



NPPF: Transport Statement

Proposed Residential Development, Union House, Clayton Road, Hayes

Crowngold Properties Limited

SHF.1082.003.R.005



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Proposed Residential Development, Union House, Clayton Road, Hayes

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1.0 Response to Previous Scheme Refusal

1.1 Previous Application

- 1.1.1 It should be noted that a previous application was made to convert the premises to 46 apartments under reference 35250/APP/2014/1980 this was refused by the LPA on one ground only namely, as shown below;

“The previous proposal does not incorporate adequate facilities for the servicing of the premises and would therefore either result in the unsatisfactory manoeuvring of vehicles on the adjoining highway and/or indiscriminate parking on the highway, leading to situations prejudicial to highway and pedestrian safety and the free flow of traffic, contrary to the National Planning Policy Framework and Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).”

1.2 London Borough of Hillingdon Council (LBHC) Correspondence

Further investigations were undertaken by the project team in order to deliver servicing arrangements which would be acceptable to LBHC as the highways authority. In the course of consultation and discussions with Mr Syed Shah (Highways Development Manager) the following has been agreed in lieu of maintaining commercial refuse management arrangements:

- 1) Reduce the on-street residential parking bays to allow refuse truck and double decker bus access with safe swept paths demonstrating that this can be achieved. LBHC agreed that there is suitable space on Clayton Road to relocate and accommodate the parking bays at risk. The team will provide a plan showing where the affected on-street parking bays will be relocated to and where the reductions in the on-street parking lengths occur;
- 2) The current crossover to the Union House site will need to be widened to accommodate the service vehicle. This will ensure ease of access into the parking area;
- 3) If necessary and relevant to the application, the applicant would enter into a legal agreement to ensure that on street works are undertaken prior to the commencement of any residential use;
- 4) Revised drawings will need to be produced to show new swept paths including the reduction in on-street parking bays and the location of the relocated parking bays to satisfy LBHC that the servicing manoeuvres can be achieved in a safe manner

1.3 Response to alleviate LBHC Highway Concerns

- 1.3.1 To ensure the above highway servicing issues have been resolved Enzygo has produced 3 No. drawings referenced SHF.1082.003.D.020D, 021D and 022D. These drawings clearly show that by relocating 1 No. on-street parking bay approximately 65 metres along Clayton Road, in a north westerly direction, that the refuse vehicle can access and egress from the site in a manner acceptable to LBHC.

- 1.3.2 Enzygo has undertaken revised swept path analysis tracking using a 10.52 metre long, 3 axle Phoenix 2-23W (with Elite 2 6x2 RS chassis) as requested by LBHC. LBHC also suggested that Enzygo undertake a swept path analysis for a double decker 12 metre long bus to exit Clarendon Road and turn right into Clayton Road. The bus should be able to undertake the manoeuvre in a safe manner whilst maintaining a minimum of 300mm between the bays and the kerbs. This manoeuvre is shown on drawing reference SHF.1083.003.D.002.D that also shows the relocated parking bay from near to the site access.
- 1.3.3 AutoTRACK, that is the industry standard software, was used to rerun the swept path analysis to show that by relocating the on-street parking bays (shown hatched) the access and egress manoeuvre can be achieved whilst maintaining a minimum clearance of 300mm.
- 1.3.4 The swept path analysis was also used to determine the scale of works that will be required to enlarge the crossover from Clayton Road. These works, which would be capable of being secured by a legal agreement, would enable refuse vehicle access and egress to the site to a standard acceptable to LBHC.
- 1.3.5 The final measure that is required to enable a LBHC compliant safe access and egress to the Union House site to be provided is to relocate 1 No. echelon parking bay that is located on the south east part of the site. The relocation of this bay will be removed to allow sufficient space to be provided for the refuse vehicle access. The curtailing of the on-street parking bay, to the east of the site entrance by 3.2 metres on the north side of Clayton Road maintains an on-street parking length of 25 metres. This provides 5 No. parking spaces at 5 metre lengths the same number of bays that was previously in place.
- 1.3.6 The relocation of a parking bay (5 metre length) on the south east side, from below the end on-site parking bay to outside of No. 60 Clayton Road allows the bus to enter Clayton Road from Clarendon Road in a safe manner, as requested by LBHC.
- 1.3.7 The revised swept path tracking runs that are shown on the drawings identified above clearly show that all LBHC's highway concerns raised in paragraph 1.1.1 above have now been addressed via the provision of adequate facilities as listed above. The measures proposed ensure that no unsatisfactory manoeuvring of vehicles on the adjoining highway and/or indiscriminate parking on the highway exist and they will not affect the free flow of traffic along Clayton Road.

2.0 Scheme Introduction

2.1 Background

- 2.1.1 Enzygo Ltd have been commissioned by CrownGold Properties Limited to provide a Transport Statement that supports a planning application for a change of use for the conversion of the existing Union House office block into residential use.
- 2.1.2 The proposed development will consist of 46 mixed residential units including 1, 2 and 3 bedroom apartments and studios. A copy of the proposed development layout is contained in Appendix 2.
- 2.1.3 The planning application is for a change of use of an existing Class B1 use (offices) to Class 3 (dwellings) under Class J of the Town and Country Planning Development Order 1995 (As amended). It should be noted that the revised scheme proposal does not involve undertaking any external alterations to the building.
- 2.1.4 The TRICS sample sites used for this statement provides average trip rates that will be assessed along with supplementary information to show their variation, in terms of the geographical location, scale, composition and sustainability. The potential trip rates and traffic generation levels will demonstrate that traffic impact will not cause congestion and the residual traffic levels will not be detrimental to the adjoining highway.
- 2.1.5 To show that the proposed layout can be serviced in a safe manner and to demonstrate that the proposed site would be fully operational, Enzygo have undertaken swept path analysis runs with a 10.5m 3 axle refuse vehicle. The analysis will demonstrate that the refuse vehicle can access and exit the site in a forward gear without encroaching onto the proposed car parking area. This will show that the parking configuration is acceptable, in highway safety terms.
- 2.1.6 Internal safe, secure cycle parking will be provided for 46 No. residential units with the refuse collection area to be located inside the main building to LBHC requirements.

2.2 Transport Statement - Main Objectives

- 2.2.1 This Transport Statement examines the suitability of the site for residential development in terms of accessibility by sustainable travel modes; how the proposed development would impact the existing access, parking and servicing arrangements; and the change in the number of vehicle trips as a result of the conversion of the existing offices to residential units.
- 2.2.2 This Transport Statement therefore includes the following:
 - a summary of the existing conditions and existing opportunities for sustainable travel including a public transport accessibility level (PTAL) rating;
 - a description of the proposed development including the parking and servicing arrangements;
 - a trip generation comparison of the existing and proposed uses; and,
 - a summary and conclusion.

3.0 Description of Application Area

3.1 Site Location

- 3.1.1 The development is located on the site of the existing Union House office building, Clayton Road, Hayes, UB3 1AN.
- 3.1.2 The National Grid Reference of the site is approximately 504866,238023.
- 3.1.3 Please refer to the site location plan Figure 001 in Appendix 1.

3.2 Site location and existing use

- 3.2.1 The site is located off the north east kerbline of Clayton Road with the site access approximately 122 metres north west of the Station Road / Clayton Road / Station Approach junction. To the immediate north of the site is the Grand Union Canal. A site location plan is included in Appendix 1 in this report.
- 3.2.2 The existing five storey office block has a total gross internal area (GFA) of approximately 3,012 square metres including the surface parking area. The main office building is located on the northern section of the site with car parking provided to all sides, with the exception of the northern side that fronts the canal. Access is to be maintained off Clayton Road to the south west section of the site.
- 3.2.3 The site is an inverted 'L' shape and the main existing office block is rectangular. A sub-station exists on the central part of the southern boundary with low lying areas of landscaping located adjacent to the building main entrance.
- 3.2.4 A commercial refuse management provider currently has a contract to provide services to the office building. Given the scale of the property, refuse collection is undertaken using a 6m by 4m vehicle (model, OL-23W), which is of similar dimensions to those utilised on behalf of LBHC.
- 3.2.5 The existing site layout is shown in Appendix 1.

4.0 Proposed Development

4.1 Proposed Development Composition

- 4.1.1 The proposed development will be a change of use from the existing 5 storey office building to a residential apartment block comprising a mix of 46 No. units with the main entrance fronting the car park. The residential composition of the proposed development will consist of;
- 31 No. x 1 bedroom residential units;
 - 10 No. x 2 bedroom residential units;
 - 3 No. x 3 bedroom residential units and;
 - 2 No. Studio's (1 bedroom)
- 4.1.2 Access to the adjacent commercial site to the west will also be maintained from the application site, as marked on the parking plan in Appendix 2.
- 4.1.3 Further details with regard to the development can be found in the information submitted with the planning application.

4.2 Access and Parking Arrangements

- 4.2.1 The proposal will provide car parking in accordance with the maximum standards specified by Syed Shah, who is in the Transportation Development Control Team in the London Borough of Hillingdon Council (LBHC), for the residential element of the site. Although the London Borough of Hillingdon UDP Saved Policies September 2007 Published Version states that 1.5 spaces per dwelling should be adhered to a conversation with Syed Shah confirmed that the maximum level of parking provision should be as shown in 4.4.2 below.
- 4.2.2 The requirements are for 1 No. car parking space per 1 and 2 No. bedroom residential unit or studio (1 bedroom) and 1.5 No. car parking spaces per 3 bedroom residential units. Based on the residential development composition this equates to 47.5 spaces. It is proposed to provide 48 No. residential parking spaces. The residential parking provision is based on the maximum parking requirements and the layout shows no material change to the car parking layout.
- 4.2.3 The parking plan drawing, in Appendix 2, shows how the 48 No. car parking spaces will be assigned and by introducing a strict car parking management system the car park will be monitored on a regular basis to prevent unauthorised parking.
- 4.2.4 The car parking spaces provided are a minimum of 2400 mm x 4800 mm which will meet with the requirements of the London Borough of Hillingdon UDP Saved Policies September 2007 Published Version.
- 4.2.5 Although there is a small area of residential parking to the immediate west side of the main building Enzygo has tried to segregate our residential parking with the neighbouring commercial parking to the western site boundary adjacent to plot No. 23. Residential parking is proposed along the eastern side and central area of the site with a small area of parking to the immediate west of the main building.
- 4.2.6 Cycle parking is proposed within the main building at ground floor level. The provision of 1 No. cycle parking space per residential unit for 1 and 2 bedroom units and 2 spaces for

residential units with over 2 bedrooms meets the LHBC requirements and was verbally requested by Syed Shah of LBHC.

4.3 Swept path analysis

- 4.3.1 Enzygo has demonstrated through the use of Autotrack, the industry standard software for checking vehicle swept paths and geometrical requirements, that the site can be accessed and exited by a refuse vehicle in a forward gear.
- 4.3.2 The swept path analysis drawing shows that a 10.5 metre long refuse vehicle can enter the site off the centre of Clayton Road, avoiding the on-street parked vehicles once the bays have been relocated, turn left immediately and then reverse back towards the main building. The refuse vehicle can then travel straight out of the site in a forward gear without encroaching on any occupied parking bays before exiting onto Clayton Road.
- 4.3.3 The footpath will require lowering to accommodate the vehicle swept path movements to the clearance distances shown on the proposal drawings in Appendix 2.
- 4.3.4 The relocation of the 1.74 metre strip of on-street parking and the reduction of the 28.2 metre length of on-street parking and 'Pay and Display' bay, by 3.2 metres to 25 metres, on Clayton Road also shows that a refuse vehicle can safely access and egress the site.
- 4.3.5 The swept path analysis work that was required to show that a double decker bus can manoeuvre into Clayton Road, from Clarendon Road, in a safe manner requires the reduction of 1.74 metres of on-street parking. This provides a total on-street parking length of 60 metres that can easily accommodate 12 No. parking bays at 5 metre lengths.
- 4.3.6 The swept path analysis clearly demonstrates that the site is feasible, in operational terms, and Enzygo has no safety concerns over this manoeuvre, as the car parking management company will ensure the undesignated and 'no parking' bays will not be occupied during these periods.
- 4.3.7 The refuse collection area is proposed on the immediate left when entering the main building as shown on drawing 527/01 in Appendix 2.

