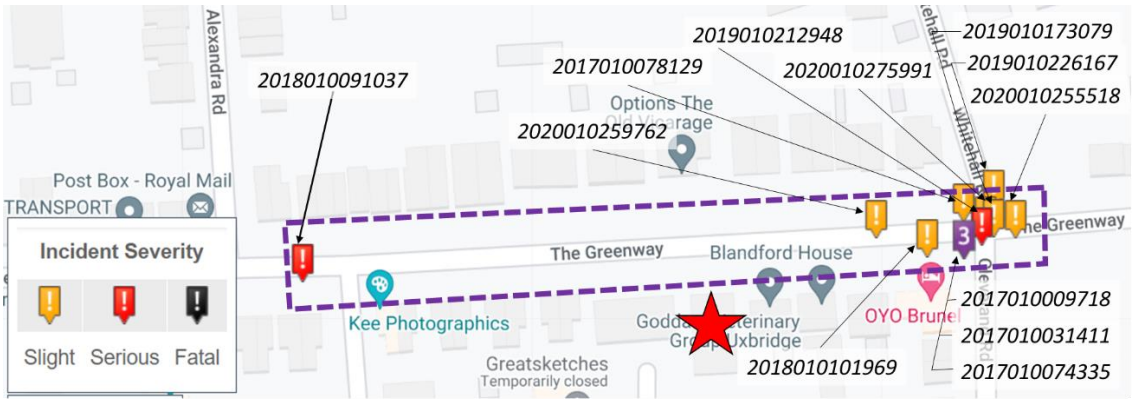


Figure 2 CrashMap (2022)

2.4.2 As shown in Figure 2, 2 serious and 10 slight accidents occurred within the study area. The first serious accident (reference: 2018010091037) occurred just west of The Greenway/Elthorne Road junction approximately 100m west of the site. The accident consisted of a car proceeding normally along the carriageway not of a bend and motorcycle (50cc and under) that was passing another moving vehicle on its offside. The front of the car collided with the nearside of the motorcycle resulting in the 11-15 year old motorcyclist sustaining serious injuries. Notably, the motorcyclist collided with an object off carriageway however it is not specified whether this happened during or after the collision.

2.4.3 The second serious accident (reference: 2019010212948) occurred approximately 80m east of the site access at the Whitehall Road/Cleveland Road junction on The Greenway. The accident consisted of a motorcycle (between 125cc and 500cc) proceeding normally on carriageway not on a bend, and a car waiting to turn right. The car and motorcycle were both impacted on their front resulting in the motorcyclist sustaining serious injuries.

2.4.4 The first slight accident (reference: 2020010259762) occurred approximately 70m east of the site access on The Greenway. The accident consisted of a car proceeding normally along the carriageway not on a bend, and a car moving off. The vehicle proceeding normally was hit on its offside, and the vehicle moving off was hit at its front resulting in both vehicle drivers sustaining slight injuries as well as the passenger of the proceeding vehicle.

2.4.5 The second slight accident (reference: 2018010101969) occurred approximately 75m east of the site access on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of two cars with one vehicle impacted at its rear and the other at its front. The passenger of the vehicle hit at its rear sustained slight injuries.

2.4.6 The third slight accident (reference: 2017010009718) occurred approximately 75m east of the site access on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of a car waiting to turn right and another car proceeding normally along the carriageway not on a bend. The front of the waiting vehicle collided with the offside of the proceeding vehicle resulting in the passenger of the proceeding vehicle to sustain slight injuries.

2.4.7 The fourth slight accident (reference: 2017010031411) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of two cars that were both proceeding normally along the carriageway, one vehicle was hit on its nearside and the other vehicle impacted at its front. The accident resulted in the passenger of the vehicle impacted at its front to sustain slight injuries.

2.4.8 The fifth slight accident (reference: 2017010074335) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of a car in the act of turning right, and a motorcycle (50cc and under) proceeding normally along the carriageway not on a bend. Both vehicles impacted the front of their vehicles resulting in the motorcyclist (aged between 16 and 20 years) to sustain slight injuries.

2.4.9 The sixth slight accident (reference: 2017010078129) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of a vehicle proceeding normally on the carriageway not on a bend, when the vehicle hit the kerb and the front of the vehicle collided with a permanent object off carriageway resulting in the vehicle passenger sustaining slight injuries.

2.4.10 The seventh slight accident (reference: 2020010275991) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of a car and a cyclist; the front of the car impacted the cyclist resulting in the cyclist (aged 16 to 20) sustaining slight injuries.

2.4.11 The eight slight accident (reference: 2019010226167) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of two cars with one car hit on the front of its vehicle causing the driver of the vehicle hit at its front to sustain slight injuries.

2.4.12 The nineth slight accident (reference: 2020010255518) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of a car and cyclist; the car collided with the bicycle at its front resulting in the cyclist (aged 16-20 years) sustaining slight injuries.

2.4.13 The last slight accident (reference: 2019010173079) occurred on The Greenway at its junction with Whitehall Road and Cleveland Road. The accident consisted of a car proceeding normally on a carriageway not on a bend, and a pedestrian. The pedestrian was crossing the zebra crossing facility when the front of the car collided with the pedestrian resulting in the pedestrian sustaining slight injuries. Notably, the driver of the vehicle was over 75 years of age.

2.4.14 By analysing the accident data above, it is considered that the cluster of accidents located at The Greenway/Whitehall Road/Cleveland Road junction occurred for different reasons. All accidents exhibit factors of driver error with no highway hazards mentioned in the accident reports; the cluster of accidents were also a minimum of 75 metres east of the site access with no accidents in the immediate vicinity of the site, therefore it is considered the development proposals would not exacerbate any underlying road safety issues on The Greenway.

2.5 Walking and Cycling

2.5.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 and 5 kilometres respectively.

2.5.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available, there is a significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.

2.5.3 Due to the suburban location of the site, there are good opportunities for pedestrians and cyclists to travel locally via available existing infrastructure in the vicinity of the site. The Greenway comprises footways on both sides of the carriageway with mature street trees on the southern footway of The Greenway.

2.5.4 Regular crossing facilities can be found in the area, including a zebra crossing facility c.65m east of the site which provides pedestrian refuge to the northern side of The Greenway where eastbound bus services can be accessed from the Uxbridge High School (Stop BL) bus stop. This particular crossing facility comprises dropped kerbing, tactile paving, Belisha beacon lights, as well as zebra and zigzag road markings.

2.5.5 With regard to cycle related infrastructure, National Cycle Route (NCR) 6 can be accessed approximately 900m (a 4 minute cycle) east of the site from Cowley Mill Road where cyclists are able to use the Grand Union Canal path providing a traffic free route to Uxbridge town centre.

2.6 Bus Services

2.6.1 The Greenway comprises bus stops within approximately 210m east of the site called the 'Uxbridge High School' bus stops (Stops BK and BL). The bus stops are indicated by bus flag, displayed timetable information, bus shelter, and benefit from bus service U3 which provides access to Uxbridge and Heathrow Central Bus Station every 12 minutes in each direction. Further details of bus services in Uxbridge can be found at www.tfl.gov.uk.

2.7 Rail

2.7.1 The closest railway station is Uxbridge London Underground Station situated approximately 1.5km north of the site which is accessible via bus service U3. Uxbridge Station is located within fare zone 6 is the terminal station to the Metropolitan Line and Piccadilly Line London Underground routes. Figure 3 below summarises the rail services from Uxbridge Station.

London Underground Line	Destination	Typical Frequency	Typical Journey Time
Metropolitan Line	Aldgate	Every 6-9 minutes	55 minutes
Piccadilly Line	Cockfosters	Every 20 minutes	1 hour 38 minutes

Figure 3 Rail Timetable from Uxbridge Station

2.7.2 Further information including station layout plans, timetables and fare details are available from www.tfl.gov.uk.

2.8 PTAL

2.8.1 TfL's online WebCAT tool indicates the site is in a PTAL 3 location (Accessibility Index of 11.43) which corresponds to a 'moderate' level of accessibility to the public transport network. Though Uxbridge Station is outside of the PTAL assessment as it is located more than 960m from the site, Uxbridge Station is still considered a viable option of travel amongst staff and residents of the development as the station is just an 18-minute walk from the site as well as an 11-minute bus journey by travelling on the local U3 bus service.

2.8.2 Notably, the PTAL report does not consider local facilities which exist within walking distance of the site. Due to the nature of the site, it is considered residents are highly likely to stay in the area for the duration of their short-stay, as such, the local amenities including supermarkets within an 8-minute walk of the site are considered useful day-to-day facilities which are unfortunately not included within the PTAL assessment. The full PTAL report is attached hereto at Appendix 3.

2.9 Summary of Baseline Conditions

2.9.1 The above review demonstrates that the site is accessible by a range of alternative travel modes, particularly by active and public transport modes, thereby reducing the need to travel by car and to own a car.

2.9.2 It is therefore considered that the site's location accords with the guiding principles of the NPPF as well as Policy T1 of LBH's Local Plan (2012).

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals consist of the conversion of the existing loft within the building to provide an additional 5 bedrooms and 2 shared bathrooms. The associated site layout plans are included in Appendix 1 of this report.

3.1.2 The proposed 5 bedspaces would be in addition to the existing 10 bedrooms within the existing B&B (Use Class C1) which is primarily used for emergency living accommodation for residents that have been referred by LBH's Housing Department.

3.2 Access arrangements

3.2.1 There would be no alterations to the existing site access on the southern side of The Greenway as the existing site access is considered appropriate for the development proposals in terms of width and visibility. Existing visibility onto The Greenway is in-line with the 'Manual for Streets' guidance document outlining the requirement for a 2.4m x 43m (adjusted for bonnet length) for the 30mph speed limit on The Greenway. **Drawing 2022/6572/001** attached at Appendix 4 illustrates the site can achieve a visibility of 2.4m x 43m from the existing site access.

3.3 Proposed Parking Provision

3.3.1 Parking standards for the development proposals are set out within the London Plan (2021) specify that car parking should be assessed on a case-by-case basis for sites within a PTAL 3 location, with the exception of disabled parking which should be 6% of parking provision to be designated to disabled users.

3.3.2 The site frontage currently accommodates an informal parking and manoeuvring area for one standard car parking space and one enlarged space for a disabled parking bay. It is considered unnecessary to formalise the existing bays due to the space available at the site frontage however, to show that the site frontage can be utilised by two cars, **Drawing 2022/6572/002** attached at Appendix 4 illustrates the entry of a car on-site, parking, manoeuvring within the site curtilage, and exit the site in a forward gear.

3.3.3 As mentioned earlier in this report, The Greenway benefits from on-street parking bays that are Pay & Display for up to 2 hours or Permit holders (Zone U5) between Monday and Friday, 9am to 5pm. One parking bay in particular is located at the site frontage, east of the existing on-site vehicle cross-over which could be used by further disabled users of the site if necessary for free when a Blue Badge is displayed. This option provides an alternative option for disabled users if the site happens to be full, however, due to the site's fast turnover of residents, it is considered a reasonable alternative option that accommodates for potential disabled users.

3.4 Parking Stress Survey

3.4.1 To confirm that there is parking availability on-street in the vicinity of the site in the unlikely event that there is no space on-site to park, a 'Lambeth' style parking stress survey has been carried out over two neutral weeknights on Tuesday 10th May and Thursday 12th May 2022, there results of which are attached hereto at Appendix 5.

3.4.2 Though the site is considered a commercial development within a hotel land use, the nature of the development is similar to a residential land use consisting of residents that owned a vehicle would park overnight, as such a 'Lambeth' survey methodology consisting of a 200m isochrone and during two neutral weekday nights to be appropriate to consider the proposals.

3.4.3 The parking stress survey recorded all vehicles parked on-street within a 200m walk distance of the site. The survey area encompasses sections of The Greenway, Elthorne Road, King's Road, Alexandra Road, Whitehall Road, Cleveland Road and Orchard Waye. The average parking results showed that a maximum of 110 car were parked in the survey area from a total of 173 available car parking spaces, equating to a parking stress level of 64%, which is low and considerably lower than the typical threshold of 85% parking stress above which streets are considered to have high parking stress.

3.4.4 The Greenway in particular comprises a maximum parking stress of 47% with circa 16 unoccupied spaces which is again low parking stress in the immediate vicinity of the site. It is therefore evident that there is a good level of spare car parking capacity on-street in the unlikely event that there is no more space on-site to park.

3.5 Cycle Parking

3.5.1 The existing site does not comprise formal cycle parking provision on-site; bicycles are placed within the large rear garden of the development which is fenced off at the site's boundary. An existing side gate is located at the existing building's western side of which allows access for bicycles into the rear garden of the site. It is considered appropriate to formalise the existing and proposed cycle parking provision on-site for increased security of the bicycles.

3.5.2 Cycle parking standards are set out within Table 10.2 of the London Plan (2021) which outlines the requirement for 1 long-stay space per 20 bedrooms and 1 short-stay space per 50 bedrooms for developments that are C1 land use. As the development proposals would comprise 15 bedrooms post development, it is considered that two wall mounted cycle parking racks (capacity for 2 bicycles) would be implemented on-site to the rear of the development which improves the parking arrangement for existing residents and also provides secure parking provision for the proposed residents within the 5 additional bedrooms.

3.6 Servicing

3.6.1 The existing bins are situated at the north-western corner of the site frontage which would be the retained location of the bin store post development. This bin store is located close to the southern side of The Greenway which provides direct access and a short distance for the refuse vehicle operatives to collect the on-site bins.

3.6.2 Servicing of the site would occur as per the existing arrangement and for most other dwellings in the vicinity of the site whereby refuse vehicles pull up on-carriageway and service from the side of the carriageway, on-street.

4 TRIP GENERATION

4.1.1 To understand the potential impact relating to the proposed increase in hotel bedrooms on-site, a vehicle trip generation exercise has been completed based on hotel land use. The full TRICS outputs are included in Appendix 6 of this report and a summary of the peak hour trip rates is included in Figure 4 below. Notably, TRICS sample sites that were similar to the development proposals in terms of location and accessibility were used for this assessment.

Time period	Arrivals	Departures	Total
0800-0900	0.216	0.119	0.335
1700-1800	0.142	0.170	0.312
Daily (16 hrs)	2.336	2.124	4.460

Figure 4 Hotel Trip Rate (per bedroom)

4.1.2 As shown in Figure 4, the daily total vehicle trips output is estimated at 4.460 two-way vehicle trips; this is considered excessive as not all residents would own a car due to the nature of the development being primarily used for emergency living accommodation, as well as the small number of relevant sites due to the TRICS example sites located in highly industrial/commercial areas with a lack of day-to-day facilities in the vicinity of the site which were excluded from this TRICS assessment leaving only three TRICS example sites remaining. As such, it is considered that assessing the site as affordable local authority flats would be more appropriate to estimate the existing/proposed vehicle trip rate and traffic generation of the site in terms of use of development and location.

4.2 Existing Traffic Generation

4.2.1 The following assessment consists of a TRICS assessment for affordable local authority flats utilising TRICS example sites within a similar location and accessibility. The full TRICS outputs are included in Appendix 7 of this report and a summary of the peak hour trip rates and traffic generation are included in Figure 5 below. Notably, the proposed assessment uses the word 'units' which is typically associated with a residential land use, although for assessment purposes, 'units' means 'bedrooms' which is relevant to the development proposals.

Existing Vehicle Trip Rate (Affordable Local Authority Flat– per unit)			
	Arrivals	Departures	Total
0800-0900	0.058	0.117	0.175
1700-1800	0.084	0.086	0.170
Daily (12 hrs)	0.857	0.914	1.771
Existing Vehicle Traffic Generation (Affordable Local Authority Flat– 10 units)			
0800-0900	1	1	2
1700-1800	1	1	2
Daily (12 hrs)	9	9	18

Figure 5 Existing Affordable Local Authority Flats (10 units)

4.2.2 As shown in Figure 5, the estimated traffic generation for the existing 10 bed hotel would produce 2 two-way vehicle movements in each of the AM and PM peak hours, and 18 two-way vehicle movements over the course of a typical day. This traffic generation impact is considered more appropriate than outputs displayed in Figure 4 for a C1 hotel development and the outputs in Figure 5 will be compared with the proposed traffic generation for 5 additional beds on-site.

4.3 Proposed Traffic Generation

4.3.1 The same TRICS assessment utilised for the existing traffic impact has been used for the proposed traffic impact as shown in Figure 6 below.