5.0 Traffic Assessment

5.1 Traffic Generation

Office Development (Class B1 (a))

5.1.1 Based on the existing office building gross floor area of 3,012 square metres (32,421 square ft) and by using the TRICS database the following predicted office development traffic generation has been obtained.

5.1.2 The sample set of TRICS sites was obtained by selecting the following;

- Land use category = 02 Employment – A Offices
- All sites were included within the UK excluding all Ulster, Scotland, Connaught, Munster, Leinster, Wales and Greater Dublin;
- Range between 1 and 5,000 square metres GFA;
- All weekend sites were deselected;
- Average trip rates have been obtained (based on per 100 square metres of GFA)

Table 4.1 Predicted Traffic Generation Figures (existing office building)

Peak Time Period	Arrivals	Departures	Total 2 way Trips
	85th percentile trip rates (per 100 square metres of GFA)	85th percentile trip rates (per 100 square metres of GFA)	
08:00 – 09:00	0.856 (26)	0.107 (3)	29 trips
17:00 – 18:00	0.109 (3)	0.751 (23)	26 trips
	29 Arrivals	26 Departures	58 total trips

[Source: TRICS Database Version 7.1.1]

5.1.3 The above Table 4.1 shows that the previous office development will have generated approximately 58 trips during the AM and PM peak operation periods on the local highway network.

5.1.4 The sites have been selected to provide a variation in trip rates to demonstrate reliability in the estimated average trip rates, as requested by LBHC and includes similar residential sites in Brent, City of London, Durham, Dorset, Kent, Greater Manchester and Tyne and Wear amongst others.

5.1.5 The full detailed TRICS print outs are shown in Appendix 3.

5.2 Residential Development (Class C3)

5.2.1 The sample set of TRICS sites was obtained by selecting the following;

- Land use category = 03 Residential – C Flats Privately Owned
- All sites were included within the UK excluding all Ulster, Scotland, Connaught, Munster, Leinster and Greater Dublin;
- Range between 1 and 100 residential units;
- All weekend sites were deselected;
- Average trip rates have been obtained (based on per no of dwellings)

Table 4.2 Predicted Traffic Generation Figures (proposed residential development)

Peak Time Period	Arrivals 85th percentile trip rates (per single apartment)	Departures 85th percentile trip rates (per single apartment)	Total 2 way Trips
08:00 – 09:00	0.065 (3)	0.205 (10)	13 trips
17:00 – 18:00	0.168 (8)	0.080 (4)	12 trips
	11	14	25 trips

[Source: TRICS Database Version 7.1.1]

- 5.2.2 The sites have been selected to provide a variation in trip rates to demonstrate reliability in the estimated average trip rates, as requested by LBHC and includes similar residential sites in Bristol, Cheshire, Denbighshire, Dorset, Flintshire, Haringey, Islington and Oxfordshire amongst others.
- 5.2.3 The trip rates obtained from TRICS are shown in table 4.2 above for the predicted traffic generation levels for the proposed residential apartments. It is clear from the above calculations that a significant decrease in traffic levels will be generated during the peak operating periods on the network for the proposed residential development in comparison to the existing offices. The proposed residential development will generate approximately 25 No. 2 way trips during the AM and PM peak periods. The previous office development will have generated approximately 58 No. 2 way trips during the AM and PM Peak hours that is considerably more than the proposed residential development.
- 5.2.4 Table 4.3 below shows the residual traffic flow figures that have been calculated, demonstrating that the potential impact of the proposed residential apartment will have no detrimental impact to the local highway network.

Table 4.3 Residual Traffic Generation Figures

Site Use / Classification	Total Trips
Existing Office Buildings	58 No. 2 way trips
Proposed residential apartments	25 No. 2 way trips
Residual Traffic Generation	-33 No. 2way trips

[Source: TRICS Database Version 7.1.1]

- 5.2.5 The above net traffic generation figure of 33 No. 2 way trips clearly shows that the proposed residential development will not generate any potential traffic or highway safety concerns within the site curtilage or on the local highway network.
- 5.2.6 Any reasonable level of potential future growth or committed development traffic should be able to be accommodated on the local highway network as the traffic generations show the residential development is likely to generate significantly less traffic than the existing use.
- 5.2.7 Full TRICS print outs are available in the Appendix 3.

6.0 Site Sustainability

6.1 Site Sustainability

- 6.1.1 To demonstrate that the proposed residential development will be accessible by a range of travel modes Enzygo has assessed the existing site sustainability in accordance with the DfT requirements.
- 6.1.2 In accordance with the Institution of Highways and Transportation “*Guidelines for Providing for Journeys on Foot*”, the acceptable walking distance from the site to town centres is 400 metres, although the average length of a walk journey is 1 kilometre but this does differ slightly. Based on the walking travel distances stated above, Enzygo has explored what sustainable facilities and services are available to the occupants and visitors.

6.2 Public Transport Provision

- 6.2.1 The Public Transport Accessibility Level (PTAL) rating of the site was identified using the Transport for London (TfL) website www.webptals.org.uk. PTALs measure the accessibility of a point to the public transport network, taking into account walk access time and service availability.
- 6.2.2 The PTAL rating ranges from 1 (very poor) to 6 (excellent), with subdivisions of levels 1 and 6 - to include 1a, 1b, 6a and 6b. As shown in Appendix B, the site has a PTAL of 4, and is therefore considered to have a good level of accessibility by public transport.
- 6.2.3 As shown in the PTAL report, there are a number of bus services within easy reach of the site, including routes 140, E6, 90, H98, 195, U5, U4, 350, 140, as well as train services from Hayes and Harlington. These bus service run at a high frequency and serve areas that include Feltham, Northolt, Harrow, Brentford, Charville Lane Estate, Heathrow Terminal 5, Bulls Bridge, Greenford, Hayes End, Hounslow, Bourne Farm and Uxbridge.
- 6.2.4 As the bus timetables are so extensive and detailed the timetable information has been appended to this report. Details of the timetables are available via the typical links below. However, the frequency of the bus services for the Hayes and local areas is between 10 and 20 minutes.

<http://www.londonbusroutes.net/times/350.htm>

<http://www.londonbusroutes.net/times/140.htm>

<http://www.londonbusroutes.net/times/E06.htm>

<http://www.londonbusroutes.net/times/U04.htm>

6.3 Hayes and Harlington Rail Station

- 6.3.1 Hayes and Harlington Rail Station is located on Station Road, that is approximately 240 metres south of the site and is easily accessible via the excellent network of wide tarmacadam footways and controlled / uncontrolled crossing points on Station Road and Clayton Road.
- 6.3.2 The station has five platforms, four being through platforms and one being a terminus bay platform. Platforms 1-2 are through platforms for high speed services to and from Oxford and Wales and platforms 3 & 4 are for stopping services to and from Heathrow Airport, Reading and Oxford. Platform 5 is the bay terminus platform, which is sometimes used during peak

times, amended services and during engineering works. Platforms 3 & 4 are connected by a bridge towards the end of the platforms.

- 6.3.3 First Group plc are the service providers at Hayes & Harlington. First Great Western run stopping services and fast services in both directions between Paddington and Reading stations. Heathrow Connect services are jointly run with BAA plc and FirstGroup (providing a fast electric main line alternative to the Piccadilly Line for passengers travelling to Heathrow Airport). Heathrow Connect replaced the stopping services under First Great Western Link between Hayes & Harlington and London Paddington.
- 6.3.4 The station is served by local services operated by First Great Western from London Paddington to Reading and Heathrow Connect services from Paddington to Heathrow Airport. The Hayes and Harlington rail station is managed by South Eastern trains.
- 6.3.5 The rail station has car parking for 120 No. spaces and cycle storage for 10 No. cycles. There are no accessible ticket machines at the station although bus stops are available to access the public transport system in both directions.
- 6.3.6 The local area map and bus map in Appendix 4 shows how the local bus services link into the rail underground and overground network in the Hayes and central London areas. The maps show all the information needed to access the local public transport system including bus stop, terminus, car parking, underground/overground connection locations and service route numbers, local areas served and destinations.
- 6.3.7 Hayes and Harlington rail station is on the Great Western line that runs between Paddington and Hereford, Banbury, Basingstoke, Redhill and Gatwick. Other local stations served include Slough, Oxford, Swindon, Newport and Worcester. Details of the available rail services can be accessed via the below links;

<http://www.nationalrail.co.uk/static/documents/content/nationalrailnetworkmapZoom.pdf>

<https://www.google.co.uk/#q=hayes+rail+service+timetables>

- 6.3.8 The station provides access to the London Tube services that run between Slough and the Paddington area of London.

<http://ojp.nationalrail.co.uk/service/ldbboard/dep/HAY>

6.4 Pedestrian Accessibility

- 6.4.1 The Institution of Highways and Transportation (IHT) publication '*Guidelines for Providing Journeys on Foot*' (2000), provides guidance on how to encourage pedestrian travel. They suggest that for commuters and school pupils, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance, and up to 2,000 metres is the preferred maximum walking distance.
- 6.4.2 Numerous employment, retail, leisure, education and health facilities are located within walking distance. As stated above, the site is also located within easy walking distance of Hayes and Harlington train station.
- 6.4.3 In terms of pedestrian infrastructure, Clayton Road has wide, street-lit footways on both sides of the carriageway, which connect to a network of footways on the surrounding streets.
- 6.4.4 Overall, given the areas within walking distance of the proposed development site and the existing pedestrian infrastructure on the desire lines, it is concluded that there are excellent opportunities for pedestrian travel to and from the site.

6.5 Cycle Accessibility

- 6.5.1 Recent guidance suggests that cyclists are typically prepared to cycle up to 5 km for non-leisure journeys, such as those to school or work. Drawing 4 in Appendix 5 presents the areas located within a 5 km distance of the site. As shown, the catchment area includes all of Hayes, along with the neighbouring areas of West Drayton, Yiewsley and Southall.
- 6.5.2 There are no dedicated cycle routes on Clayton Road and Blyth Road in the vicinity of the site. However, given the width and nature of these roads, cyclists could cycle on the carriageway.
- 6.5.3 Overall, given the facilities contained within the acceptable cycling distance of the site, it is concluded that there are good opportunities for cycle travel to and from the site.

6.6 Summary

- 6.6.1 The site is well located for access to the key roads through the Hillingdon area. There are also excellent opportunities for pedestrian travel, and good opportunities for cycle travel. The site also has a PTAL rating of 4, which shows that there are good opportunities for public transport travel (including bus and rail).

7.0 Summary and Conclusions

7.1 Summary and Conclusion

- 7.1.1 Enzygo Ltd were commissioned by Crowngold Properties Limited to provide transport and highways advice to support the planning application for the proposed conversion of Union House, on Clayton Road, in Hayes, from office space to residential apartments.
- 7.1.2 The change of use development consists of 46 residential apartments (31 No. 1-bed, 10 No.2-bed and 3 No. 1-bed studios) with no reduction in the current parking provision. The level of cycle parking will be increased, although the access and servicing arrangements would essentially remain the same as existing.
- 7.1.3 The site is in a sustainable location, with excellent opportunities for travel by sustainable modes, including walking, cycling and public transport (bus, underground and rail). The site has a PTAL of 4.
- 7.1.4 The proposed conversion would result in a net reduction in vehicle trips generated by the site in both the peak hours and daily. The same would therefore also be said about the non-car trips which would be generated by a residential use. As a result, no further analysis is required.
- 7.1.5 The net traffic generation shows that the proposed residential development will not generate any potential traffic or highway safety concerns within the site curtilage or on the local highway network.
- 7.1.6 Revised swept path analysis was been undertaken that demonstrates that service vehicles can access and exit the site in a forward gear without encroaching onto the proposed car parking area, which means that the parking configuration is acceptable, in highway safety terms. The double decker swept path analysis also showed that by relocating a small section of on-street parking that this manoeuvre is also achievable in a safe manner. The relocation of 1 No. on-street parking bay, the curtailing of small lengths of on-street parking and the provision of dropper kerbs to accommodate wider use ensures the access and egress to the Union House site are easily achievable.
- 7.1.7 As a result of the above, the proposed conversion of Union House from office to residential use would in our view be acceptable from a highways perspective.

Appendix 1 – Site Location Plan, Existing layout and Swept Path Analysis



Paradigm Design
Suite 1,
109-11 Craven Park Road
London N15 6BL

Project:
UNION HOUSE
Clayton Road
Hayes, Middlesex

Client
CrownGold Properties Ltd
24 Watermint Quay
London N16 6DD
Tel: 0203 475 3136

DRAWN BY
HG | PD

Project No
2014/528 v2.9

Date
21.10.2014

DESCRIPTION
PARKING PLAN

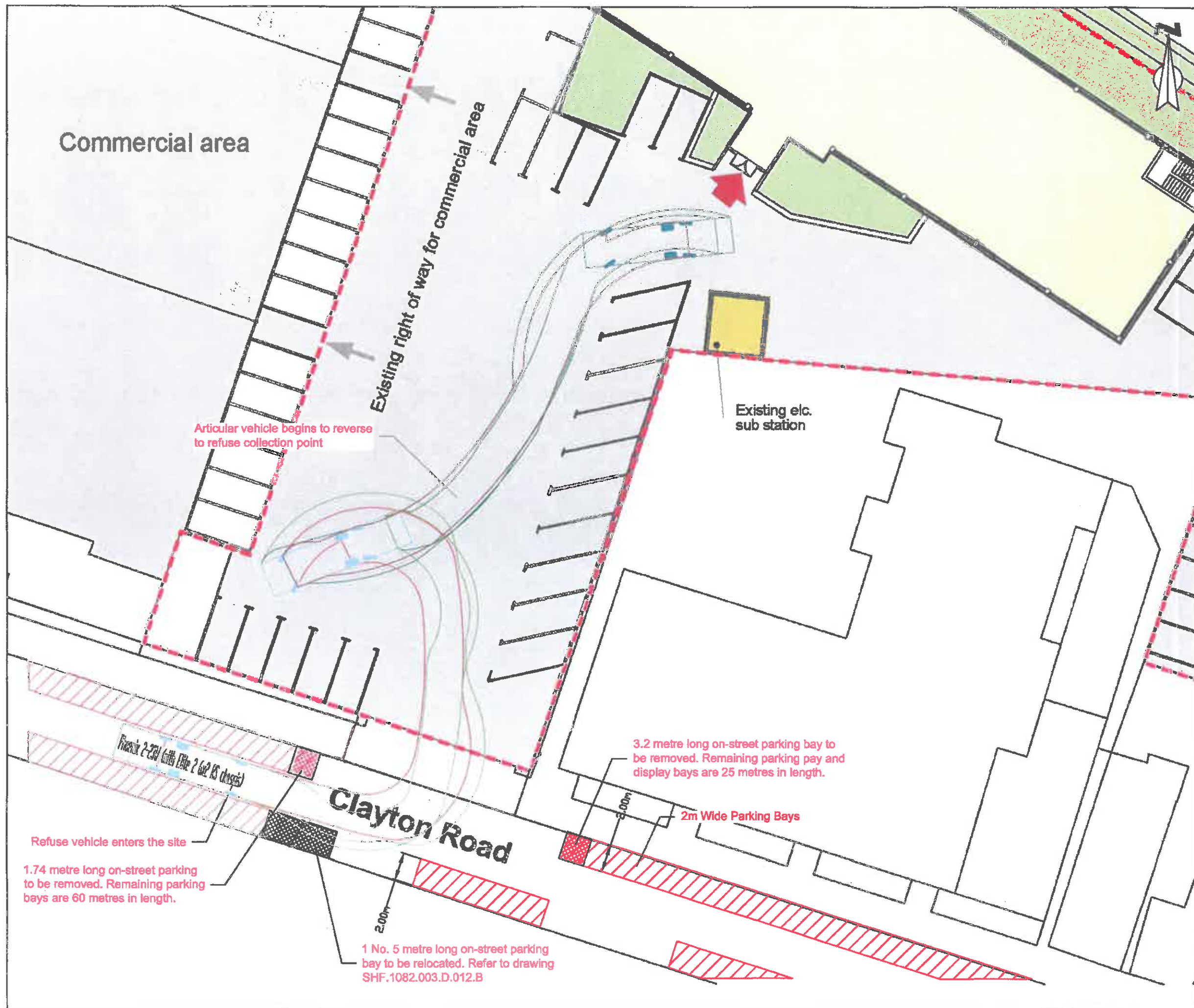
KEY



Scale 1:500 @ A3

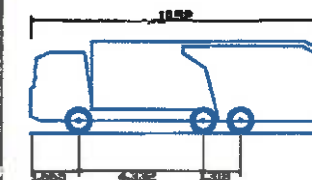


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Key

- Existing Parking Bays
- Parking Bays to be Relocated
- Parking Bays to be Removed



Phoenix 2-23V (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.500m

enzygo
environmental consultants

STEP Business Centre, Wortley Rd, Sheffield, S36 2UH

CLIENT:
Gate of Eden Ltd

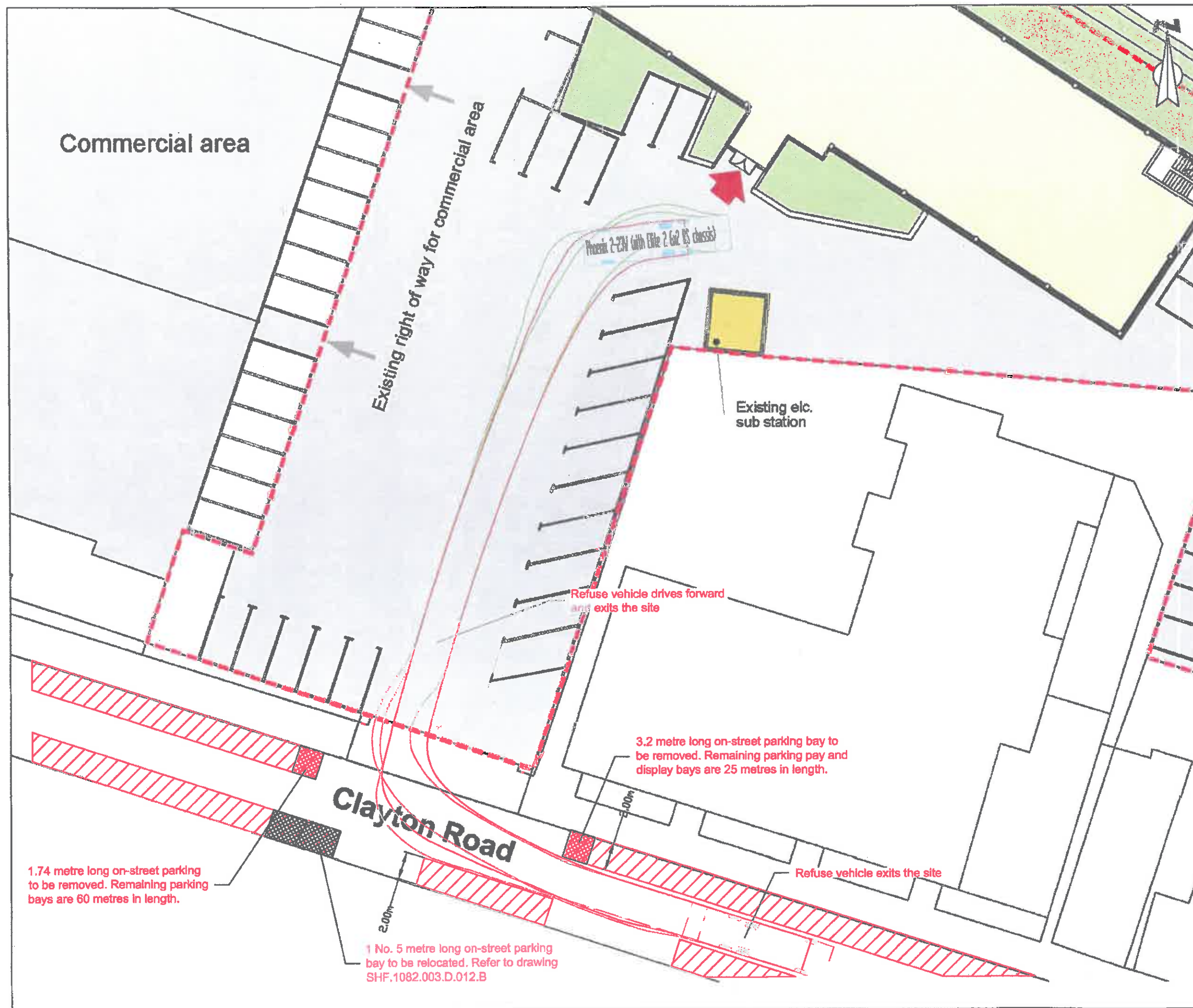
SCALE: PROJECT REF:
1:250@A3 SHF.1082.003.D.020.D

DRAWN: CHECKED: DATE:
MG BR Aug 2014

PROJECT:
Clayton Road, Hayes

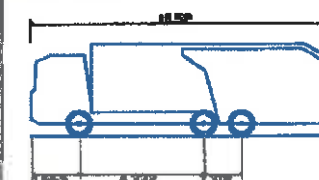
TITLE:
Swept Path Analysis - Inbound

DRAWING NO:
20



Key

- Existing Parking Bays
- Parking Bays to be Removed
- Parking Bays to be Removed



Phoenix 2-23V (with Elite 2 6x2 RS chassis)
Overall Length 10.520m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 7.500m

enzygo
environmental consultants

STEP Business Centre, Wortley Rd, Sheffield, S36 2UH

CLIENT:
Gate of Eden Ltd

SCALE: 1:250@A3
PROJECT REF: SHF.1082.003.D.021.C

DRAWN: MG
CHECKED: BR
DATE: Aug 2014

PROJECT:
Clayton Road, Hayes

TITLE:
Swept Path Analysis - Outbound

DRAWING NO:
21

Appendix 2 – Proposed Layout and Parking Allocation Plan



Paradigm Design
Suite 1,
109-11 Craven Park Road
London N15 6BL

Project:
UNION HOUSE
Clayton Road
Hayes, Middlesex

Client
CrownGold Properties Ltd
24 Watermint Quay
London N16 6DD
Tel: 0203 475 3136

DRAWN BY
HG | PD

Project No
2014/528 v2.9

Date
21.10.2014

DESCRIPTION
PARKING PLAN

KEY

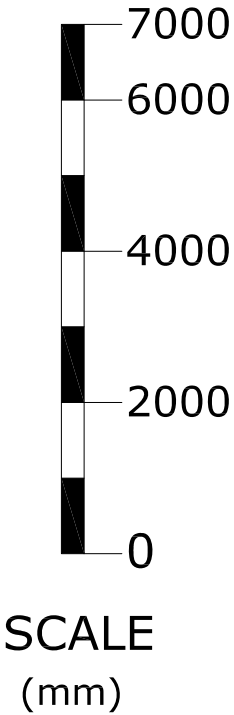
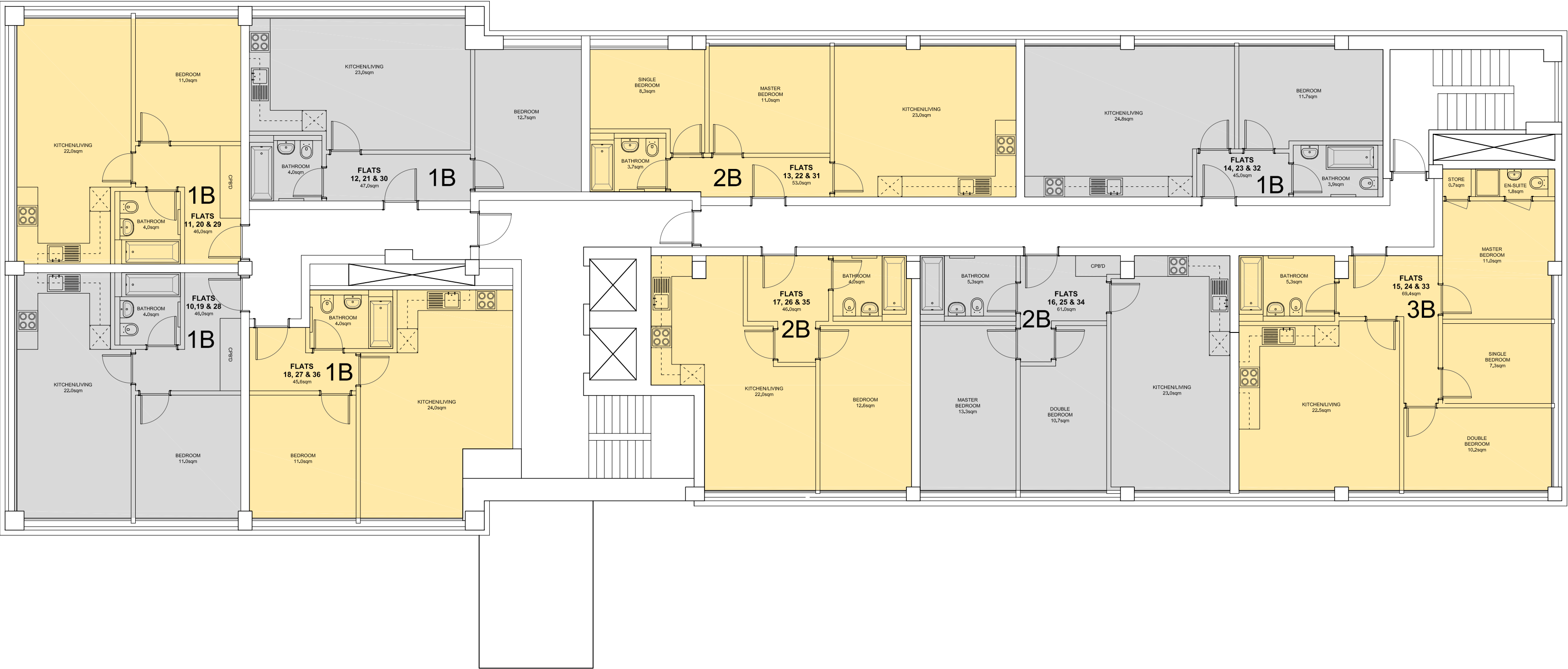