Existing Vehicle Traffic Generation (Affordable Local Authority Flat– 10 units)			
0800-0900	0	1	1
1700-1800	0	0	1*
Daily (12 hrs)	4	5	9
*Figure differ due to rounding			

Figure 6 Proposed Affordable Local Authority Flats (5 units)

4.3.2 As shown in Figure 6, the estimated traffic generation for the proposed additional 5-beds on-site would produce a net increase of up to 1 two-way vehicle movement in each of the AM and PM peak hours, and a net increase of 9 two-way vehicle movements over the course of a typical day.

4.3.3 The proposed additional traffic associated with the development proposals cannot be considered to have a 'severe' impact on the local highway network as defined in Paragraph 111 of the NPPF which states that *"development should only be prevented or* refused *on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has considered the highways implications associated with a proposed conversion of loft space to provide 5-additional hotel rooms at 62 The Greenway, Uxbridge. This Transport Statement demonstrates the following:

(vi) The site is accessible via alternative travel modes than the private car, particularly by active travel modes and bus travel;

(vii) There are a number of day-to-day facilities that can benefit residents of the site during their stay;

(viii) The existing site access on the southern side of The Greenway would be retained without alterations;

(ix) The existing site access achieves the necessary visibility requirements of 2.4m x 43m in each direction as shown in **Drawing 2022/6572/001**;

(x) The existing site frontage can accommodate parking and manoeuvrability for 2 cars including 1 disabled user as illustrated in **Drawing 2022/6572/002**;

(xi) The local highway network within 200m of the site comprises an average parking stress of 64% which is space for an average 63 vehicles that can park within walking distance of the site which can accommodate vehicles of the residents if there is no availability to park on-site;

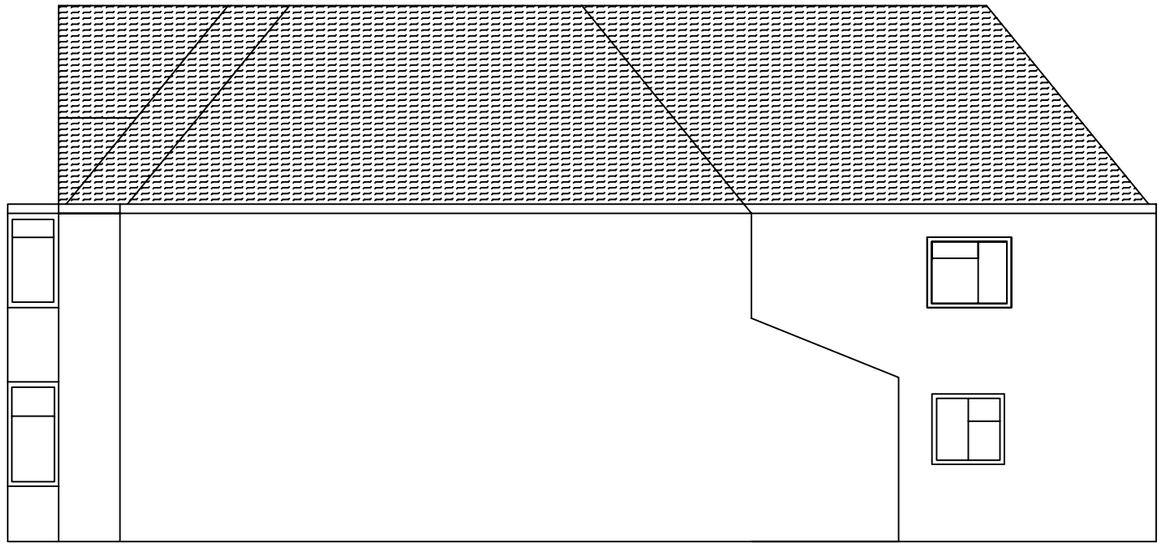
(xii) Servicing of the site would continue as per the existing arrangement by collection the southern side of The Greenway;

(xiii) The development proposals are forecast to produce an increase in 1 two-way vehicle trips in each of the highway peak hours (08:00-09:00 and 17:00-18:00), as well as an increase of 9 two-way vehicle movements over the course of a typical day. This increase in vehicle trips is not considered a severe impact as defined in Paragraph 111 of the NPPF.

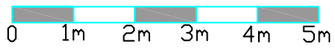
5.1.2 On the basis of the above, it is considered that the proposed development should not be resisted on highway or transportation grounds.

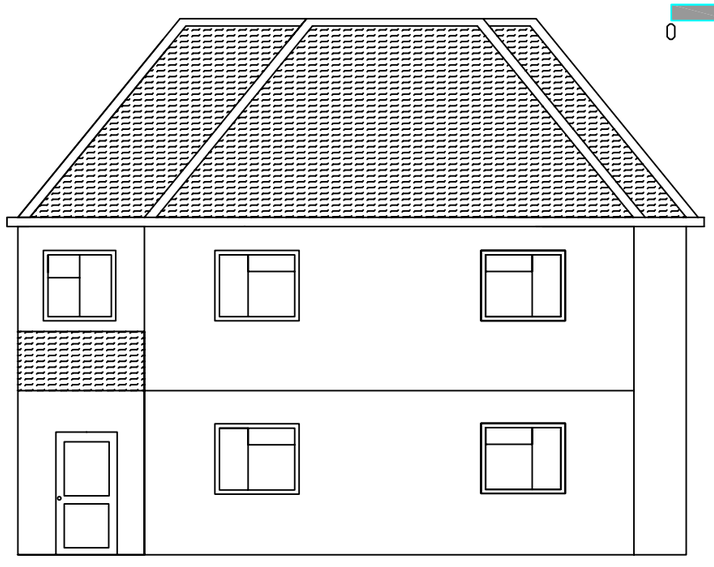
APPENDIX 1 PROPOSED SITE LAYOUT PLANS

Existing Front Elevation (North)

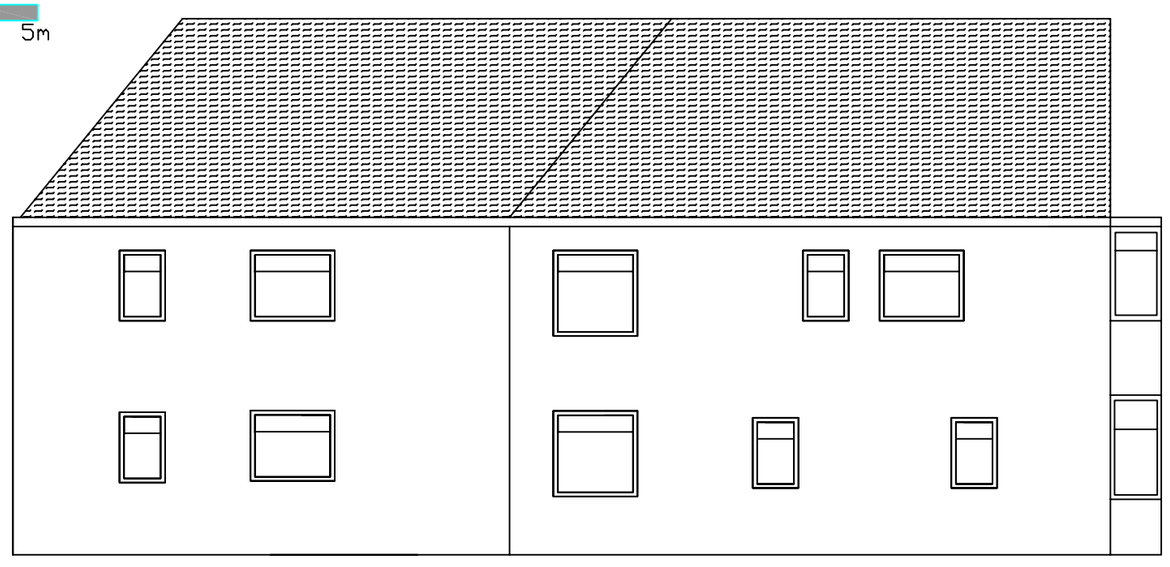


Existing Side Elevation (West)





Existing Rear Elevation (South)



Existing Side Elevation (East)

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			Title: Existing Elevations
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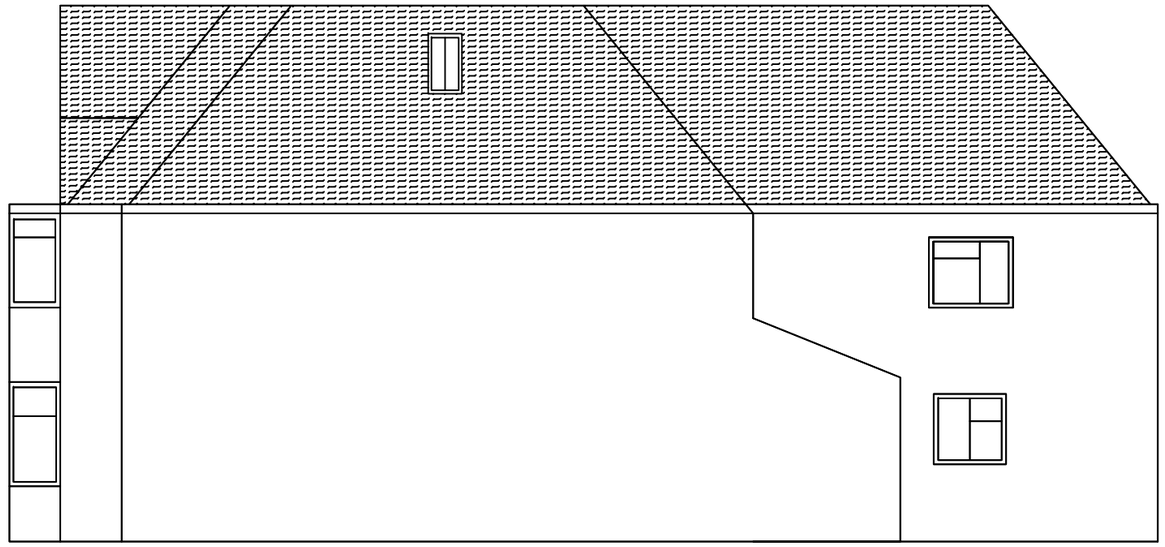
Proposed Front Elevation (North)



Proposed Side Elevation (West)

*Conservation Rooflights (Centre Pivot)
VELUX (GGL CK04 2570H) 55cm x 98cm (RAL 9005)

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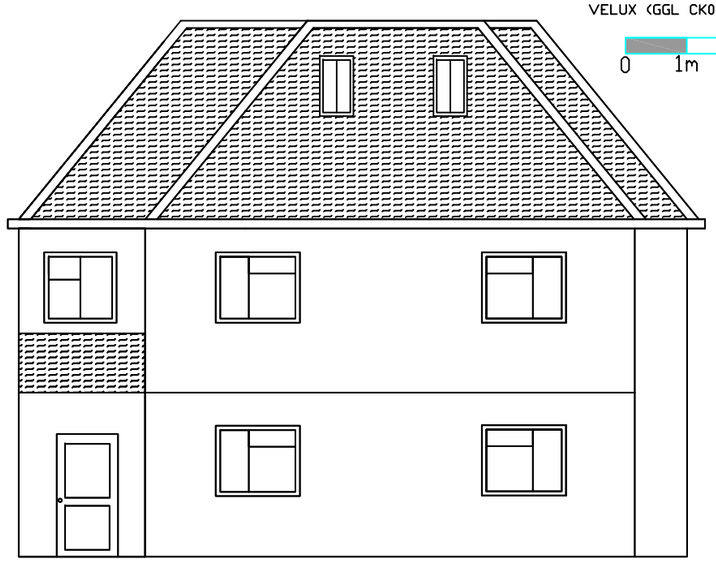
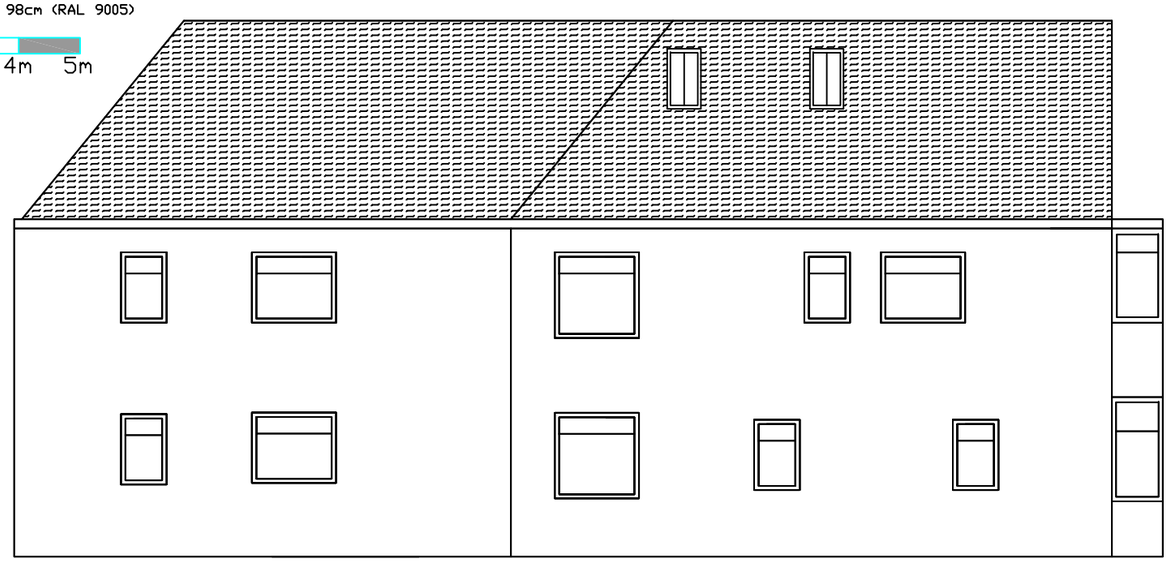


Proposed Rear Elevation (South)



Proposed Side Elevation (East)

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62 The Greenway, Uxbridge, UB8 2PL

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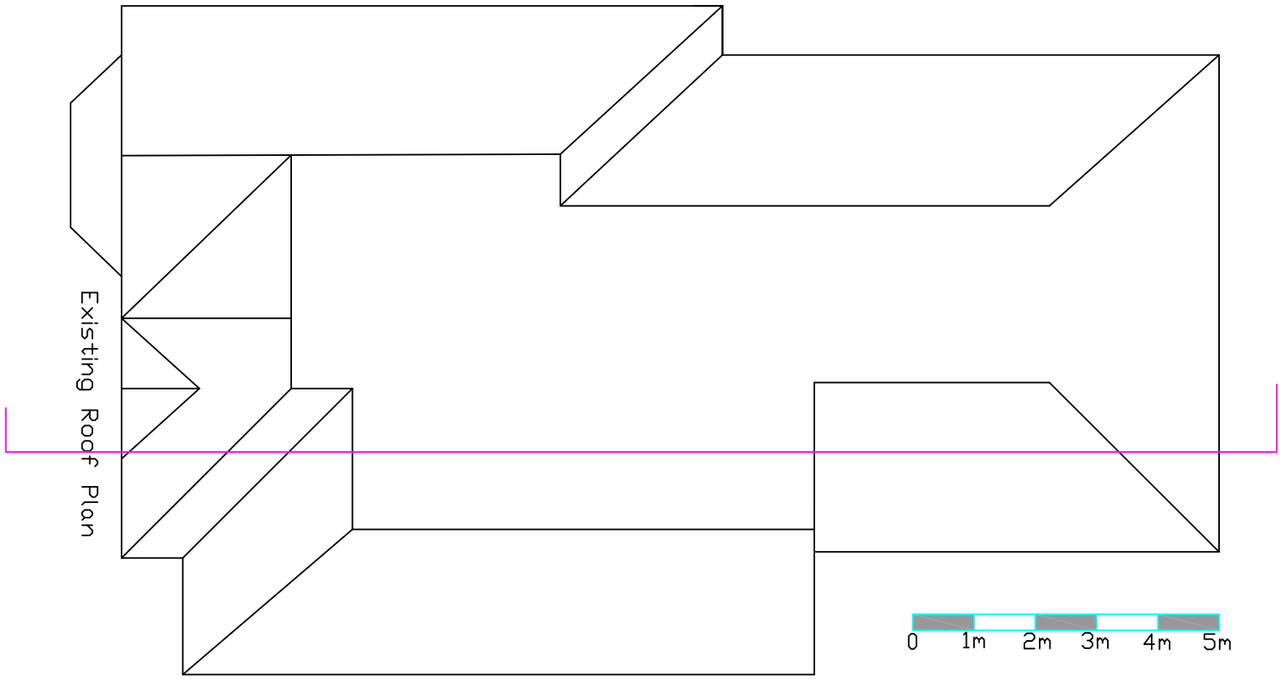
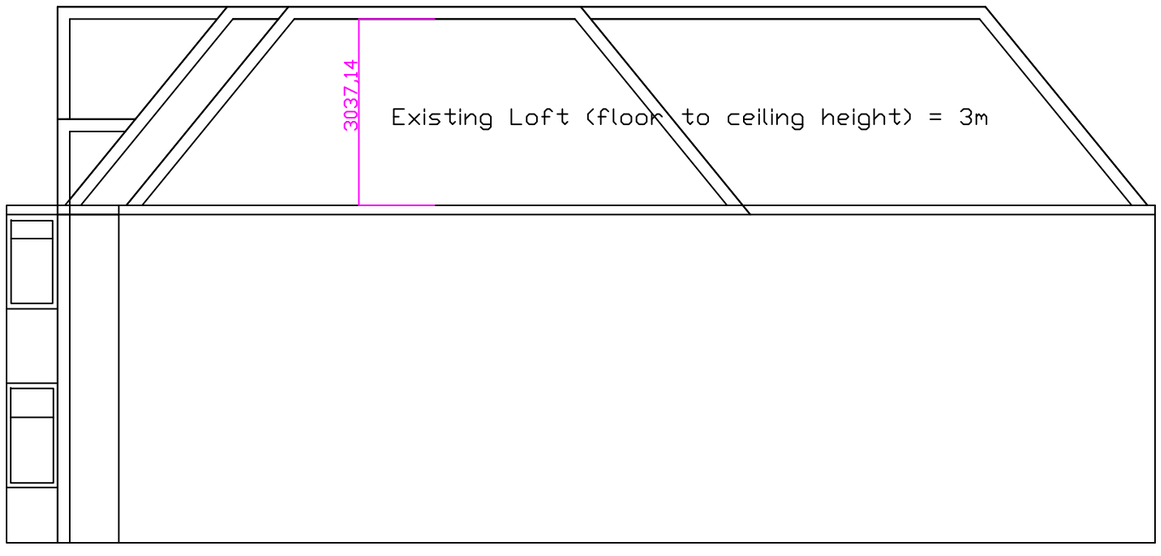
Proposed Elevations

Drawing No:
TG/2022/02





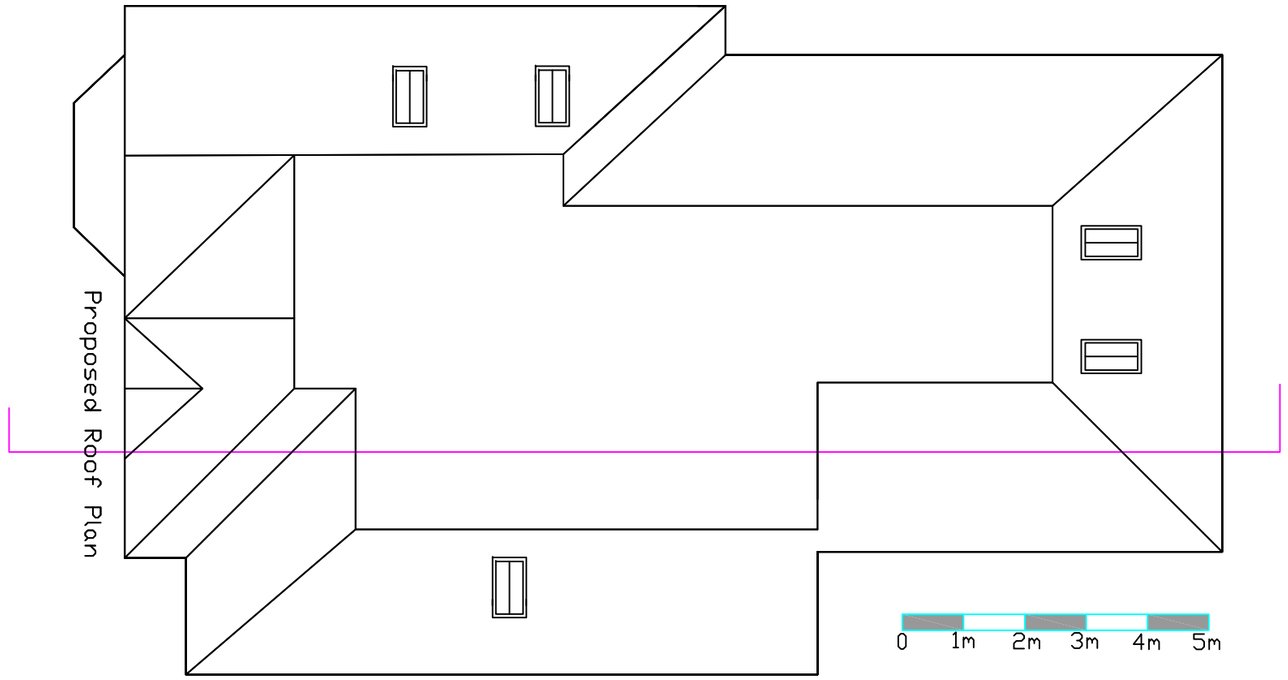
Existing Section Plan

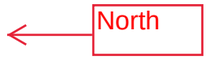
Date: 16/04/22	Scale: 1:100@A3	Rev: -
Job Ref: -	Drawn: BC	Checked: BC

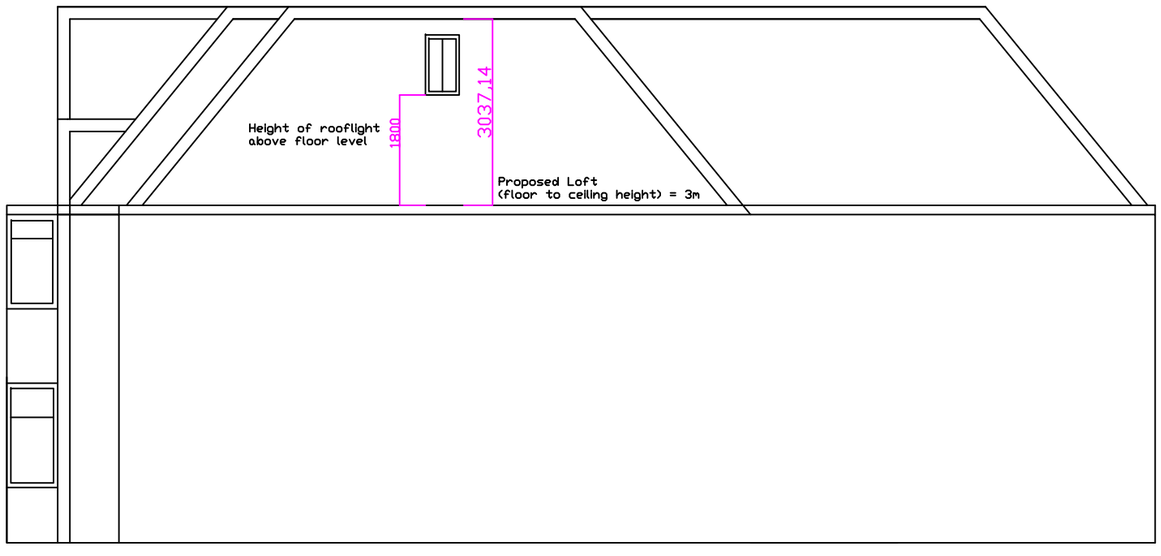
Project:
62 The Greenway, Uxbridge, UB8 2PL

Title:
Existing Section Plan

Drawing No:
TG/2022/03







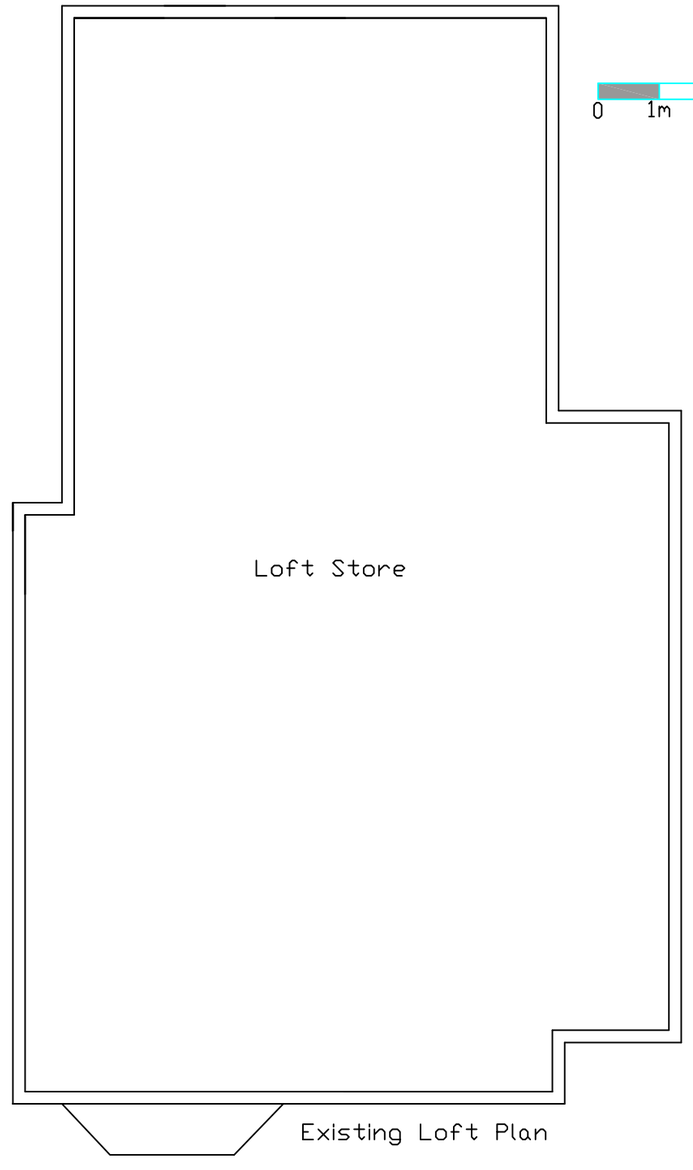
Proposed Section Plan

Date: 16/04/22	Scale: 1:100@A3	Rev: -
Job Ref: -	Drawn: BC	Checked: BC

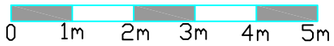
Project:
62 The Greenway, Uxbridge, UB8 2PL

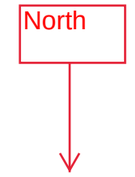
Title:
Proposed Section Plan

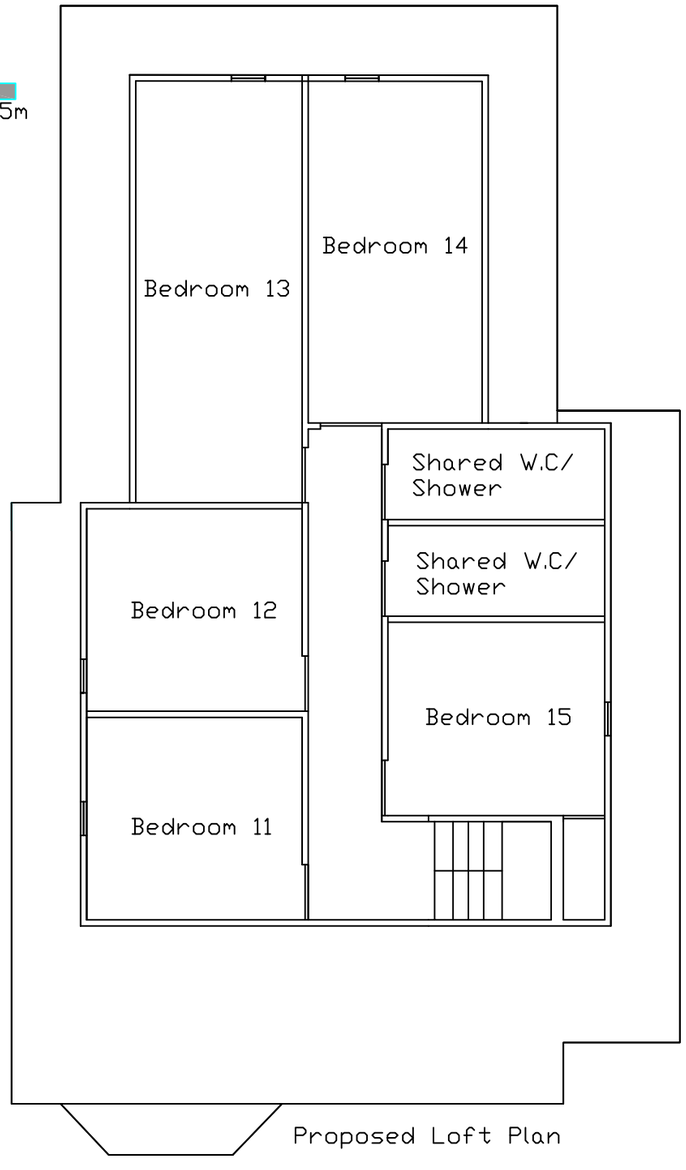
Drawing No:
TG/2022/04



Existing Loft Plan







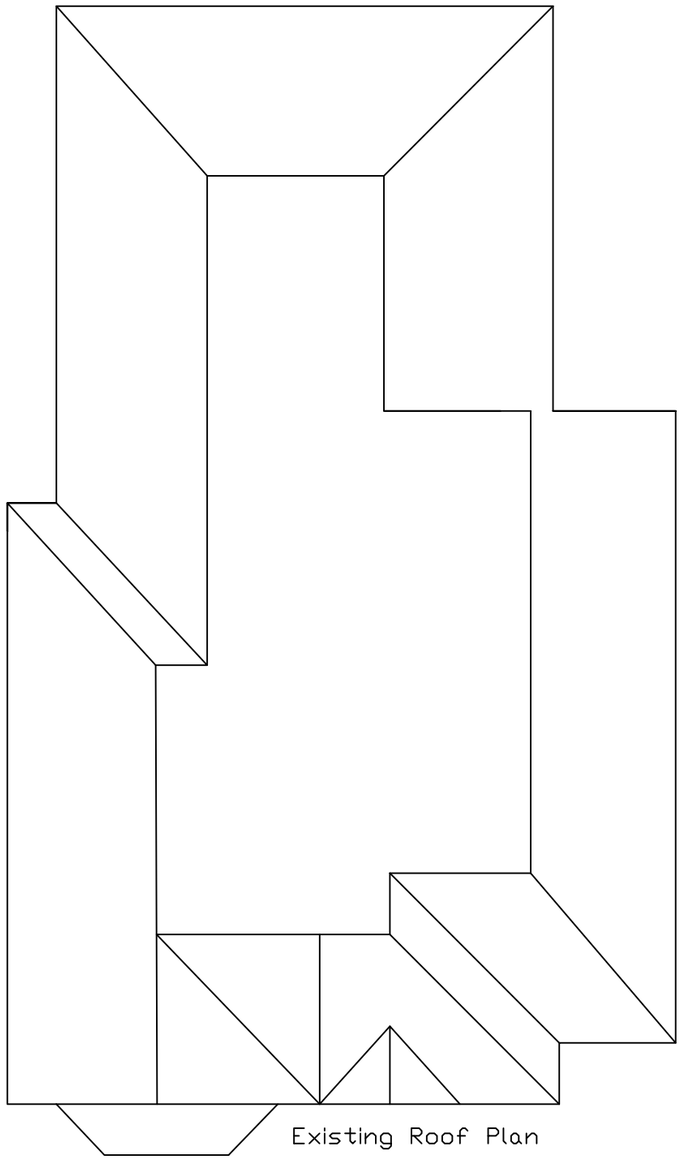
Proposed Loft Plan

Date: 16/04/22	Scale: 1:100@A3	Rev: -	
Job Ref: -	Drawn: BC	Checked: BC	

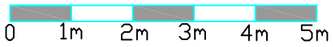
Project:
62 The Greenway, Uxbridge, UB8 2PL