Scale 1:500 @ A3

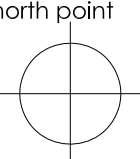


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FLAT NO.	AREA	BEDROOMS
10, 19, 28	46	1B
11, 20, 29	46	1B
12, 21, 30	47	1B
13, 22, 31	53	2B
14, 23, 32	45	1B
15, 24, 33	69.4	3B
16, 25, 34	61	2B
17, 26, 35	46	1B
18, 27, 36	45.6	1B



PROPOSED FLOOR PLAN - LEVELS 1, 2 & 3

revision	by	checked	date
B	AB		08.05.14
ISSUE PURPOSE CHANGED			
A	AB		07.05.14
LAYOUT CHANGES TO CLIENT'S COMMENTS			
client			
MR JOEL SOFER			
project			
ANGUR CLAYTON ROAD HAYES			
drawing title		scale at sheet	
FLOOR PLAN LEVELS 1, 2, & 3, AS PROPOSED		1:100 @ A2	
issue purpose			
PERMITTED DEVELOPMENT			
project no.	drawing no.		
2014-527	527/02		
sheet	revision	north point	
	B		
drawn	checked by		
MN/AB			
signed	date		
	02/05/2014		

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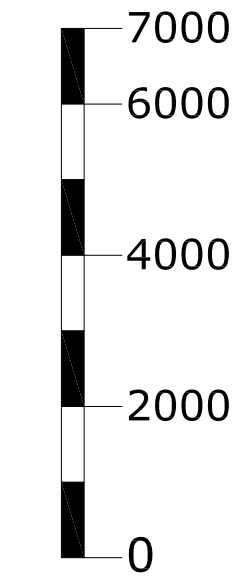
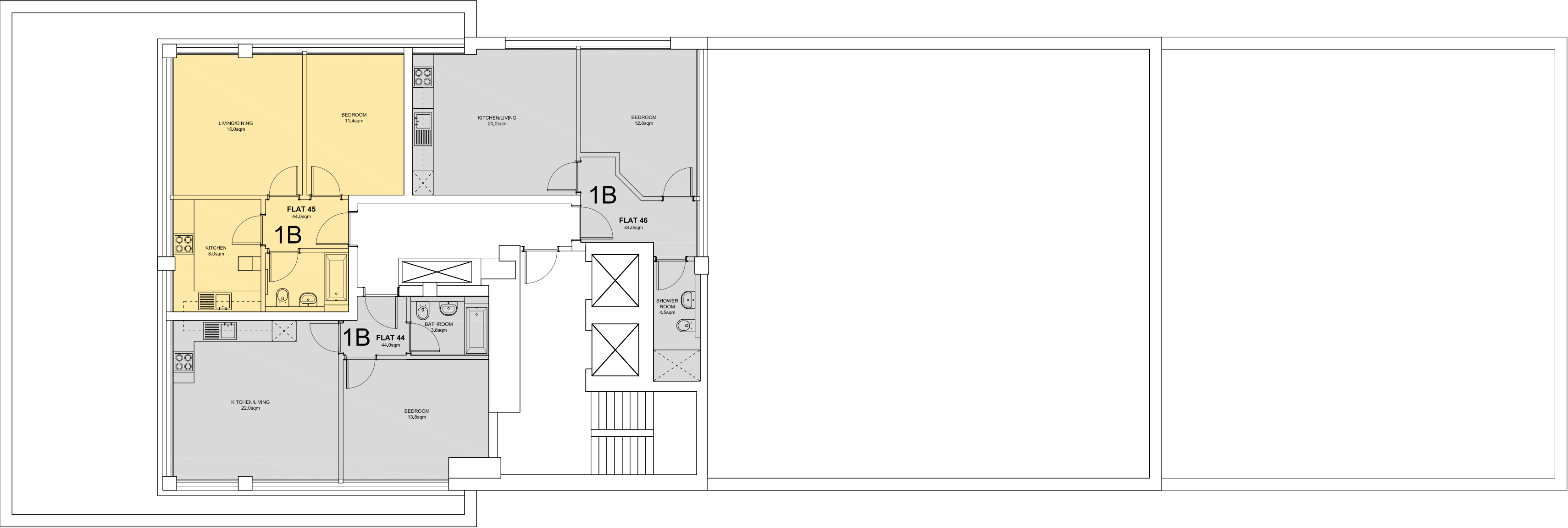
Freeman Ankerman Partnership Ltd



e admin@fap-architects.co.uk
t 020 7394 2232
f 020 7252 3585

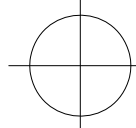
FLAT MIXTURE	
STUDIO	2
1 BED	31
2 BED	10
3 BED	3
TOTAL UNITS	46

FLAT NO.	AREA	BEDROOMS
44	44	1B
45	44	1B
46	44	1B

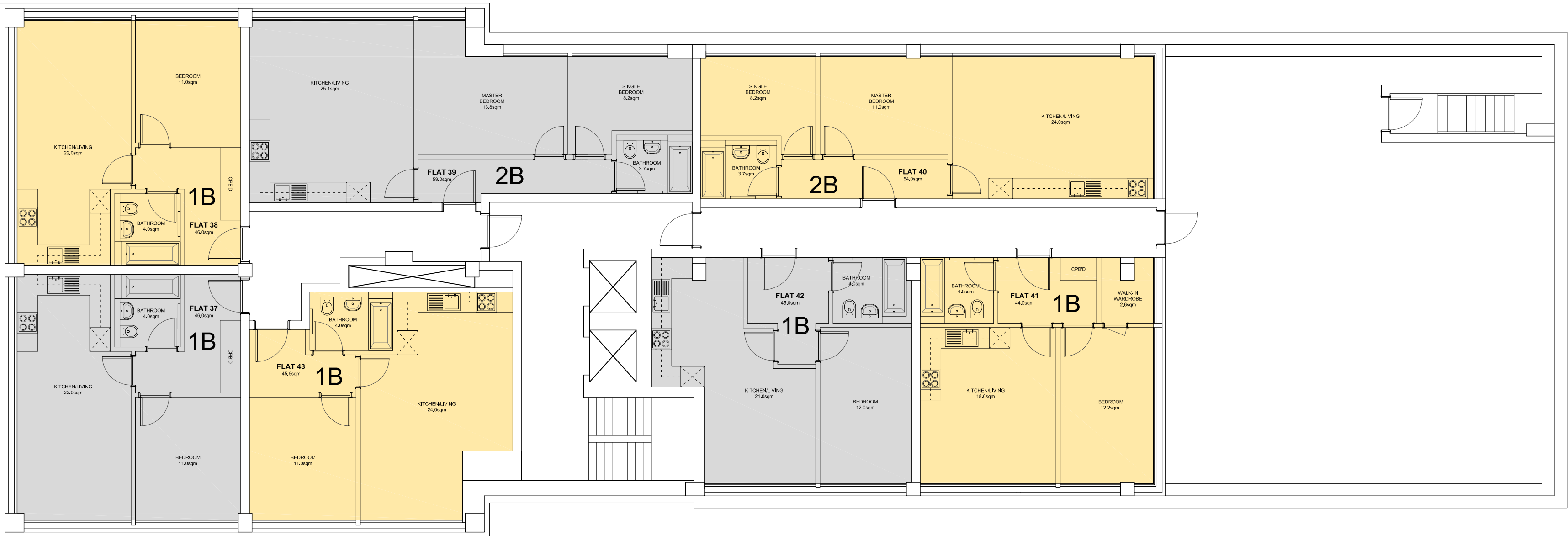


SCALE
(mm)

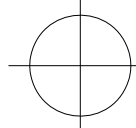
PROPOSED FLOOR PLAN - LEVEL 5

revision	by	checked	date
B	AB		08.05.14
SPELLING MISTAKE CORRECTED ISSUE PURPOSE CHANGED			
A	AB		07.05.14
LAYOUT CHANGES TO CLIENT'S COMMENTS			
client			
MR JOEL SOFER			
project			
ANGUR CLAYTON ROAD HAYES			
drawing title		scale at sheet	
FLOOR PLAN LEVEL 5, AS PROPOSED		1:100 @ A2	
issue purpose			
PERMITTED DEVELOPMENT			
project no.	drawing no.		
2014-527	527/04		
sheet	revision	north point	
	B		
drawn	checked by		
MN/AB			
signed	date		
	02/05/2014		

FLAT NO.	AREA	BEDROOMS
37	46	1B
38	46	1B
39	59	2B
40	54	2B
41	44	1B
42	45	1B
43	45.6	1B



PROPOSED FLOOR PLAN - LEVEL 4

revision	by	checked	date
B	AB		08.05.14
FLATS NUMBERING CORRECTED ISSUE PURPOSE CHANGED			
A	AB		07.05.14
LAYOUT CHANGES TO CLIENT'S COMMENTS			
client MR JOEL SOFER			
project ANGUR CLAYTON ROAD HAYES			
drawing title FLOOR PLAN LEVEL 4, AS PROPOSED			scale at sheet 1:100 @ A2
issue purpose PERMITTED DEVELOPMENT			
project no. 2014-527	drawing no. 527/03		
sheet	revision B	north point 	
drawn MN/AB	checked by		
signed	date 02/05/2014		

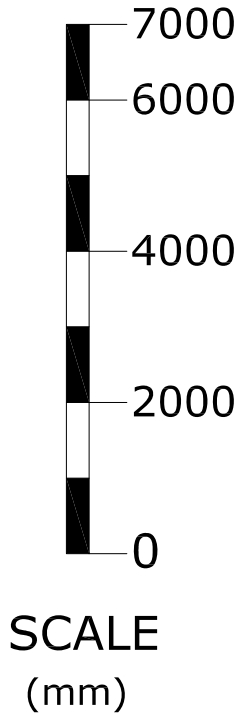
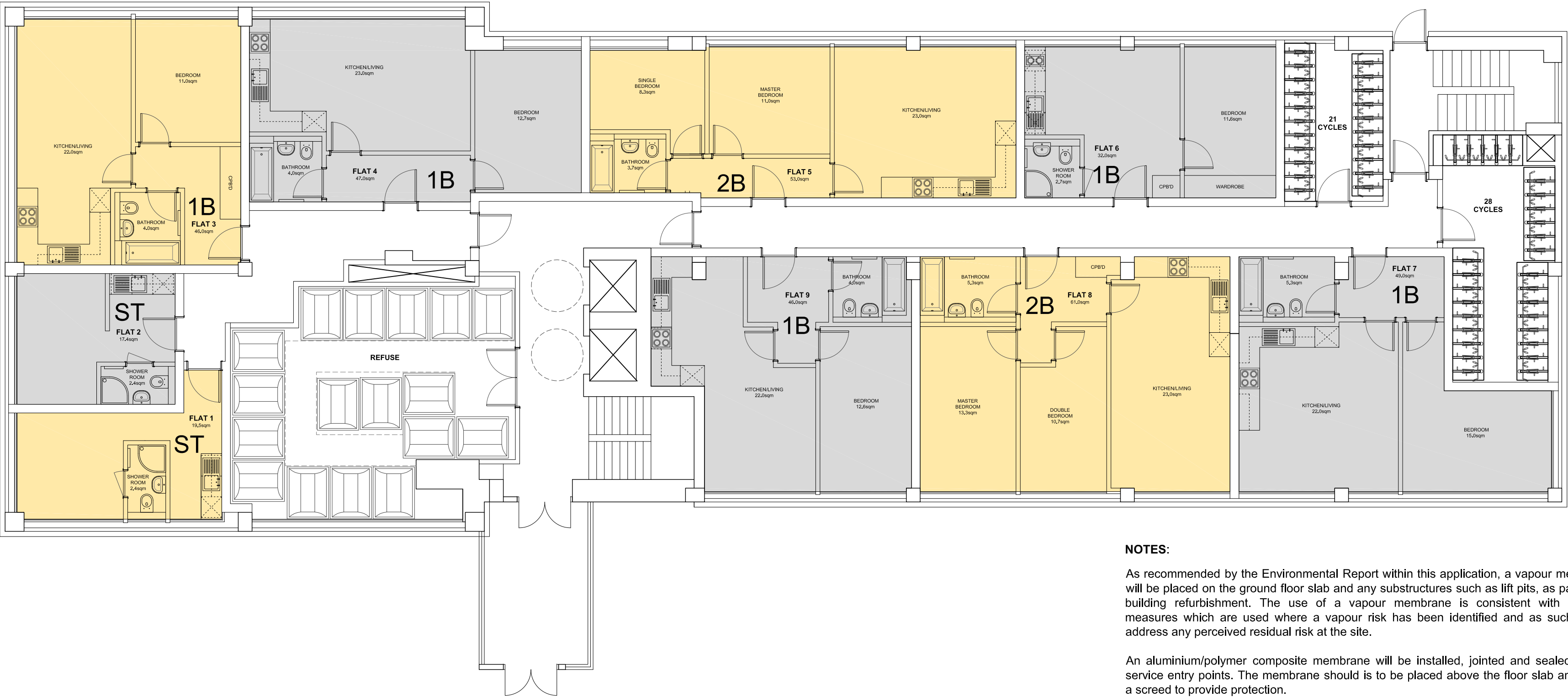
CYCLE SPACES ALLOWANCE:

1 NO. SPACE - PER STUDIO, 1 BED & 2 BED UNITS
2 NO. SPACES - PER 3 BED UNITS

REFUSE ALLOWANCE:

RESIDUAL WASTE = 180L PER UNIT
RECYCLING WASTE = 240L PER UNIT

FLAT NO.	AREA	BEDROOMS
1	19.5	ST
2	17.4	ST
3	46	1B
4	47	1B
5	53	2B
6	32	1B
7	49	1B
8	61	2B
9	46	1B



PROPOSED FLOOR PLAN - LEVEL 0

NOTES:

As recommended by the Environmental Report within this application, a vapour membrane will be placed on the ground floor slab and any substructures such as lift pits, as part of the building refurbishment. The use of a vapour membrane is consistent with remedial measures which are used where a vapour risk has been identified and as such should address any perceived residual risk at the site.

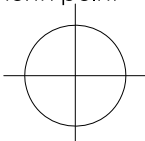
An aluminium/polymer composite membrane will be installed, jointed and sealed around service entry points. The membrane should be placed above the floor slab and below a screed to provide protection.

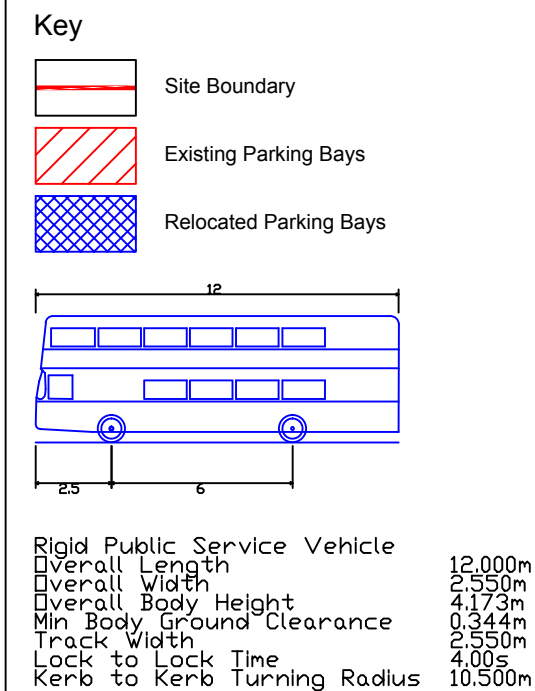
Installation, jointing and sealing of service entry points will be undertaken by a specialist contractor who will also provide a verification report confirming that the measures have been undertaken.

This membrane will provide additional protection to future site users and address the concerns of the Local Planning Authority in relation to minor residual contamination which could be present.

A remedial methodology including a specification for the membrane, drawings and details of the installation, jointing and testing of the membrane will be provided to the Local Planning Authority by a suitably experienced and qualified Contractor to discharge a Planning Condition for the site.

Future protection of the membrane will be accommodated under the Health and Safety File for the building which all future contractors are legally obligated to follow.

revision	by	checked	date
B	AB		08.05.14
CYCLE SPACES INCREASED & NOTES ADDED ISSUE PURPOSE CHANGED			
A	AB		07.05.14
LAYOUT CHANGES TO CLIENT'S COMMENTS			
client MR JOEL SOFER			
project ANGUR CLAYTON ROAD HAYES			
drawing title FLOOR PLAN LEVEL 0, AS PROPOSED		scale at sheet 1:100 @ A2	
issue purpose PERMITTED DEVELOPMENT			
project no. 2014-527	drawing no. 527/01		
sheet	revision B	north point 	
drawn MN/AB	checked by		
signed	date 02/05/2014		



enzygo
environmental consultants

STEP Business Centre, Wortley Rd, Sheffield, S36 2UH

CLIENT:
Gate of Eden Ltd

SCALE: 1:250@A3 PROJECT REF: SHF.1082.003.D.022.D

DRAWN: MG CHECKED: BR DATE: Sep 2014

PROJECT:
Clayton Road, Hayes

TITLE:
Relocated On-street Parking Bays

DRAWING NO:
22

Appendix 3 – TRICS Information

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	3 days
	RD RICHMOND	1 days
	TH TOWER HAMLETS	2 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TV TEES VALLEY	2 days
10	WALES	
	DB DENBIGHSHIRE	1 days
	FS FLINTSHIRE	1 days

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

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

Filtering Stage 2 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 dwellings
 Actual Range: 8 to 294 (units:)
 Range Selected by User: 0 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 11/05/12

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	7 days
Tuesday	6 days
Wednesday	8 days
Thursday	4 days
Friday	7 days

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

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	17
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	19
Built-Up Zone	7
No Sub Category	6

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.

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	31 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	9 days
50,001 to 100,000	6 days
101,000 or More	1 days

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

Population within 5 miles:

50,001 to 75,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	7 days
500,001 or More	12 days

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

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	11 days
1.1 to 1.5	16 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	32 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.

LIST OF SITES relevant to selection parameters

1	BR-03-C-01 CLARENCE ROAD	FLATS & TERRACED	BRISTOL CITY
	BRISTOL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 102 Survey date: MONDAY 09/11/09		Survey Type: MANUAL
2	CA-03-C-02 WESTFIELD ROAD	BLOCK OF FLATS	CAMBRIDGESHIRE
	NETHERTON PETERBOROUGH Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 44 Survey date: TUESDAY 18/10/11		Survey Type: MANUAL
3	CH-03-C-01 NEW CRANE STREET	BLOCKS OF FLATS	CHESHIRE
	CHESTER Edge of Town Centre Residential Zone Total Number of dwellings: 60 Survey date: FRIDAY 17/10/08		Survey Type: MANUAL
4	CN-03-C-01 OVAL ROAD	BLOCK OF FLATS	CAMDEN
	REGENTS PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 Survey date: FRIDAY 07/11/08		Survey Type: MANUAL
5	DB-03-C-01 RHYL ROAD	FLATS IN HOUSES	DENBIGHSHIRE
	RHUDDLAN Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 16 Survey date: FRIDAY 07/10/11		Survey Type: MANUAL
6	DC-03-C-01 ABBOTSBURY ROAD	BLOCKS OF FLATS	DORSET
	WEYMOUTH Edge of Town Centre Residential Zone Total Number of dwellings: 27 Survey date: TUESDAY 08/07/08		Survey Type: MANUAL
7	DS-03-C-01 DRAGE STREET	BLOCK OF FLATS	DERBYSHIRE
	LITTLE CHESTER DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8 Survey date: THURSDAY 25/06/09		Survey Type: MANUAL

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

LIST OF SITES relevant to selection parameters (Cont.)

8	FS-03-C-01	BLOCK OF FLATS		FLINTSHIRE
	WREXHAM STREET			
	MOLD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	30		
	Survey date: MONDAY	06/07/09		Survey Type: MANUAL
9	GM-03-C-02	BLOCK OF FLATS		GREATER MANCHESTER
	WHITWORTH STREET W.			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11		Survey Type: MANUAL
10	GM-03-C-03	BLOCK OF FLATS		GREATER MANCHESTER
	FAIRFIELD STREET			
	MANCHESTER			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11		Survey Type: MANUAL
11	HC-03-C-02	FLATS		HAMPSHIRE
	WORTING ROAD			
	BASINGSTOKE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	21/10/10		Survey Type: MANUAL
12	HF-03-C-02	FLATS		HERTFORDSHIRE
	BRIDGE ROAD EAST			
	WELWYN GARDEN CITY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	86		
	Survey date: WEDNESDAY	16/07/08		Survey Type: MANUAL
13	HG-03-C-01	BLOCK OF FLATS		HARINGEY
	CHADWELL LANE			
	NEW RIVER VILLAGE			
	HORNSEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	25		
	Survey date: TUESDAY	27/10/09		Survey Type: MANUAL
14	HK-03-C-02	BLOCK OF FLATS		HACKNEY
	HOXTON			
	SHOREDITCH			
	Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	11/11/08		Survey Type: MANUAL

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

LIST OF SITES relevant to selection parameters (Cont.)

15	IS-03-C-01 RAMSEY WALK	FLATS		ISLINGTON
	ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		31	
	Survey date: TUESDAY		04/11/08	Survey Type: MANUAL
16	KI-03-C-02 SOPWITH WAY	BLOCK OF FLATS		KINGSTON
	KINGSTON UPON THAMES Edge of Town Centre No Sub Category Total Number of dwellings:		132	
	Survey date: MONDAY		14/06/10	Survey Type: MANUAL
17	KN-03-C-01 UXBRIDGE STREET	BLOCKS OF FLATS		KENSINGTON AND CHELSEA
	NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwellings:		16	
	Survey date: THURSDAY		15/10/09	Survey Type: MANUAL
18	KN-03-C-02 BECKFORD CLOSE	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	SOUTH KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings:		294	
	Survey date: TUESDAY		15/06/10	Survey Type: MANUAL
19	KN-03-C-03 ALLEN STREET	BLOCK OF FLATS		KENSINGTON AND CHELSEA
	KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings:		72	
	Survey date: FRIDAY		11/05/12	Survey Type: MANUAL
20	NR-03-C-01 ROCKINGHAM ROAD	BLOCK OF FLATS		NORTHAMPTONSHIRE
	CORBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		20	
	Survey date: FRIDAY		21/11/08	Survey Type: MANUAL
21	OX-03-C-01 OXFORD ROAD COWLEY OXFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	BLOCK OF FLATS		OXFORDSHIRE
	Survey date: WEDNESDAY		20/10/10	Survey Type: MANUAL

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

LIST OF SITES relevant to selection parameters (Cont.)