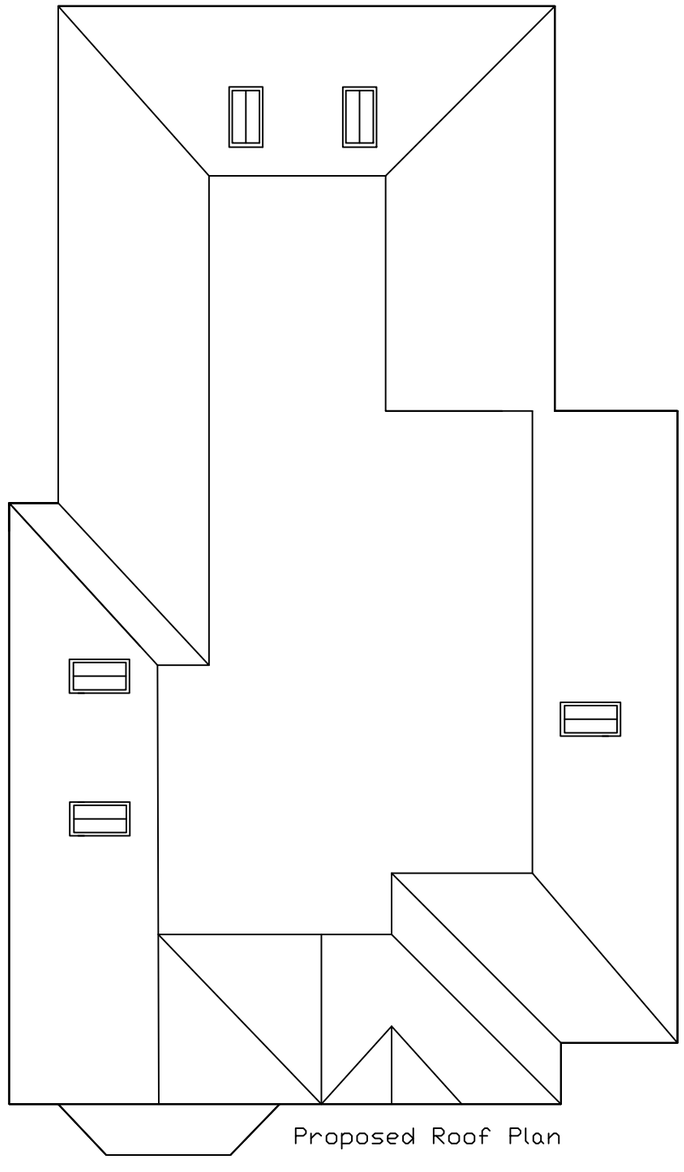
Title:
Existing and Proposed Loft Plan

Drawing No:
TG/2022/05



Existing Roof Plan

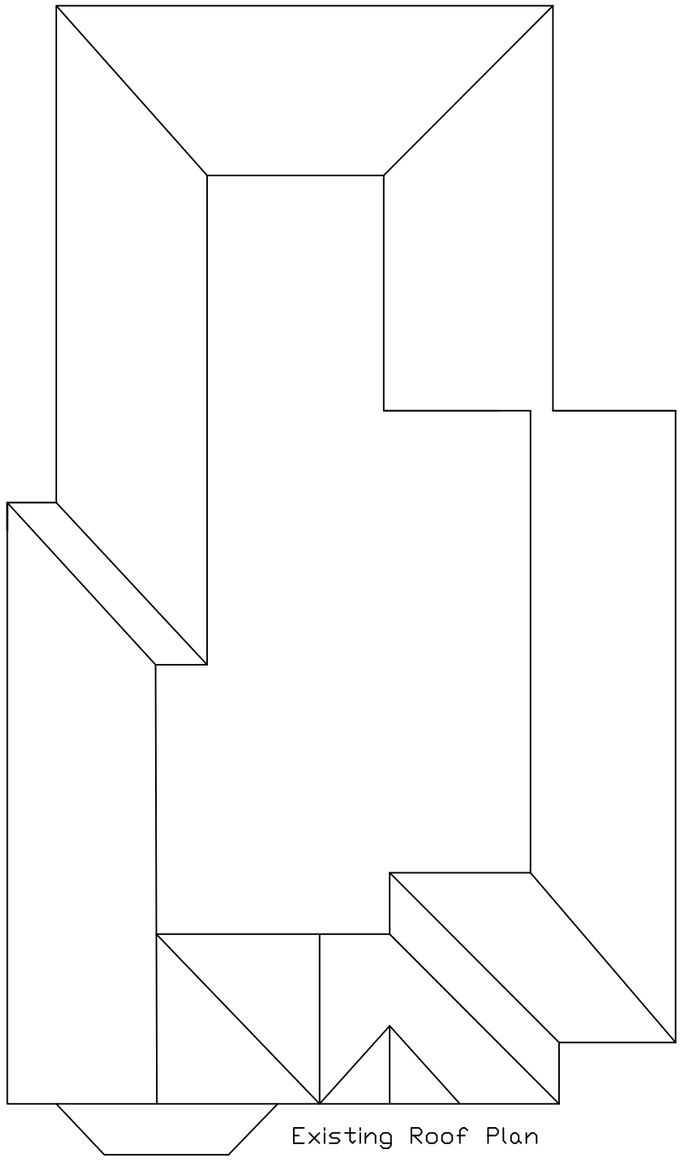




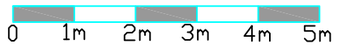
Proposed Roof Plan

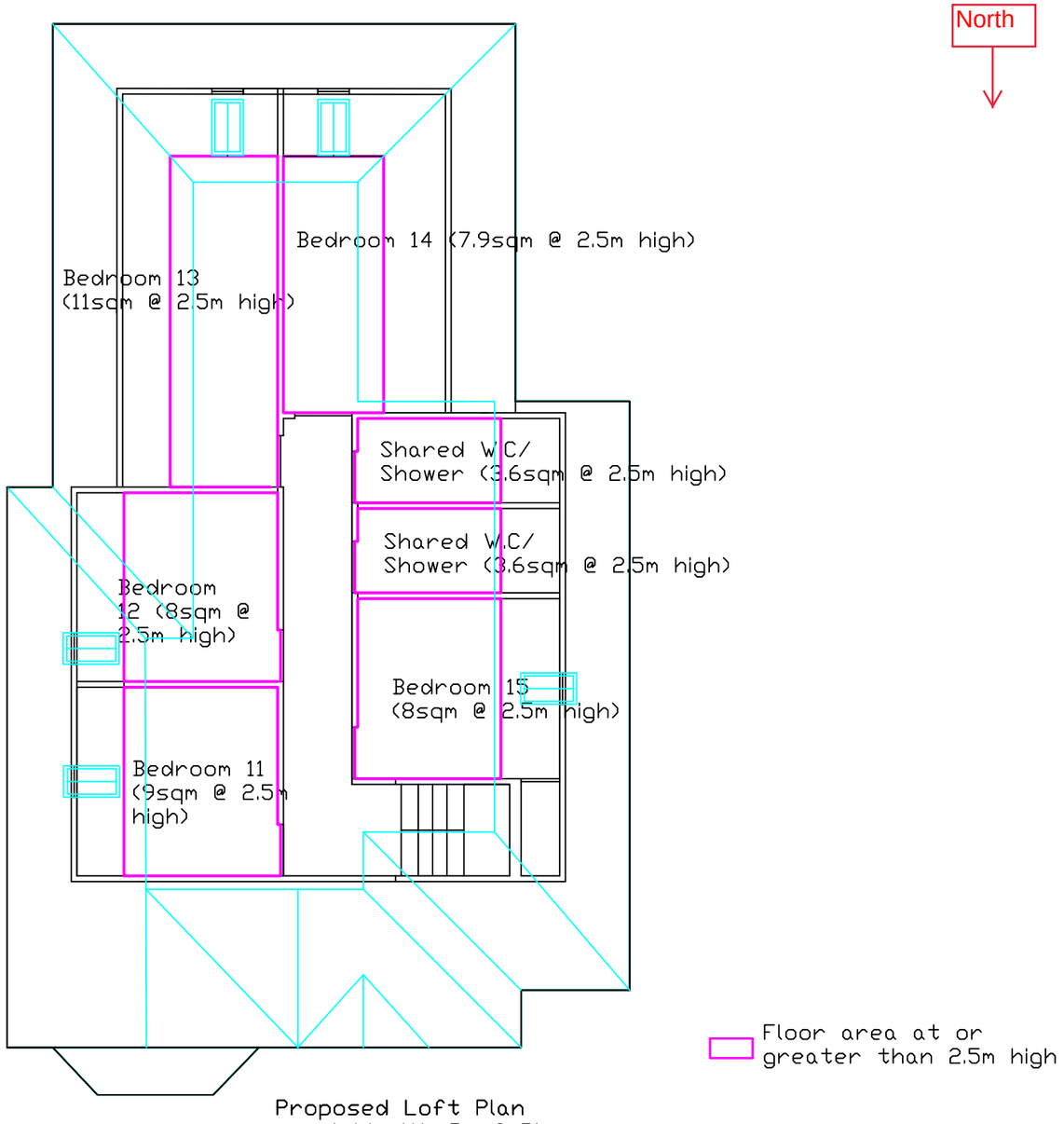
North

			Project: 62 The Greenway, Uxbridge, UB8 2PL
			Title: Existing and Proposed Roof Plan
Date: 16/04/22	Scale: 1:100@A3	Rev: -	Drawing No: TG/2022/07
Job Ref: -	Drawn: BC	Checked: BC	



Existing Roof Plan





Proposed Loft Plan
overlaid with Roof Plan

North

Project:
62 The Greenway, Uxbridge, UB8 2PL

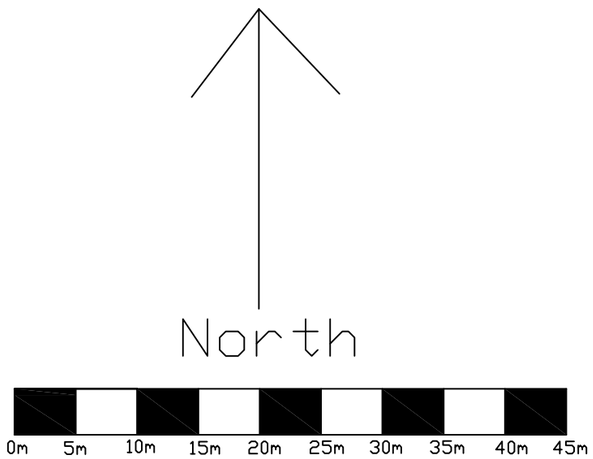
Title:
Existing and Proposed Roof Plan Overlay

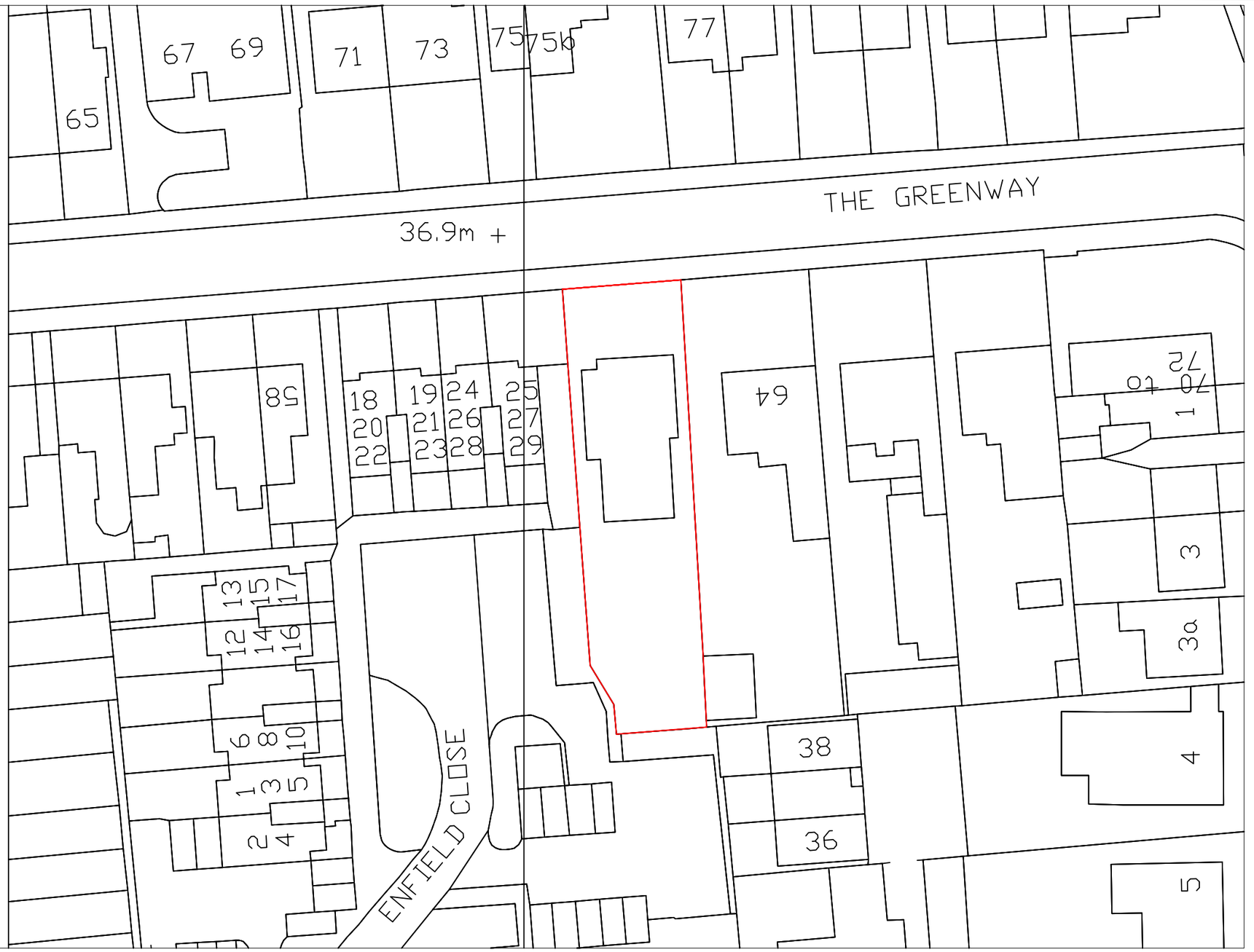
Drawing No:
TG/2022/06

Date: 16/04/22	Scale: 1:100@A3	Rev: -
Job Ref: -	Drawn: BC	Checked: BC

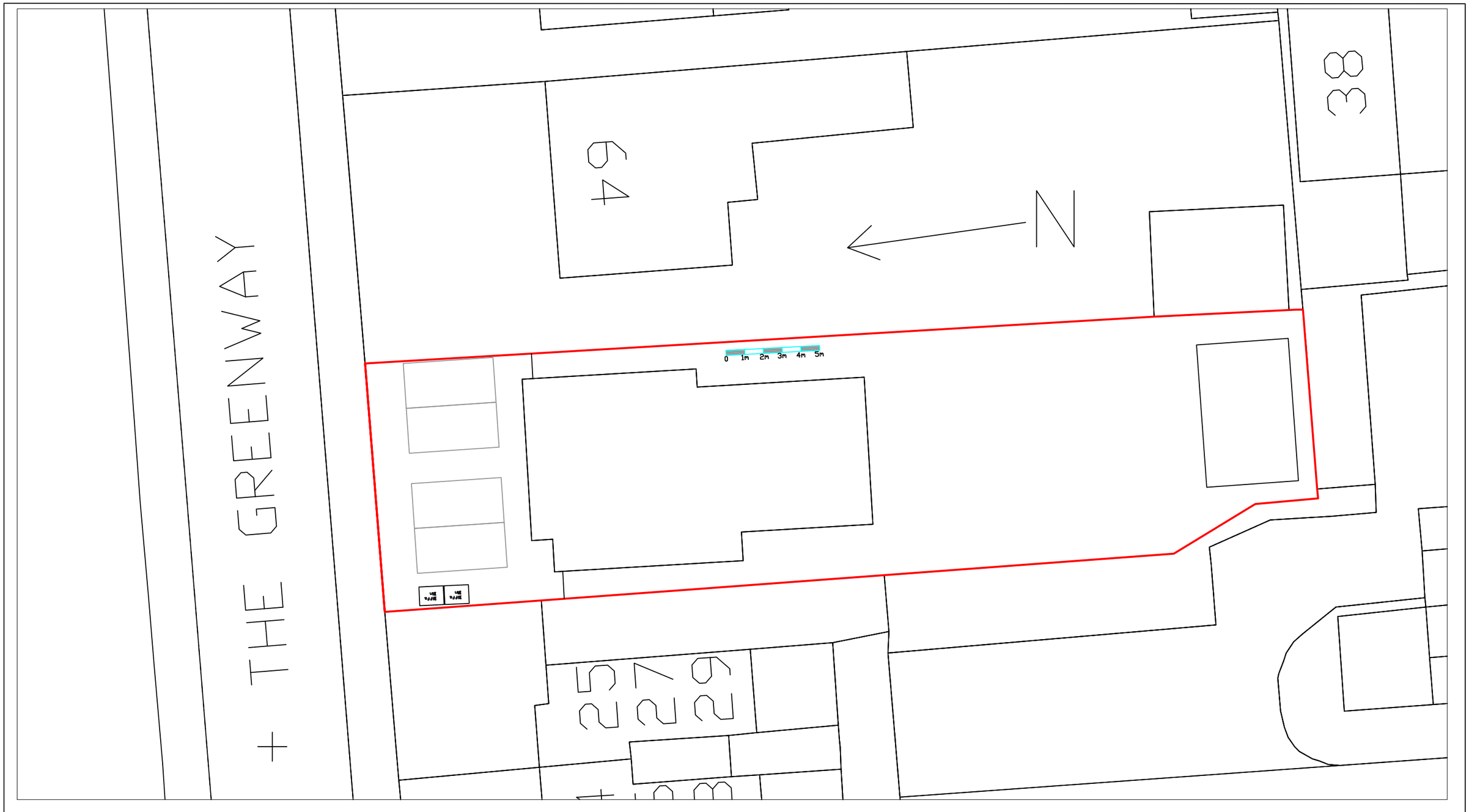
NORTH

			Project: 62 The Greenway, Uxbridge, UB8 2PL
			Title: Site Location Plan
Date: 16/04/2021	Scale: 1:1250@A3	Rev: -	Drawing No: TG/2022/08
Job Ref: -	Drawn: -	Checked: -	