22	RD-03-C-02 B306 QUEENS RIDE	BLOCK OF FLATS		RICHMOND
	BARNES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	28		
	Survey date: MONDAY	29/01/07		Survey Type: MANUAL
23	SC-03-C-01 HEATHCOTE ROAD	FLATS		SURREY
	CAMBERLEY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	140		
	Survey date: MONDAY	21/07/08		Survey Type: MANUAL
24	SC-03-C-02 CONSTITUTION HILL	FLATS		SURREY
	WOKING			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	36		
	Survey date: WEDNESDAY	23/07/08		Survey Type: MANUAL
25	ST-03-C-01 ETRURIA COURT HUMBERT ROAD STOKE-ON-TRENT	BLOCKS OF FLATS		STAFFORDSHIRE
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:	33		
	Survey date: WEDNESDAY	26/11/08		Survey Type: MANUAL
26	TH-03-C-02 BURNHAM STREET	FLATS		TOWER HAMLETS
	BETHNAL GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	10/11/08		Survey Type: MANUAL
27	TH-03-C-03 PALMERS ROAD	FLATS		TOWER HAMLETS
	BETHNAL GREEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	69		
	Survey date: WEDNESDAY	12/11/08		Survey Type: MANUAL
28	TV-03-C-01 OXFORD ROAD LINTHORPE MIDDLESBROUGH	APARTMENTS BLOCKS		TEES VALLEY
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: MONDAY	06/10/08		Survey Type: MANUAL

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

LIST OF SITES relevant to selection parameters (Cont.)

29	TV-03-C-02	FLATS		TEES VALLEY
	ACKLAM ROAD			
	LINTHORPE			
	MIDDLESBROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	85		
	Survey date: WEDNESDAY	29/06/11		Survey Type: MANUAL
30	WH-03-C-01	BLOCKS OF FLATS		WANDSWORTH
	AMIES STREET			
	CLAPHAM JUNCTION			
	Edge of Town Centre			
	Residential Zone			
	Total Number of dwellings:	30		
	Survey date: WEDNESDAY	09/05/12		Survey Type: MANUAL
31	WM-03-C-03	FLATS		WEST MIDLANDS
	LODE LANE			
	SOLIHULL			
	Edge of Town Centre			
	No Sub Category			
	Total Number of dwellings:	60		
	Survey date: FRIDAY	21/09/07		Survey Type: MANUAL
32	WY-03-C-02	BLOCK OF FLATS		WEST YORKSHIRE
	KINGS MILL LANE			
	ASPLEY			
	HUDDERSFIELD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of dwellings:	12		
	Survey date: WEDNESDAY	13/09/06		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.

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	32	56	0.023	32	56	0.114	32	56	0.137
08:00 - 09:00	32	56	0.065	32	56	0.205	32	56	0.270
09:00 - 10:00	32	56	0.060	32	56	0.077	32	56	0.137
10:00 - 11:00	32	56	0.053	32	56	0.061	32	56	0.114
11:00 - 12:00	32	56	0.063	32	56	0.056	32	56	0.119
12:00 - 13:00	32	56	0.063	32	56	0.077	32	56	0.140
13:00 - 14:00	32	56	0.063	32	56	0.066	32	56	0.129
14:00 - 15:00	32	56	0.061	32	56	0.064	32	56	0.125
15:00 - 16:00	32	56	0.090	32	56	0.065	32	56	0.155
16:00 - 17:00	32	56	0.089	32	56	0.065	32	56	0.154
17:00 - 18:00	32	56	0.168	32	56	0.080	32	56	0.248
18:00 - 19:00	32	56	0.127	32	56	0.085	32	56	0.212
19:00 - 20:00	3	108	0.096	3	108	0.071	3	108	0.167
20:00 - 21:00	3	108	0.059	3	108	0.034	3	108	0.093
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.213			1.220			2.433	

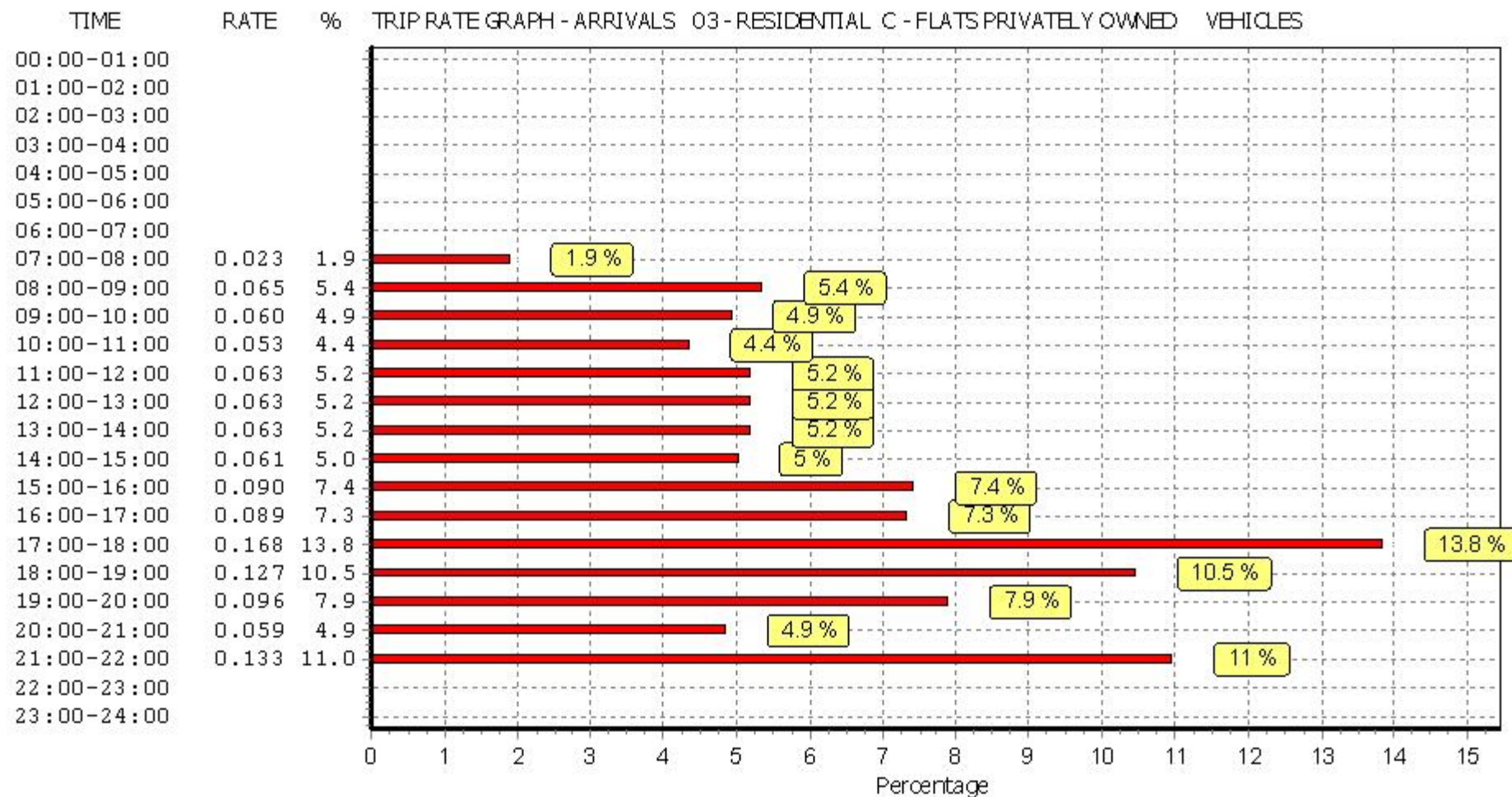
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

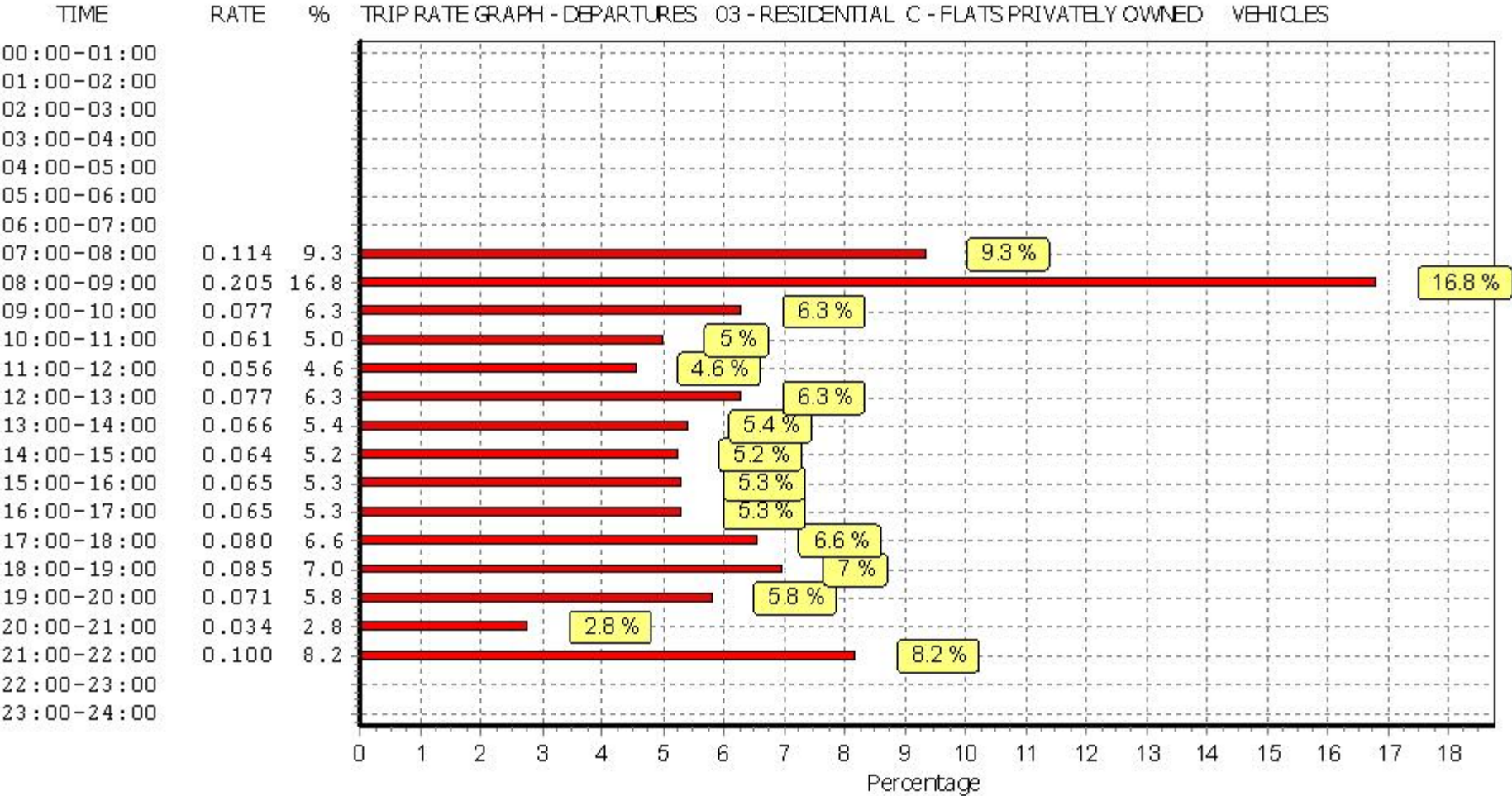
Parameter summary

Trip rate parameter range selected: 8 - 294 (units:)
 Survey date range: 01/01/05 - 11/05/12
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