		Project: 62 The Greenway, Uxbridge, UB8 2PL
		Title: Block Plan
Date: 16/04/22	Scale: 1:500@A3	Rev: -
Job Ref: -	Drawn: -	Checked: -
		Drawing No: TG/2022/09

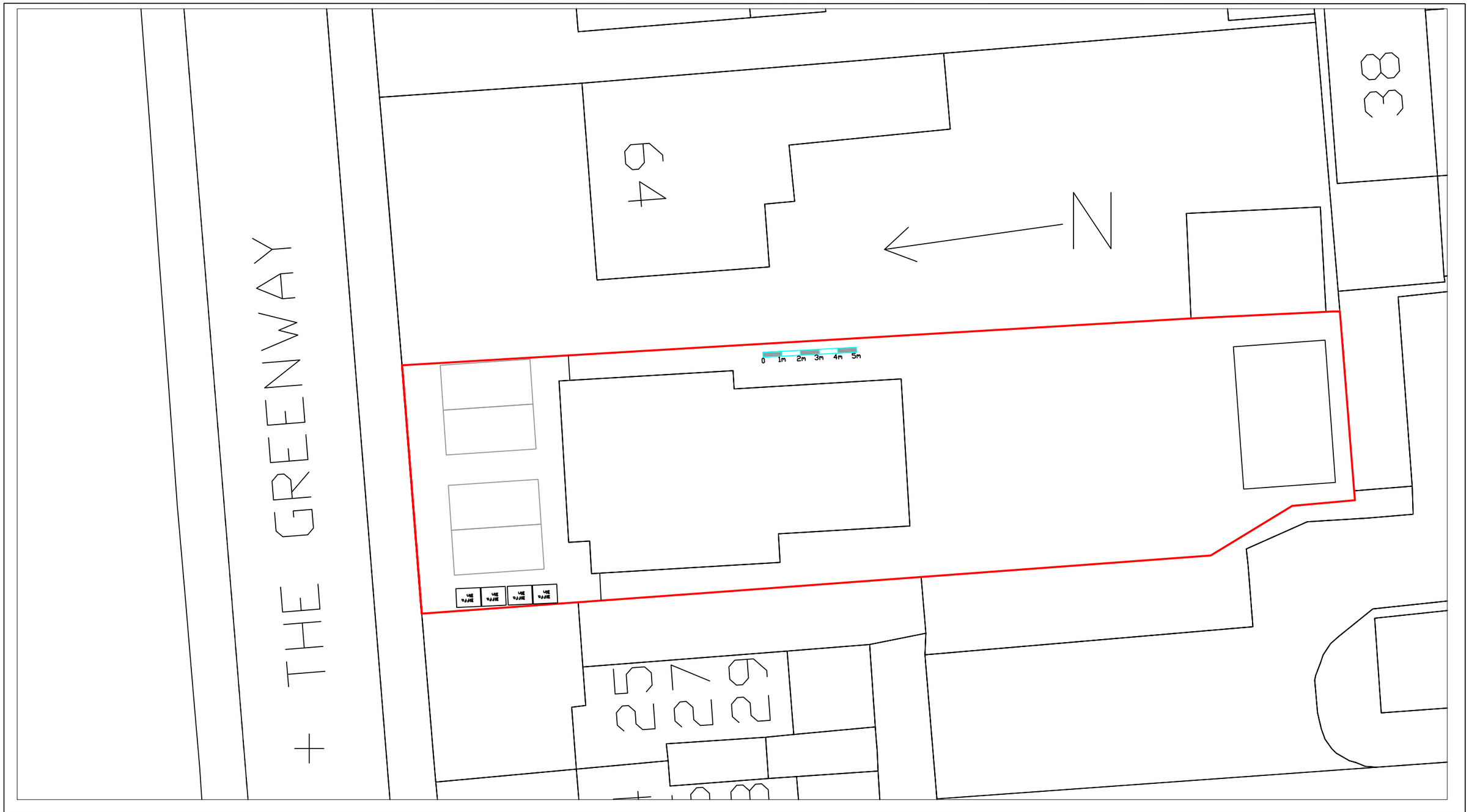


Date: 16/04/22	Scale: 1:200@A3	Rev: -
Job Ref: -	Drawn: BC	Checked: BC

Project:
62 The Greenway, Uxbridge, UB8 2PL

Title:
Existing Site Layout Plan

Drawing No:
TG/2022/10



Project: 62 The Greenway, Uxbridge, UB8 2PL		
Title: Proposed Site Layout Plan		
Date: 16/04/22	Scale: 1:200@A3	Rev: -
Job Ref: -	Drawn: BC	Checked: BC
Drawing No: TG/2022/11		

APPENDIX 2 CRASHMAP ACCIDENT DATA REPORTS

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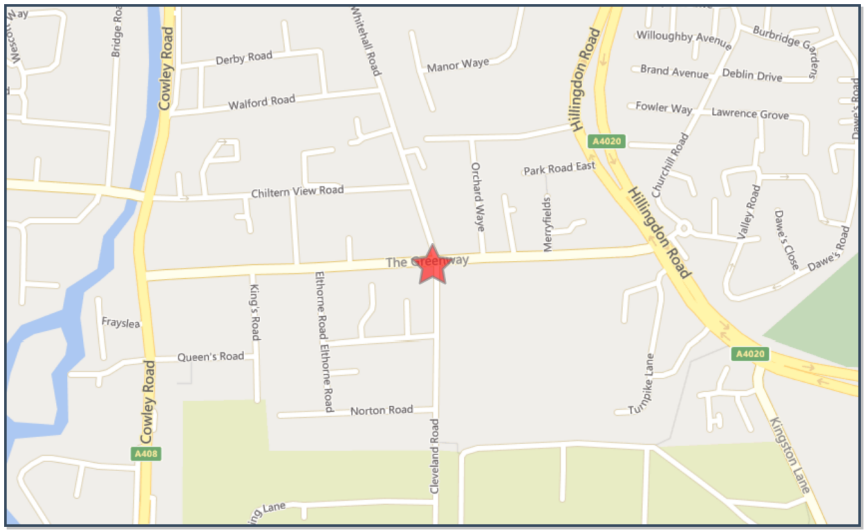
Validated Data

Crash Date:	Wednesday, January 04, 2017	**Time of Crash:**	8:50:00 AM	**Crash Reference:**	**2017010009718**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505780 183120
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	Over 75	Vehicle is waiting to turn right	Front	Unknown	None	None
2	Car (excluding private hire)	18	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Taking pupil to/from school	None	None

Casualties

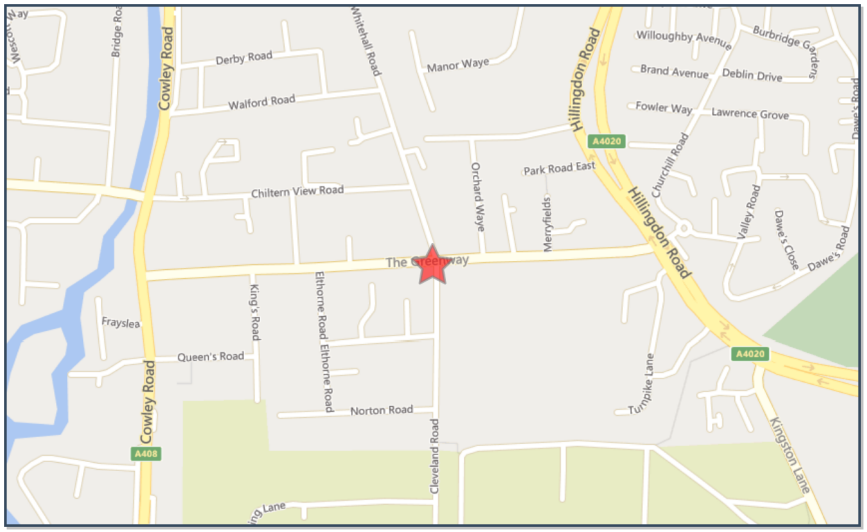
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, April 10, 2017	**Time of Crash:**	5:25:00 PM	**Crash Reference:**	**2017010031411**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505780 183120
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire)	2	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	46 - 55	Unknown or other	Unknown or other

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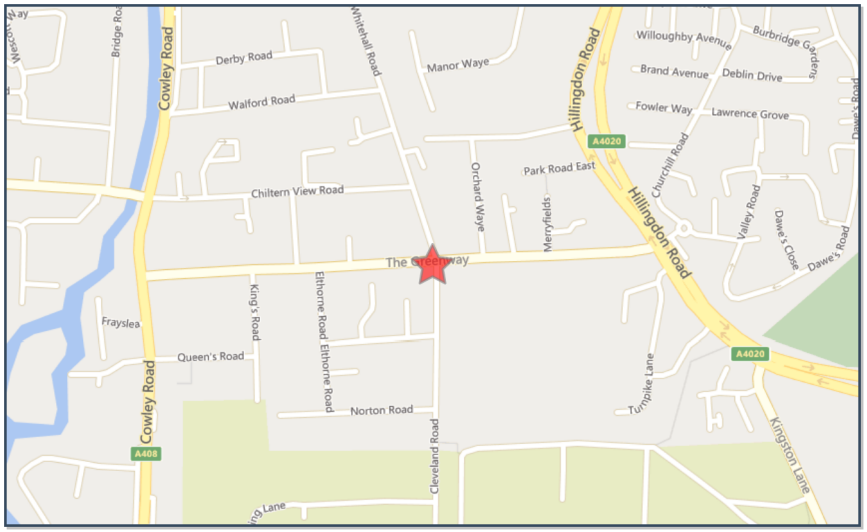
Validated Data

Crash Date:	Thursday, November 30, 2017	**Time of Crash:**	2:36:00 PM	**Crash Reference:**	**2017010074335**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505780 183120
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	56 - 65	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Motorcycle 50cc and under	14	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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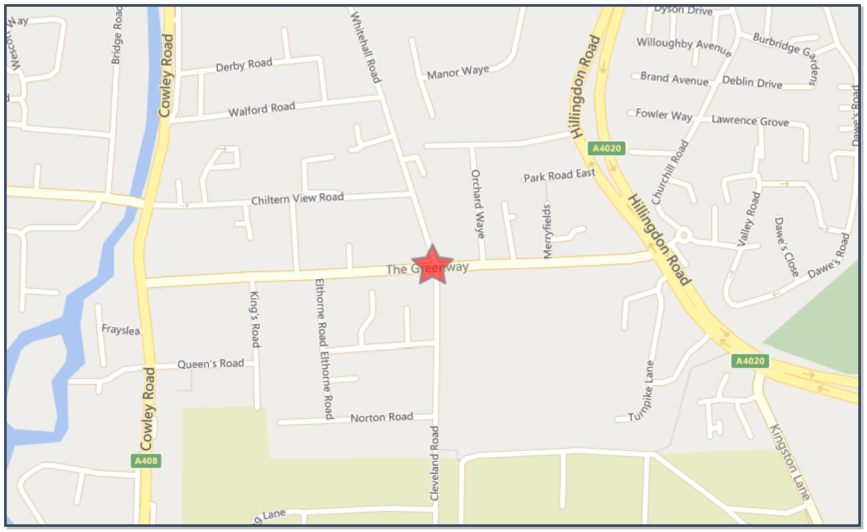
Validated Data

Crash Date:	Friday, December 15, 2017	**Time of Crash:**	5:30:00 AM	**Crash Reference:**	**2017010078129**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	1
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505780 183130
Weather Description:	Raining without high winds				
Road Surface Description:	Frost or Ice				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	Kerb	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

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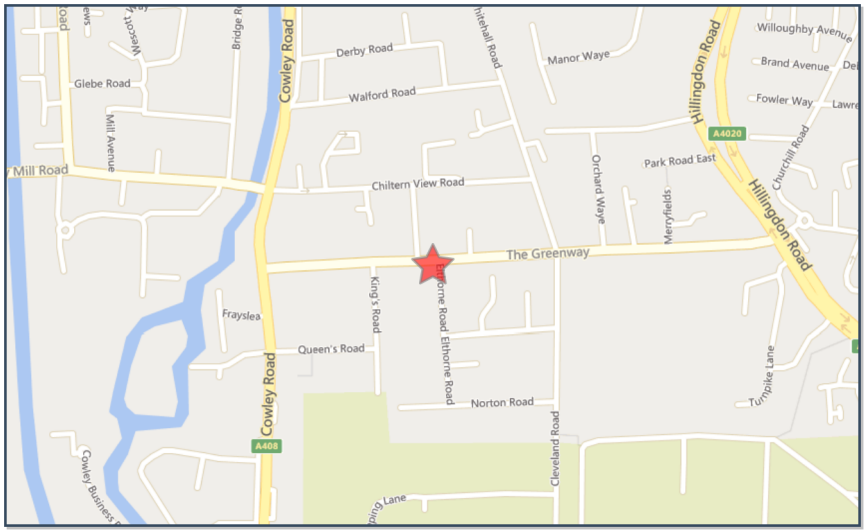
Validated Data

Crash Date:	Sunday, February 18, 2018	**Time of Crash:**	3:10:00 PM	**Crash Reference:**	**2018010091037**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505600 183110
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Motorcycle 50cc and under	2	Male	11 - 15	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	Other permanent object

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

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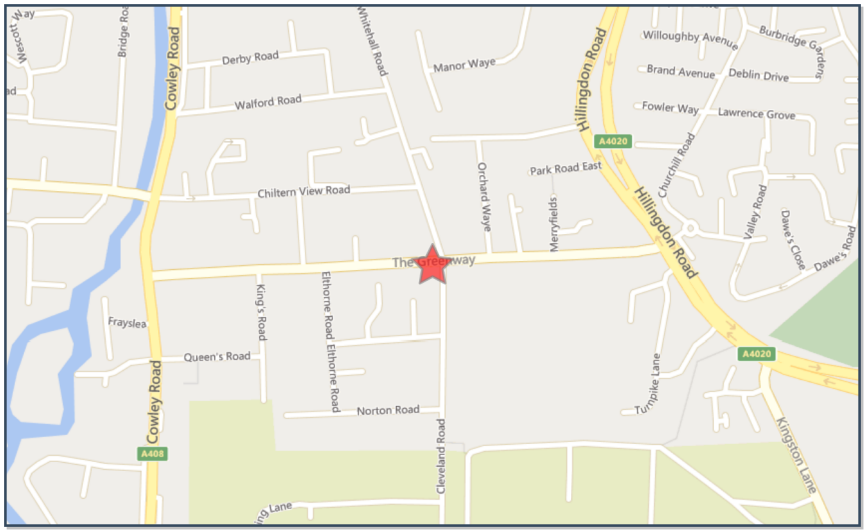
Validated Data

Crash Date:	Sunday, April 15, 2018	**Time of Crash:**	8:40:00 AM	**Crash Reference:**	**2018010101969**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505770 183120
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Female	Unknown	Unknown	Back	Unknown	Unknown	Unknown
2	Car (excluding private hire)	17	Male	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	46 - 55	Unknown or other	Unknown or other

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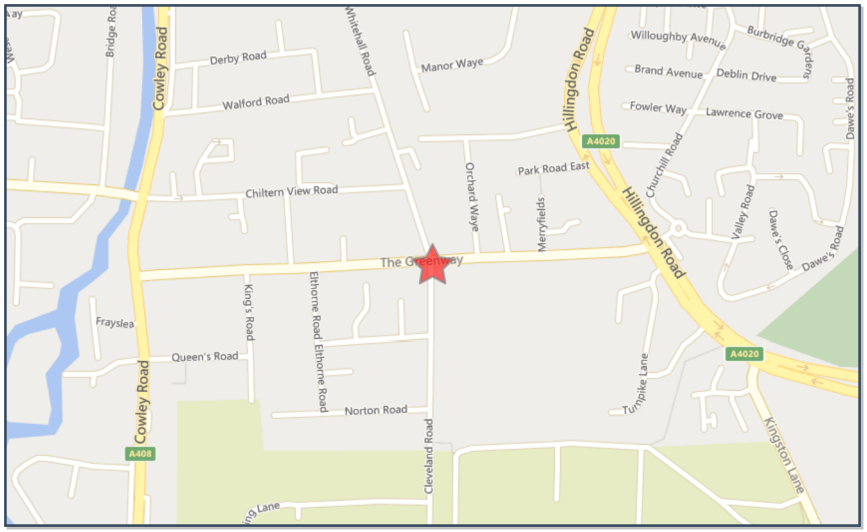
Validated Data

Crash Date:	Saturday, March 23, 2019	**Time of Crash:**	1:30:00 PM	**Crash Reference:**	**2019010173079**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	1
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505788 183126
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's nearside

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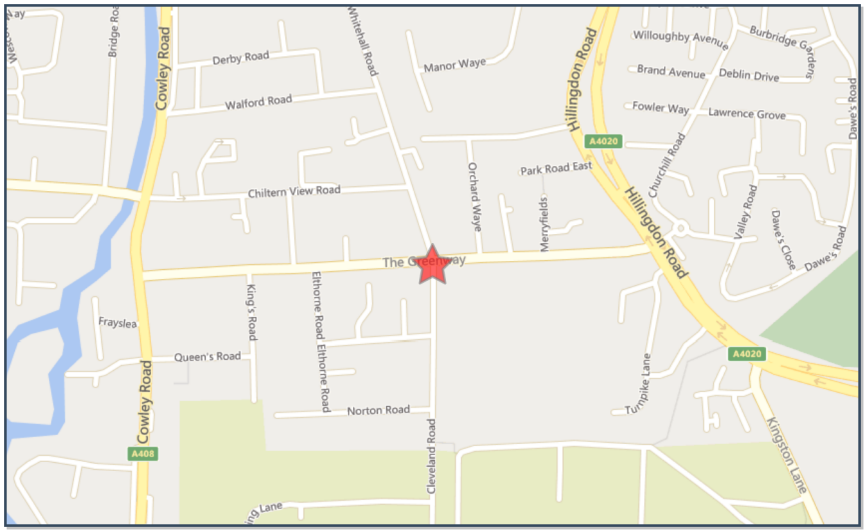
Validated Data

Crash Date:	Sunday, October 20, 2019	**Time of Crash:**	2:21:00 PM	**Crash Reference:**	**2019010212948**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505785 183124
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Dual carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Male	16 - 20	Vehicle is waiting to turn right	Front	Unknown	None	None
2	Motorcycle over 125cc and up to 500cc	0	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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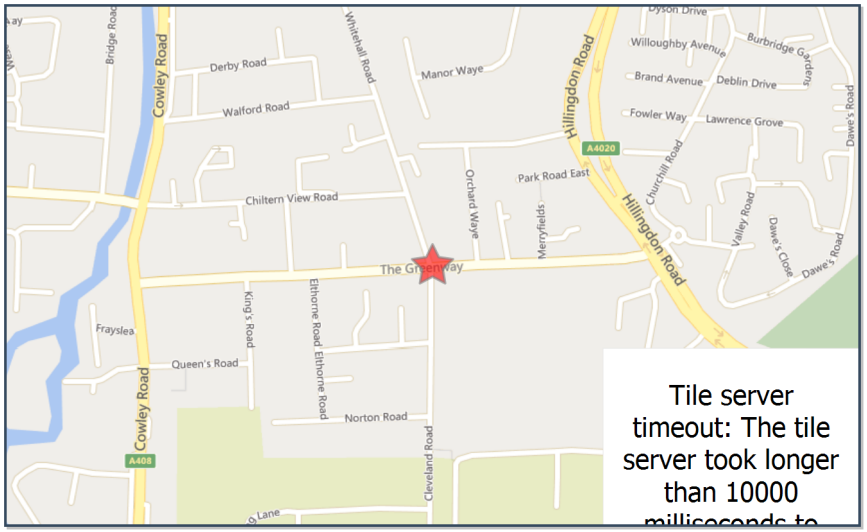
Validated Data

Crash Date:	Thursday, December 19, 2019	**Time of Crash:**	10:15:00 PM	**Crash Reference:**	**2019010226167**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505788 183134
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	56 - 65	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire)	0	Unknown	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

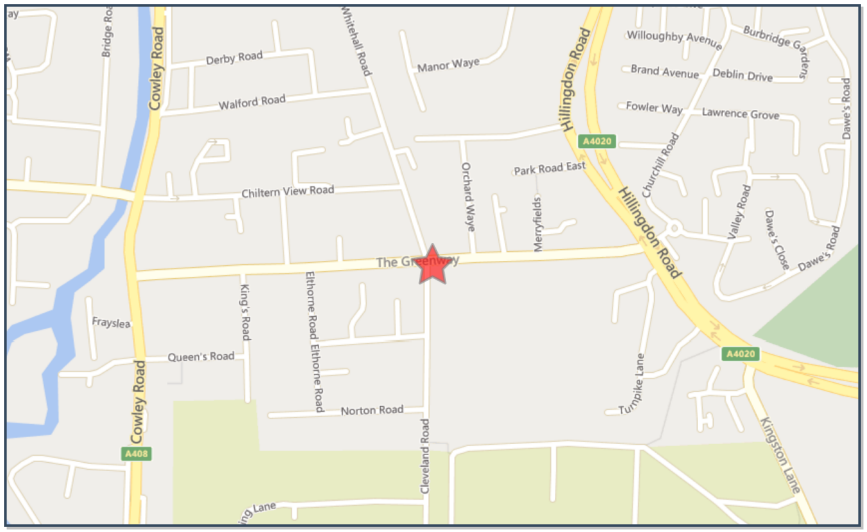
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, July 08, 2020	**Time of Crash:**	3:35:00 PM	**Crash Reference:**	**2020010255518**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505794 183126
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Taxi/Private hire car	9	Unknown	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

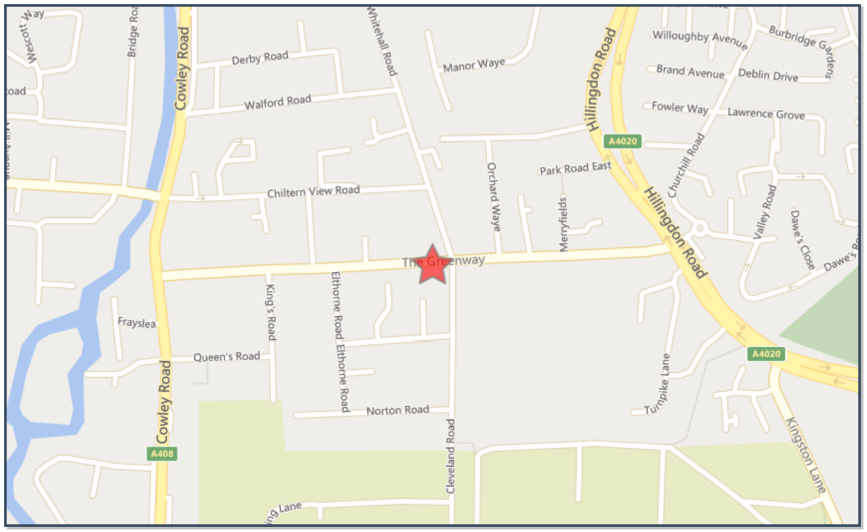
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, August 01, 2020	**Time of Crash:**	8:31:00 PM	**Crash Reference:**	**2020010259762**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	3
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505756 183125
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Male	26 - 35	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire)	12	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

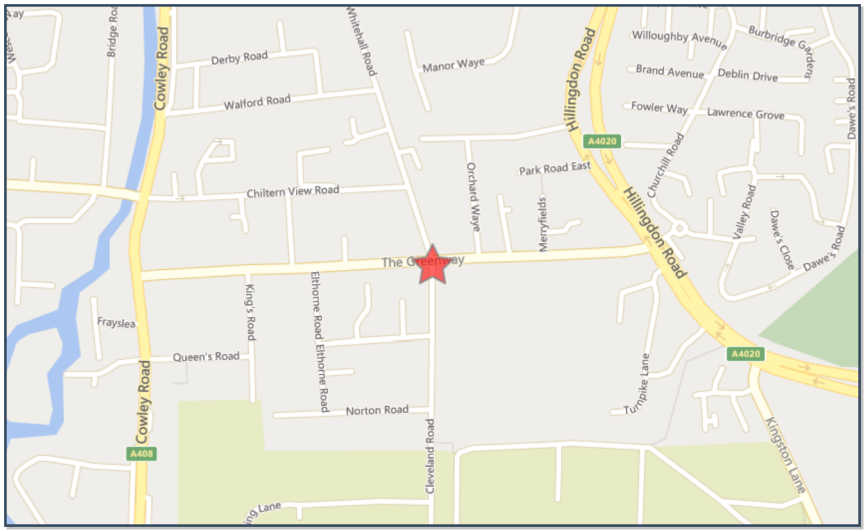
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, October 26, 2020	**Time of Crash:**	3:58:00 PM	**Crash Reference:**	**2020010275991**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Hillingdon			**Number of Vehicles:**	2
Local Authority:	Hillingdon London Borough			**OS Grid Reference:**	505786 183127
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

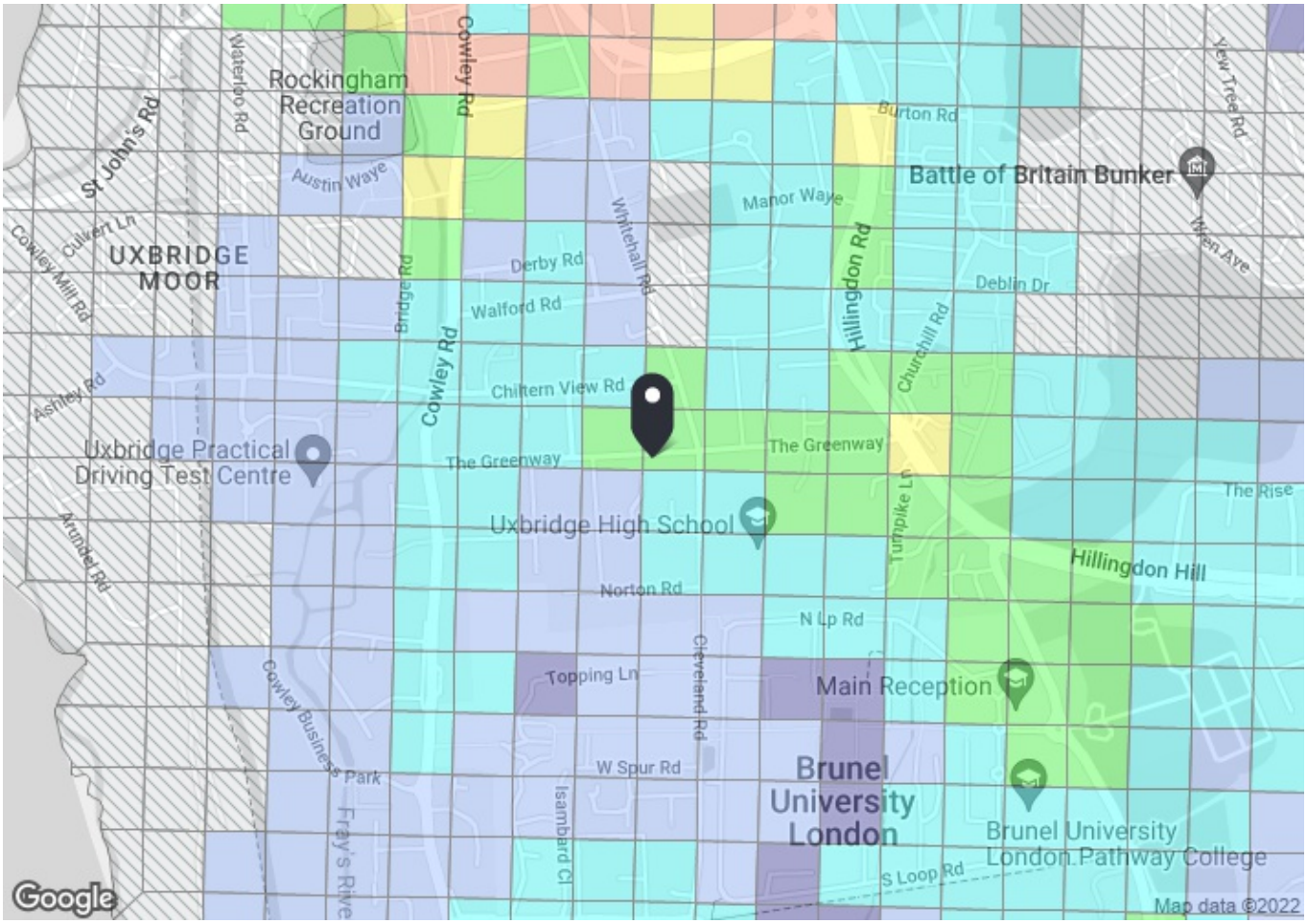
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire)	9	Male	Over 75	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

APPENDIX 3 WEBCAT OUTPUT REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
3