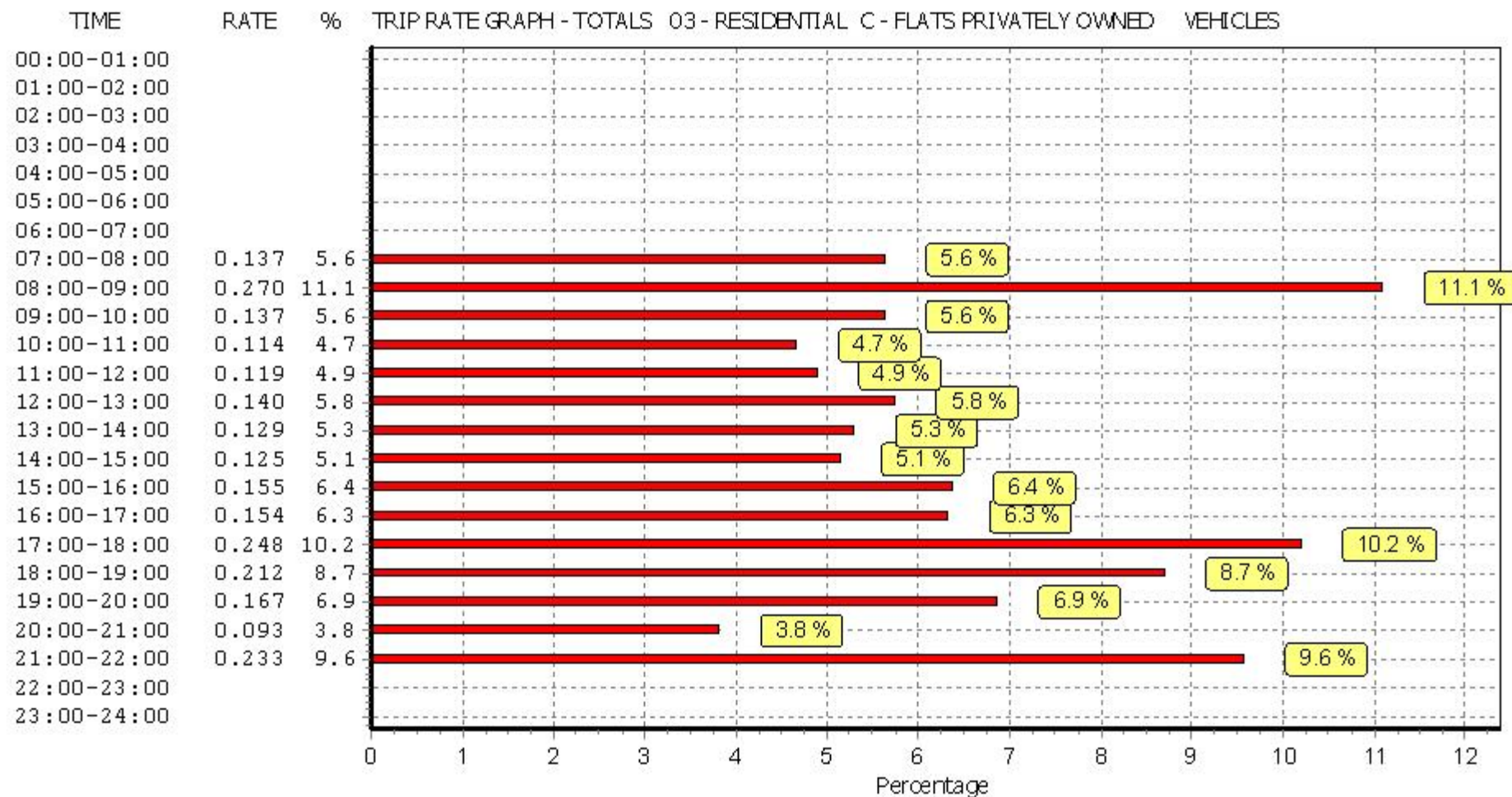
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Enzygo Woodend Lane Gloucestershire

Licence No: 755001

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

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	32	56	0.004	32	56	0.004	32	56	0.008
08:00 - 09:00	32	56	0.008	32	56	0.008	32	56	0.016
09:00 - 10:00	32	56	0.006	32	56	0.006	32	56	0.012
10:00 - 11:00	32	56	0.002	32	56	0.002	32	56	0.004
11:00 - 12:00	32	56	0.002	32	56	0.002	32	56	0.004
12:00 - 13:00	32	56	0.004	32	56	0.004	32	56	0.008
13:00 - 14:00	32	56	0.002	32	56	0.002	32	56	0.004
14:00 - 15:00	32	56	0.004	32	56	0.004	32	56	0.008
15:00 - 16:00	32	56	0.004	32	56	0.005	32	56	0.009
16:00 - 17:00	32	56	0.004	32	56	0.003	32	56	0.007
17:00 - 18:00	32	56	0.003	32	56	0.004	32	56	0.007
18:00 - 19:00	32	56	0.005	32	56	0.005	32	56	0.010
19:00 - 20:00	3	108	0.006	3	108	0.006	3	108	0.012
20:00 - 21:00	3	108	0.009	3	108	0.009	3	108	0.018
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.064			0.127

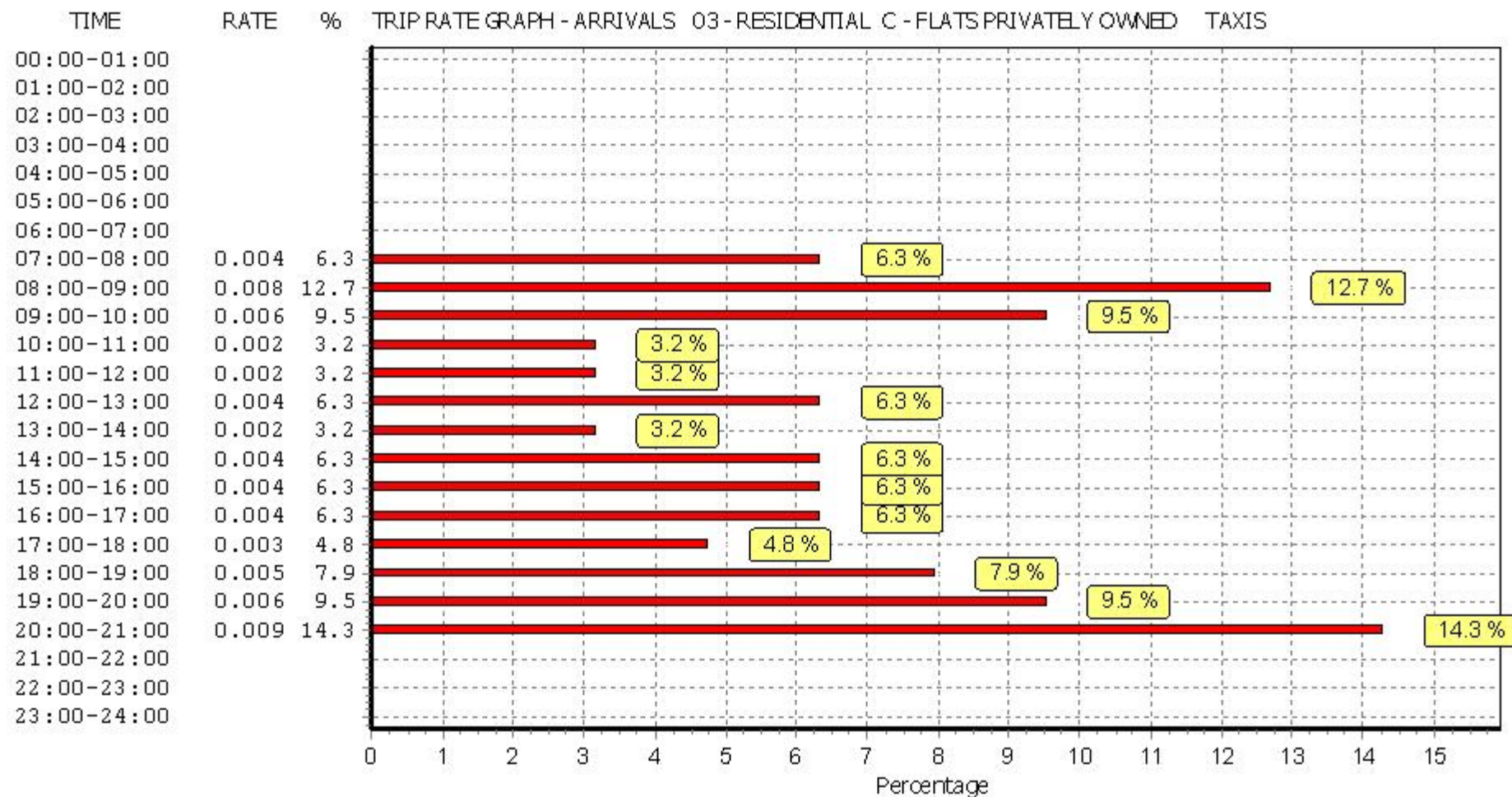
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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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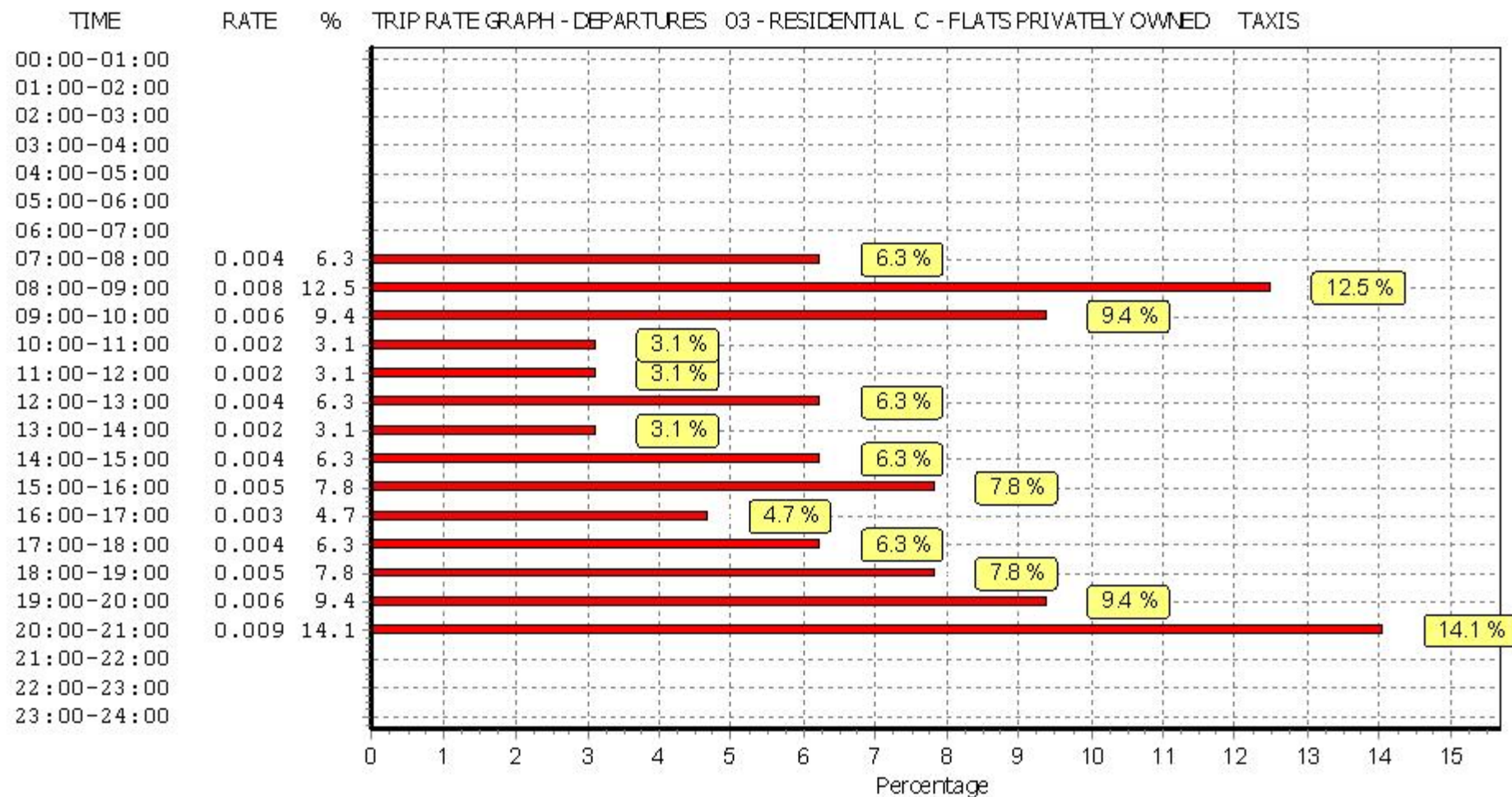
Parameter summary

Trip rate parameter range selected: 8 - 294 (units:)
 Survey date range: 01/01/05 - 11/05/12
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