62 The Greenway
62 The Greenway, Uxbridge UB8 2PL, UK
Easting: 505714, Northing: 183107

Grid Cell: 93802

Report generated: 19/04/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

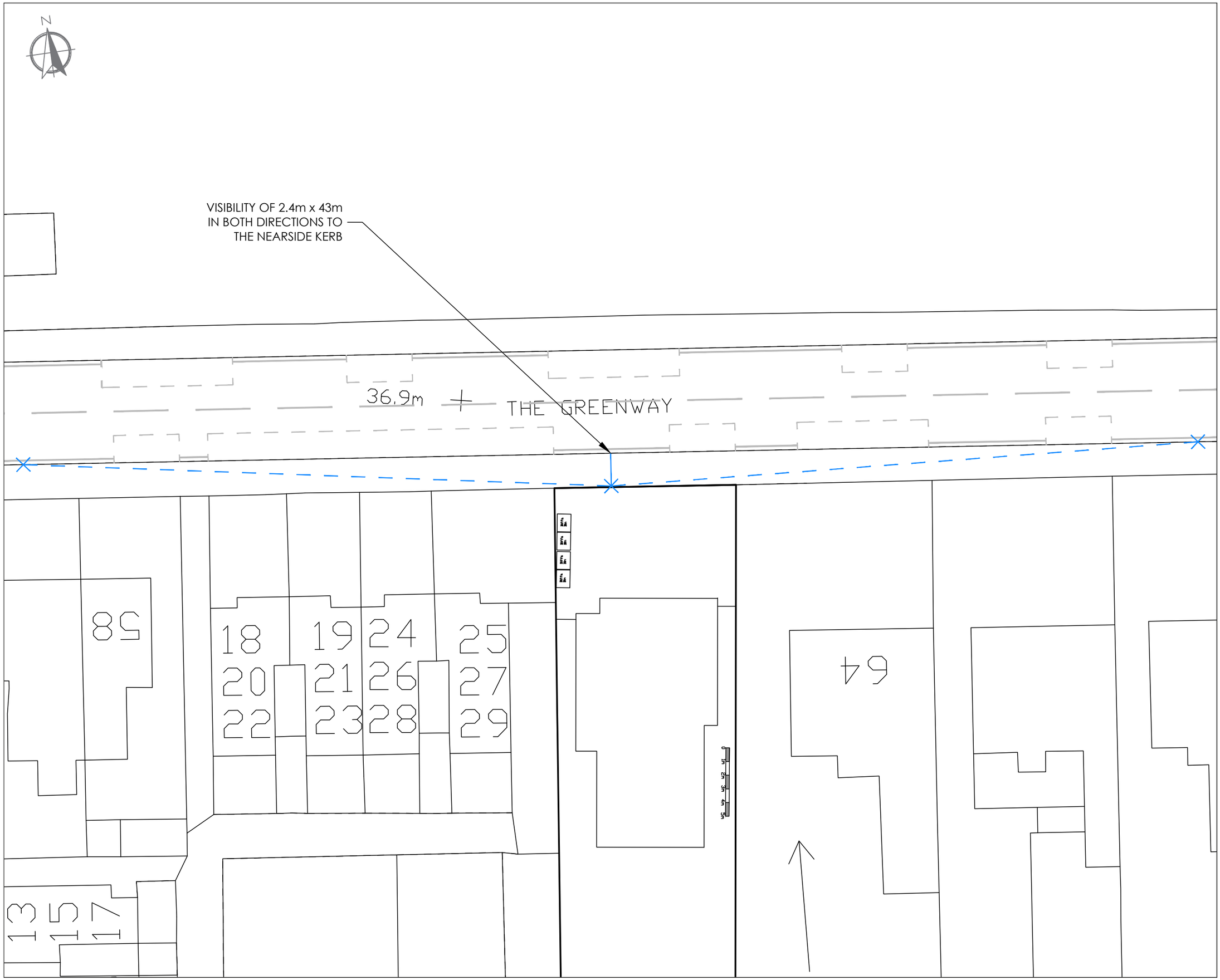
Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HILLINGDON R TURNPIKE LN	U7	464.85	2	5.81	17	22.81	1.32	0.5	0.66
Bus	HILLINGDON R TURNPIKE LN	U4	464.85	7.5	5.81	6	11.81	2.54	0.5	1.27
Bus	HILLINGDON R TURNPIKE LN	U1	464.85	4	5.81	9.5	15.31	1.96	0.5	0.98
Bus	HILLINGDON R TURNPIKE LN	A10	464.85	4	5.81	9.5	15.31	1.96	0.5	0.98
Bus	HILLINGDON R TURNPIKE LN	427	464.85	7.5	5.81	6	11.81	2.54	0.5	1.27
Bus	HILLINGDON R TURNPIKE LN	607	464.85	6	5.81	7	12.81	2.34	0.5	1.17
Bus	THE CHILTERN VIEW	U5	557.66	5	6.97	8	14.97	2	0.5	1
Bus	THE CHILTERN VIEW	222	557.66	7.5	6.97	6	12.97	2.31	0.5	1.16
Bus	UXBRIDGE HIGH SCHOOL	U3	174.42	5	2.18	8	10.18	2.95	1	2.95
									Total Grid Cell AI:	**11.43**

APPENDIX 4 RGP DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	23/05/22

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
30 Stamford Street, London, SE1 9LQ
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

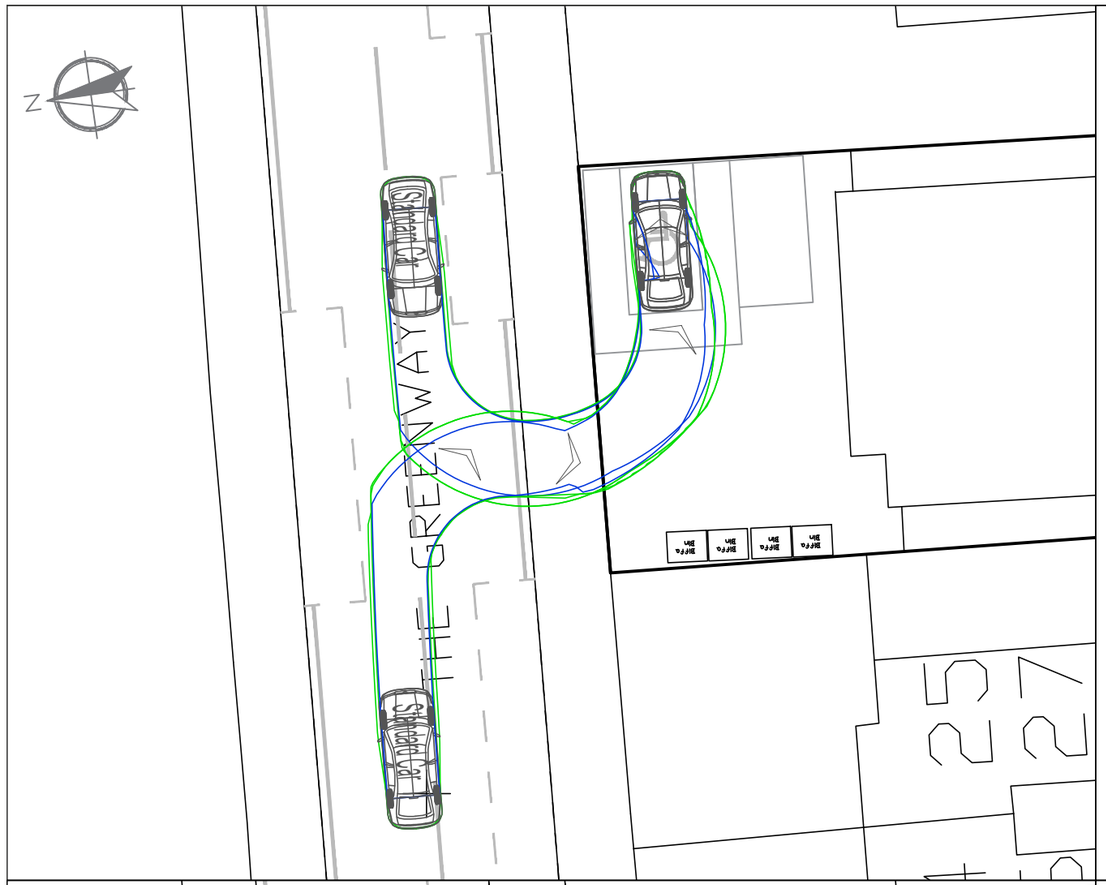
Client
Shaan Homes Ltd

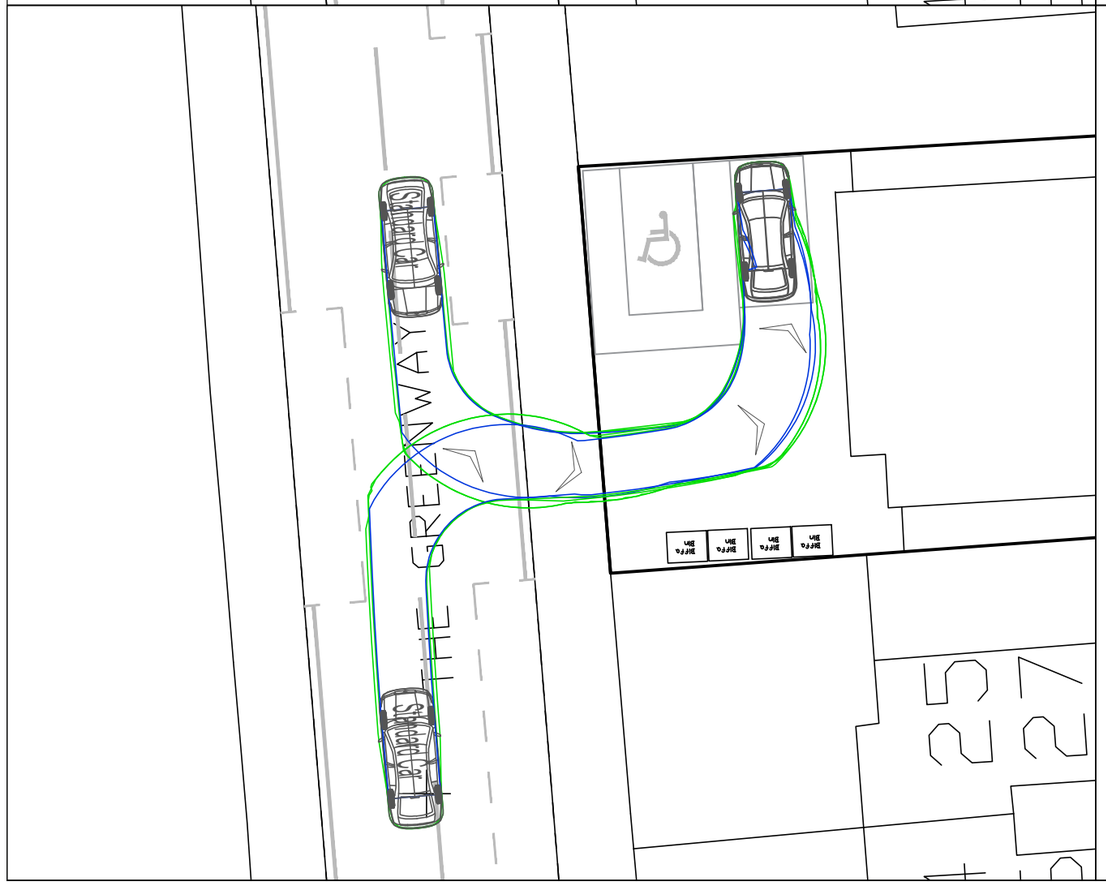
Project
62 The Greenway, Uxbridge

Drawing Title
Visibility Splays

Drawing No.	Rev.
2022/6572/001	P1

Scale	Drawn By	Checked By	
1:200	GE	JM	A3





NOTES

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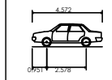

Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	23/05/22

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
30 Stamford Street, London, SE1 9LQ
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client: Shaan Homes Ltd

Project: 62 The Greenway, Uxbridge

Drawing Title: Parking Swept Path Analysis

Drawing No.	Rev.
2022/6572/002	P1

Scale	Drawn By	Checked By	
1:200	GE	JM	A3

APPENDIX 5 PARKING STRESS SURVEY RESULTS

62 The Greenway, Uxbridge - 10th & 12th May 2022

* based on a minimum of 5 metres per space

Street Name	Restrictions	Total Length in Available Parking	Number of Parking Spaces*	10th May - 1:00am			12th May - 1:00am		
				Number of Parked Cars	Unoccupied Spaces	Parking Stress	Number of Parked Cars	Unoccupied Spaces	Parking Stress
The Greenway	Pay & Display Parking*	171	30	13	17	43%	14	16	47%
	Permit Holder Parking**	44	8	0	8	0%	0	8	0%
Alexandra Road	Permit Holder Parking**	50	10	9	1	90%	9	1	90%
Elthorne Road	Permit Holder Parking**	146	28	14	14	50%	13	15	46%
Villier Street	Pay & Display Parking*	38	6	4	2	67%	4	2	67%
	Permit Holder Parking**	125	25	21	4	84%	21	4	84%
Enfield Close	Permit Holder Parking**	195	38	33	5	87%	33	5	87%
Whitehall Road	Pay & Display Parking*	61	12	10	2	83%	9	3	75%
	Disabled Bay	12	2	2	0	100%	2	0	100%
Orchard Waye	Permit Holder Parking**	63	11	4	7	36%	4	7	36%
Cornfield Close	Unrestricted Parking	18	3	0	3	0%	0	3	0%

Total	Number of Parking Spaces*	Number of Parked Cars	Unoccupied Spaces	Parking Stress	Number of Parked Cars	Unoccupied Spaces	Parking Stress
	173	110	63	64%	109	64	63%

Parking Restrictions
*Pay at machine, Display ticket, Max stay 2 hours
**Permit Holders Only (U5) - Mon-Fri, 9am-5pm

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by Modal Data setting out the hazards which have been designed out. This is available upon request.

- Occupied Space
- Unoccupied Space
- Survey Boundary
- Double Yellow Lines
- Single Yellow Line
- Bus Stop
- Pay & Display Bay
- Permit Holder Bay
- Disabled Bay
- Advisory White Lines
- No Restrictions
- Bay Obstruction

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	26/05/22

MODAL

Client: Shaan Homes LTD

Project: 62 The Greenway, Uxbridge

Drawing Title: Lambeth Results
10th May 2022 - 01:00am

Drawing No.	Rev.
MODAL/2020/6572/001	P1

Scale	Drawn By	Checked By	
1:1250	GE	JM	A3

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by Modal Data setting out the hazards which have been designed out. This is available upon request.

- Occupied Space
- Unoccupied Space
- Survey Boundary
- Double Yellow Lines
- Single Yellow Line
- Bus Stop
- Pay & Display Bay
- Permit Holder Bay
- Disabled Bay
- Advisory White Lines
- No Restrictions
- Bay Obstruction

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	26/05/22

MODAL

Client: Shaan Homes LTD

Project: 62 The Greenway, Uxbridge

Drawing Title: Lambeth Results
12th May 2022 - 01:00am

Drawing No.: MODAL/2020/6572/002

Rev.: P1

Scale: 1:1250

Drawn By: GE

Checked By: JM

A3

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by Modal Data setting out the hazards which have been designed out. This is available upon request.

- Survey Boundary
- Double Yellow Lines
- Single Yellow Line
- Bus Stop
- Pay & Display Bay
- Permit Holder Bay
- Disabled Bay
- Advisory White Lines
- No Restrictions
- Bay Obstruction

NOTE: All measurements are in metres.

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	26/05/22

MODAL

Client: Shaan Homes LTD

Project: 62 The Greenway, Uxbridge

Drawing Title: Lambeth Measurements

Drawing No.	Rev.
MODAL/2020/6572/003	P1

Scale	Drawn By	Checked By	
1:1250	GE	JM	A3

APPENDIX 6 TRICS OUTPUT: HOTEL LAND USE

Calculation Reference: AUDIT-728001-220523-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	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: Number of bedrooms
Actual Range: 38 to 100 (units:)
Range Selected by User: 7 to 100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 16/11/21

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

Selected survey days:

Monday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	3 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	2
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	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:

C1	3 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:

1,001 to 5,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

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:

No PTAL Present	2 days
1a (Low) Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 EN-06-A-01 HOTEL ENFIELD
COCKFOSTERS ROAD
HADLEY WOOD

Edge of Town
Residential Zone
Total Number of bedrooms: 80
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

2 NF-06-A-04 HOTEL NORFOLK
THORPE ROAD
NORWICH
THORPE HAMLET
Edge of Town Centre
Built-Up Zone
Total Number of bedrooms: 38
Survey date: MONDAY *25/11/19* *Survey Type: MANUAL*

3 NY-06-A-01 ASCEND HOTEL NORTH YORKSHIRE
PARK PARADE
HARROGATE

Edge of Town Centre
Residential Zone
Total Number of bedrooms: 100
Survey date: TUESDAY *23/10/18* *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
HC-06-A-07	commercial/industrial surrounding area
SG-06-A-01	too rural/inaccessible
TW-06-A-02	commercial/industrial surrounding area
WL-06-A-03	commercial/industrial surrounding area
WM-06-A-05	too rural/inaccessible
WO-06-A-04	commercial/industrial surrounding area
WY-06-A-03	commercial/industrial surrounding area

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
TOTAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.101	3	73	0.092	3	73	0.193
08:00 - 09:00	3	73	0.216	3	73	0.119	3	73	0.335
09:00 - 10:00	3	73	0.179	3	73	0.161	3	73	0.340
10:00 - 11:00	3	73	0.179	3	73	0.174	3	73	0.353
11:00 - 12:00	3	73	0.133	3	73	0.133	3	73	0.266
12:00 - 13:00	3	73	0.161	3	73	0.138	3	73	0.299
13:00 - 14:00	3	73	0.147	3	73	0.151	3	73	0.298
14:00 - 15:00	3	73	0.202	3	73	0.206	3	73	0.408
15:00 - 16:00	3	73	0.170	3	73	0.229	3	73	0.399
16:00 - 17:00	3	73	0.133	3	73	0.188	3	73	0.321
17:00 - 18:00	3	73	0.142	3	73	0.170	3	73	0.312
18:00 - 19:00	3	73	0.229	3	73	0.133	3	73	0.362
19:00 - 20:00	3	73	0.183	3	73	0.101	3	73	0.284
20:00 - 21:00	3	73	0.101	3	73	0.069	3	73	0.170
21:00 - 22:00	3	73	0.060	3	73	0.060	3	73	0.120
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.336			2.124			4.460

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

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

Parameter summary

Trip rate parameter range selected:	38 - 100 (units:)
Survey date date range:	01/01/14 - 16/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.014	3	73	0.009	3	73	0.023
08:00 - 09:00	3	73	0.009	3	73	0.014	3	73	0.023
09:00 - 10:00	3	73	0.014	3	73	0.014	3	73	0.028
10:00 - 11:00	3	73	0.005	3	73	0.005	3	73	0.010
11:00 - 12:00	3	73	0.005	3	73	0.005	3	73	0.010
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.005	3	73	0.005	3	73	0.010
14:00 - 15:00	3	73	0.000	3	73	0.000	3	73	0.000
15:00 - 16:00	3	73	0.005	3	73	0.005	3	73	0.010
16:00 - 17:00	3	73	0.005	3	73	0.005	3	73	0.010
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.014	3	73	0.014	3	73	0.028
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.005	3	73	0.005	3	73	0.010
21:00 - 22:00	3	73	0.014	3	73	0.014	3	73	0.028
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.095			0.190

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.005	3	73	0.000	3	73	0.005
08:00 - 09:00	3	73	0.005	3	73	0.005	3	73	0.010
09:00 - 10:00	3	73	0.005	3	73	0.005	3	73	0.010
10:00 - 11:00	3	73	0.005	3	73	0.005	3	73	0.010
11:00 - 12:00	3	73	0.005	3	73	0.005	3	73	0.010
12:00 - 13:00	3	73	0.000	3	73	0.005	3	73	0.005
13:00 - 14:00	3	73	0.005	3	73	0.000	3	73	0.005
14:00 - 15:00	3	73	0.000	3	73	0.005	3	73	0.005
15:00 - 16:00	3	73	0.000	3	73	0.000	3	73	0.000
16:00 - 17:00	3	73	0.005	3	73	0.005	3	73	0.010
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.035			0.070

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.000	3	73	0.000	3	73	0.000
08:00 - 09:00	3	73	0.005	3	73	0.000	3	73	0.005
09:00 - 10:00	3	73	0.000	3	73	0.005	3	73	0.005
10:00 - 11:00	3	73	0.005	3	73	0.000	3	73	0.005
11:00 - 12:00	3	73	0.000	3	73	0.000	3	73	0.000
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.000	3	73	0.000	3	73	0.000
14:00 - 15:00	3	73	0.000	3	73	0.000	3	73	0.000
15:00 - 16:00	3	73	0.000	3	73	0.000	3	73	0.000
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.005	3	73	0.000	3	73	0.005
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.005			0.020

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
CARS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.069	3	73	0.060	3	73	0.129
08:00 - 09:00	3	73	0.151	3	73	0.087	3	73	0.238
09:00 - 10:00	3	73	0.138	3	73	0.119	3	73	0.257
10:00 - 11:00	3	73	0.133	3	73	0.147	3	73	0.280
11:00 - 12:00	3	73	0.119	3	73	0.115	3	73	0.234
12:00 - 13:00	3	73	0.138	3	73	0.110	3	73	0.248
13:00 - 14:00	3	73	0.119	3	73	0.133	3	73	0.252
14:00 - 15:00	3	73	0.188	3	73	0.188	3	73	0.376
15:00 - 16:00	3	73	0.133	3	73	0.179	3	73	0.312
16:00 - 17:00	3	73	0.115	3	73	0.161	3	73	0.276
17:00 - 18:00	3	73	0.138	3	73	0.170	3	73	0.308
18:00 - 19:00	3	73	0.179	3	73	0.115	3	73	0.294
19:00 - 20:00	3	73	0.165	3	73	0.087	3	73	0.252
20:00 - 21:00	3	73	0.092	3	73	0.060	3	73	0.152
21:00 - 22:00	3	73	0.041	3	73	0.041	3	73	0.082
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.918			1.772			3.690

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
LGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.014	3	73	0.023	3	73	0.037
08:00 - 09:00	3	73	0.050	3	73	0.014	3	73	0.064
09:00 - 10:00	3	73	0.023	3	73	0.023	3	73	0.046
10:00 - 11:00	3	73	0.032	3	73	0.014	3	73	0.046
11:00 - 12:00	3	73	0.005	3	73	0.009	3	73	0.014
12:00 - 13:00	3	73	0.023	3	73	0.023	3	73	0.046
13:00 - 14:00	3	73	0.018	3	73	0.014	3	73	0.032
14:00 - 15:00	3	73	0.014	3	73	0.014	3	73	0.028
15:00 - 16:00	3	73	0.023	3	73	0.046	3	73	0.069
16:00 - 17:00	3	73	0.009	3	73	0.018	3	73	0.027
17:00 - 18:00	3	73	0.005	3	73	0.000	3	73	0.005
18:00 - 19:00	3	73	0.046	3	73	0.005	3	73	0.051
19:00 - 20:00	3	73	0.009	3	73	0.014	3	73	0.023
20:00 - 21:00	3	73	0.005	3	73	0.005	3	73	0.010
21:00 - 22:00	3	73	0.005	3	73	0.005	3	73	0.010
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.281			0.227			0.508

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MOTOR CYCLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	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	3	73	0.000	3	73	0.000	3	73	0.000
08:00 - 09:00	3	73	0.000	3	73	0.000	3	73	0.000
09:00 - 10:00	3	73	0.000	3	73	0.000	3	73	0.000
10:00 - 11:00	3	73	0.005	3	73	0.005	3	73	0.010
11:00 - 12:00	3	73	0.000	3	73	0.000	3	73	0.000
12:00 - 13:00	3	73	0.000	3	73	0.000	3	73	0.000
13:00 - 14:00	3	73	0.000	3	73	0.000	3	73	0.000
14:00 - 15:00	3	73	0.000	3	73	0.000	3	73	0.000
15:00 - 16:00	3	73	0.009	3	73	0.000	3	73	0.009
16:00 - 17:00	3	73	0.000	3	73	0.000	3	73	0.000
17:00 - 18:00	3	73	0.000	3	73	0.000	3	73	0.000
18:00 - 19:00	3	73	0.000	3	73	0.000	3	73	0.000
19:00 - 20:00	3	73	0.000	3	73	0.000	3	73	0.000
20:00 - 21:00	3	73	0.000	3	73	0.000	3	73	0.000
21:00 - 22:00	3	73	0.000	3	73	0.000	3	73	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.005			0.019

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 7 TRICS OUTPUT: AFFORDABLE LOCAL AUTHORITY FLATS

Calculation Reference: AUDIT-728001-220523-0518

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	HA	HARROW	1 days
	HG	HARINGEY	1 days
02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	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: 15 to 90 (units:)
Range Selected by User: 6 to 100 (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: 01/01/14 to 24/11/15

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	3 days
Tuesday	2 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	6
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

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	10 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:

15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	3 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	4 days
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:

0.6 to 1.0	8 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	9 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:

No PTAL Present	7 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1 EN-03-D-01 BLOCKS OF FLATS ENFIELD
CHURCHILL COURT
EDMONTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 66
Survey date: MONDAY *16/11/15* *Survey Type: MANUAL*

2 ES-03-D-06 FLATS & HOUSES EAST SUSSEX
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

3 HA-03-D-01 BLOCKS OF FLATS HARROW
THE MALL
KINGSBURY
KINGSBURY CIRCLE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 88
Survey date: THURSDAY *17/07/14* *Survey Type: MANUAL*

4 HC-03-D-06 BLOCKS OF FLATS HAMPSHIRE
HANNAY RISE
SOUTHAMPTON
THORNHILL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 66
Survey date: TUESDAY *24/11/15* *Survey Type: MANUAL*

5 HG-03-D-03 BLOCKS OF FLATS HARINGEY
COMMERCE ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 90
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

6 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: WEDNESDAY *01/07/15* *Survey Type: MANUAL*

7 NT-03-D-02 BLOCK OF FLATS NOTTINGHAMSHIRE
WATCOMBE ROAD
NOTTINGHAM
CARRINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *23/06/15* *Survey Type: MANUAL*

8 WM-03-D-02 BLOCKS OF FLATS WEST MIDLANDS
BRANCH ROAD
BIRMINGHAM
KINGS NORTON
Edge of Town
Residential Zone
Total No of Dwellings: 84
Survey date: MONDAY *09/11/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WO-03-D-02 BLOCKS OF FLATS WORCESTERSHIRE
CRANHAM DRIVE
WORCESTER

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

10 WY-03-D-04 BLOCK OF FLATS WEST YORKSHIRE
BELLE VUE ROAD
LEEDS

Edge of Town Centre
Residential Zone
Total No of Dwellings: 15
Survey date: MONDAY *19/10/15* *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
WY-03-D-03	no railway station in town

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL 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	10	49	0.027	10	49	0.043	10	49	0.070
08:00 - 09:00	10	49	0.058	10	49	0.117	10	49	0.175
09:00 - 10:00	10	49	0.068	10	49	0.086	10	49	0.154
10:00 - 11:00	10	49	0.076	10	49	0.095	10	49	0.171
11:00 - 12:00	10	49	0.082	10	49	0.066	10	49	0.148
12:00 - 13:00	10	49	0.076	10	49	0.074	10	49	0.150
13:00 - 14:00	10	49	0.062	10	49	0.058	10	49	0.120
14:00 - 15:00	10	49	0.066	10	49	0.097	10	49	0.163
15:00 - 16:00	10	49	0.093	10	49	0.091	10	49	0.184
16:00 - 17:00	10	49	0.105	10	49	0.064	10	49	0.169
17:00 - 18:00	10	49	0.084	10	49	0.086	10	49	0.170
18:00 - 19:00	10	49	0.060	10	49	0.037	10	49	0.097
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.857			0.914			1.771

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

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

Parameter summary

Trip rate parameter range selected:	15 - 90 (units:)
Survey date date range:	01/01/14 - 24/11/15
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TAXIS
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	10	49	0.004	10	49	0.004	10	49	0.008
08:00 - 09:00	10	49	0.002	10	49	0.004	10	49	0.006
09:00 - 10:00	10	49	0.000	10	49	0.000	10	49	0.000
10:00 - 11:00	10	49	0.002	10	49	0.002	10	49	0.004
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.000	10	49	0.000	10	49	0.000
13:00 - 14:00	10	49	0.002	10	49	0.002	10	49	0.004
14:00 - 15:00	10	49	0.002	10	49	0.002	10	49	0.004
15:00 - 16:00	10	49	0.002	10	49	0.002	10	49	0.004
16:00 - 17:00	10	49	0.000	10	49	0.000	10	49	0.000
17:00 - 18:00	10	49	0.000	10	49	0.000	10	49	0.000
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.016			0.030

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	10	49	0.000	10	49	0.000	10	49	0.000
08:00 - 09:00	10	49	0.004	10	49	0.002	10	49	0.006
09:00 - 10:00	10	49	0.002	10	49	0.004	10	49	0.006
10:00 - 11:00	10	49	0.006	10	49	0.004	10	49	0.010
11:00 - 12:00	10	49	0.002	10	49	0.004	10	49	0.006
12:00 - 13:00	10	49	0.000	10	49	0.000	10	49	0.000
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.000	10	49	0.000	10	49	0.000
15:00 - 16:00	10	49	0.002	10	49	0.002	10	49	0.004
16:00 - 17:00	10	49	0.000	10	49	0.000	10	49	0.000
17:00 - 18:00	10	49	0.000	10	49	0.000	10	49	0.000
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
PSVS
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	10	49	0.002	10	49	0.000	10	49	0.002
08:00 - 09:00	10	49	0.000	10	49	0.002	10	49	0.002
09:00 - 10:00	10	49	0.000	10	49	0.000	10	49	0.000
10:00 - 11:00	10	49	0.000	10	49	0.000	10	49	0.000
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.002	10	49	0.002	10	49	0.004
13:00 - 14:00	10	49	0.002	10	49	0.002	10	49	0.004
14:00 - 15:00	10	49	0.000	10	49	0.000	10	49	0.000
15:00 - 16:00	10	49	0.000	10	49	0.000	10	49	0.000
16:00 - 17:00	10	49	0.006	10	49	0.006	10	49	0.012
17:00 - 18:00	10	49	0.002	10	49	0.002	10	49	0.004
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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	10	49	0.000	10	49	0.004	10	49	0.004
08:00 - 09:00	10	49	0.002	10	49	0.010	10	49	0.012
09:00 - 10:00	10	49	0.000	10	49	0.004	10	49	0.004
10:00 - 11:00	10	49	0.004	10	49	0.002	10	49	0.006
11:00 - 12:00	10	49	0.004	10	49	0.004	10	49	0.008
12:00 - 13:00	10	49	0.000	10	49	0.002	10	49	0.002
13:00 - 14:00	10	49	0.002	10	49	0.002	10	49	0.004
14:00 - 15:00	10	49	0.006	10	49	0.006	10	49	0.012
15:00 - 16:00	10	49	0.008	10	49	0.000	10	49	0.008
16:00 - 17:00	10	49	0.008	10	49	0.014	10	49	0.022
17:00 - 18:00	10	49	0.010	10	49	0.004	10	49	0.014
18:00 - 19:00	10	49	0.004	10	49	0.004	10	49	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.056			0.104

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
CARS
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	10	49	0.012	10	49	0.029	10	49	0.041
08:00 - 09:00	10	49	0.045	10	49	0.101	10	49	0.146
09:00 - 10:00	10	49	0.056	10	49	0.068	10	49	0.124
10:00 - 11:00	10	49	0.051	10	49	0.064	10	49	0.115
11:00 - 12:00	10	49	0.062	10	49	0.049	10	49	0.111
12:00 - 13:00	10	49	0.058	10	49	0.058	10	49	0.116
13:00 - 14:00	10	49	0.053	10	49	0.047	10	49	0.100
14:00 - 15:00	10	49	0.056	10	49	0.080	10	49	0.136
15:00 - 16:00	10	49	0.076	10	49	0.078	10	49	0.154
16:00 - 17:00	10	49	0.084	10	49	0.041	10	49	0.125
17:00 - 18:00	10	49	0.064	10	49	0.070	10	49	0.134
18:00 - 19:00	10	49	0.047	10	49	0.035	10	49	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.664			0.720			1.384

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	49	0.008	10	49	0.008	10	49	0.016
08:00 - 09:00	10	49	0.006	10	49	0.008	10	49	0.014
09:00 - 10:00	10	49	0.008	10	49	0.012	10	49	0.020
10:00 - 11:00	10	49	0.016	10	49	0.021	10	49	0.037
11:00 - 12:00	10	49	0.019	10	49	0.012	10	49	0.031
12:00 - 13:00	10	49	0.016	10	49	0.014	10	49	0.030
13:00 - 14:00	10	49	0.004	10	49	0.006	10	49	0.010
14:00 - 15:00	10	49	0.008	10	49	0.012	10	49	0.020
15:00 - 16:00	10	49	0.010	10	49	0.008	10	49	0.018
16:00 - 17:00	10	49	0.014	10	49	0.016	10	49	0.030
17:00 - 18:00	10	49	0.019	10	49	0.012	10	49	0.031
18:00 - 19:00	10	49	0.012	10	49	0.002	10	49	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.131			0.271

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MOTOR CYCLES
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	10	49	0.000	10	49	0.002	10	49	0.002
08:00 - 09:00	10	49	0.000	10	49	0.000	10	49	0.000
09:00 - 10:00	10	49	0.002	10	49	0.002	10	49	0.004
10:00 - 11:00	10	49	0.000	10	49	0.004	10	49	0.004
11:00 - 12:00	10	49	0.000	10	49	0.000	10	49	0.000
12:00 - 13:00	10	49	0.000	10	49	0.000	10	49	0.000
13:00 - 14:00	10	49	0.000	10	49	0.000	10	49	0.000
14:00 - 15:00	10	49	0.000	10	49	0.002	10	49	0.002
15:00 - 16:00	10	49	0.002	10	49	0.000	10	49	0.002
16:00 - 17:00	10	49	0.000	10	49	0.000	10	49	0.000
17:00 - 18:00	10	49	0.002	10	49	0.002	10	49	0.004
18:00 - 19:00	10	49	0.000	10	49	0.000	10	49	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.012			0.018

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.

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RGP

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