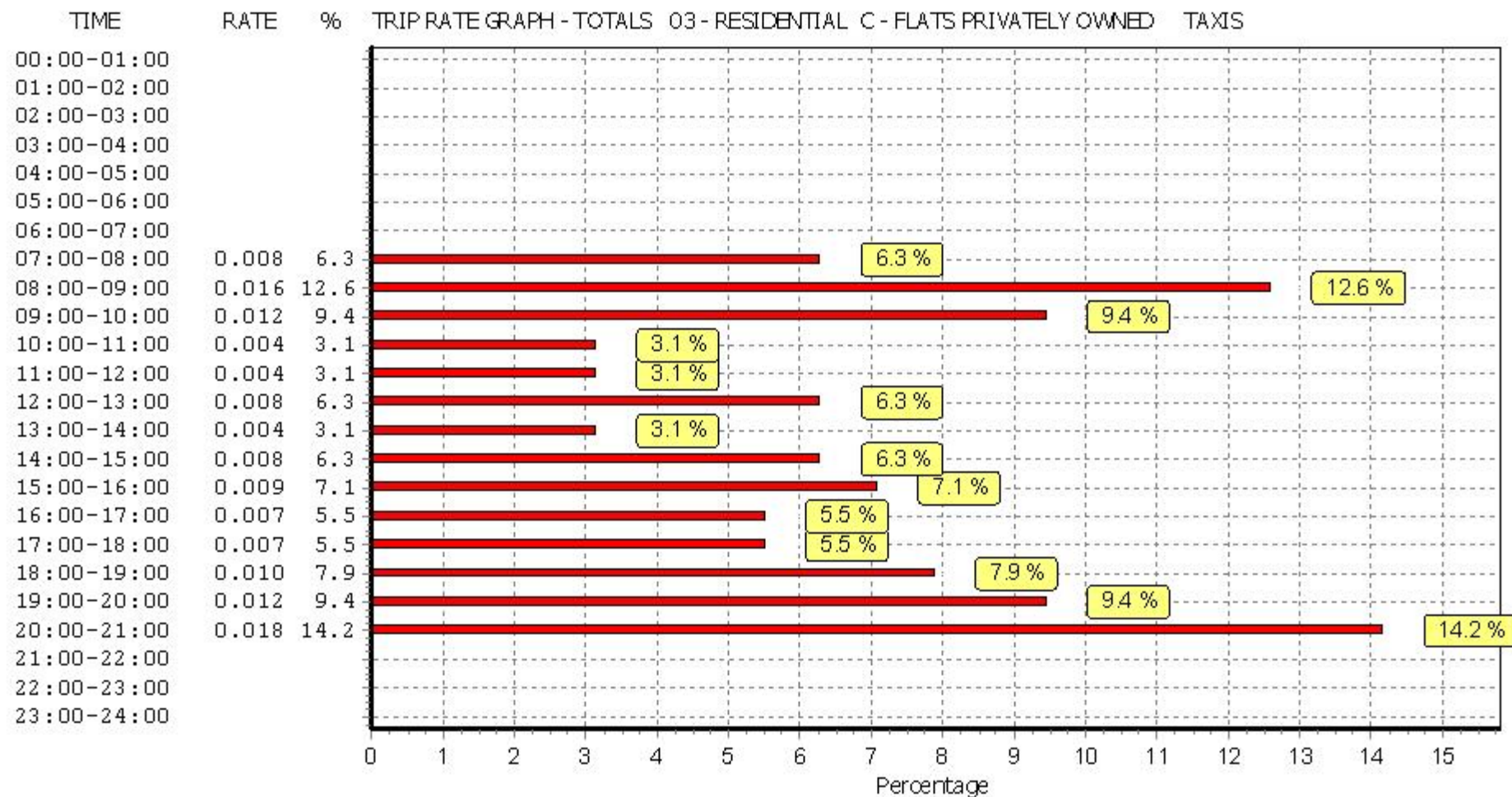
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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Enzygo Woodend Lane Gloucestershire

Licence No: 755001

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

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	32	56	0.002	32	56	0.002	32	56	0.004
08:00 - 09:00	32	56	0.001	32	56	0.001	32	56	0.002
09:00 - 10:00	32	56	0.000	32	56	0.000	32	56	0.000
10:00 - 11:00	32	56	0.001	32	56	0.001	32	56	0.002
11:00 - 12:00	32	56	0.003	32	56	0.002	32	56	0.005
12:00 - 13:00	32	56	0.001	32	56	0.002	32	56	0.003
13:00 - 14:00	32	56	0.001	32	56	0.001	32	56	0.002
14:00 - 15:00	32	56	0.002	32	56	0.001	32	56	0.003
15:00 - 16:00	32	56	0.001	32	56	0.001	32	56	0.002
16:00 - 17:00	32	56	0.002	32	56	0.002	32	56	0.004
17:00 - 18:00	32	56	0.000	32	56	0.000	32	56	0.000
18:00 - 19:00	32	56	0.001	32	56	0.000	32	56	0.001
19:00 - 20:00	3	108	0.000	3	108	0.000	3	108	0.000
20:00 - 21:00	3	108	0.000	3	108	0.000	3	108	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.013			0.028

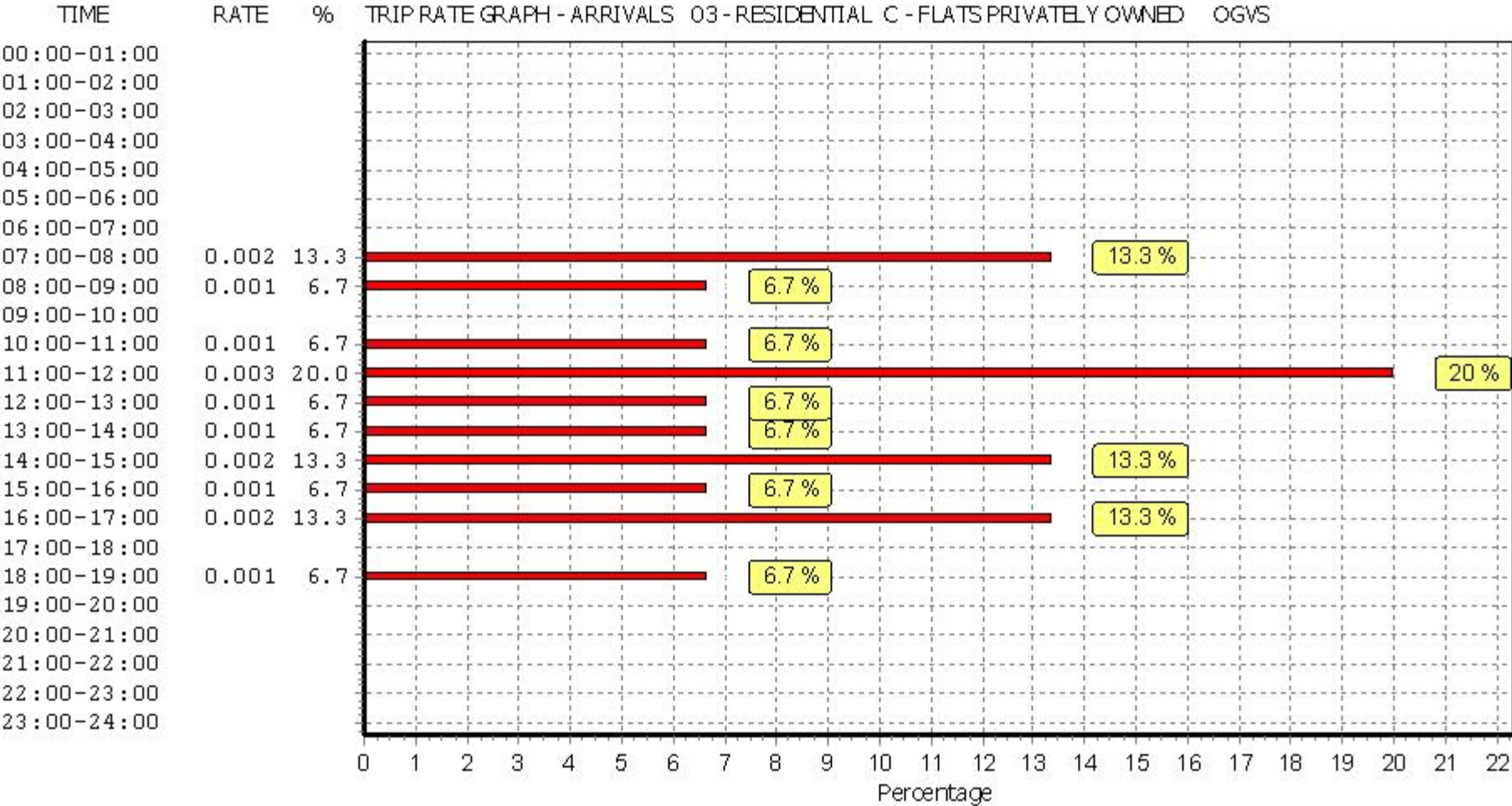
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Parameter summary

Trip rate parameter range selected: 8 - 294 (units:)
 Survey date range: 01/01/05 - 11/05/12
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

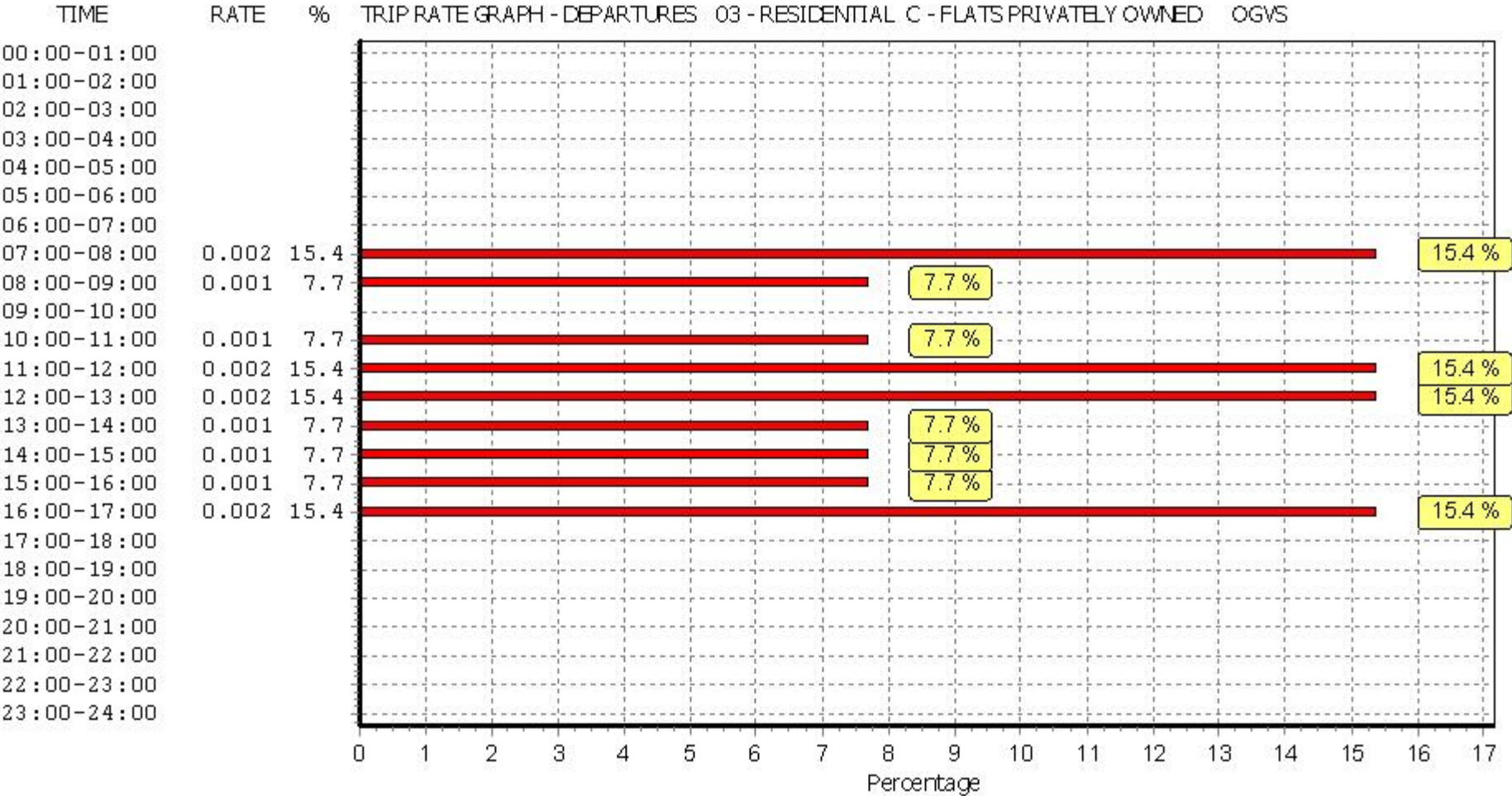
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



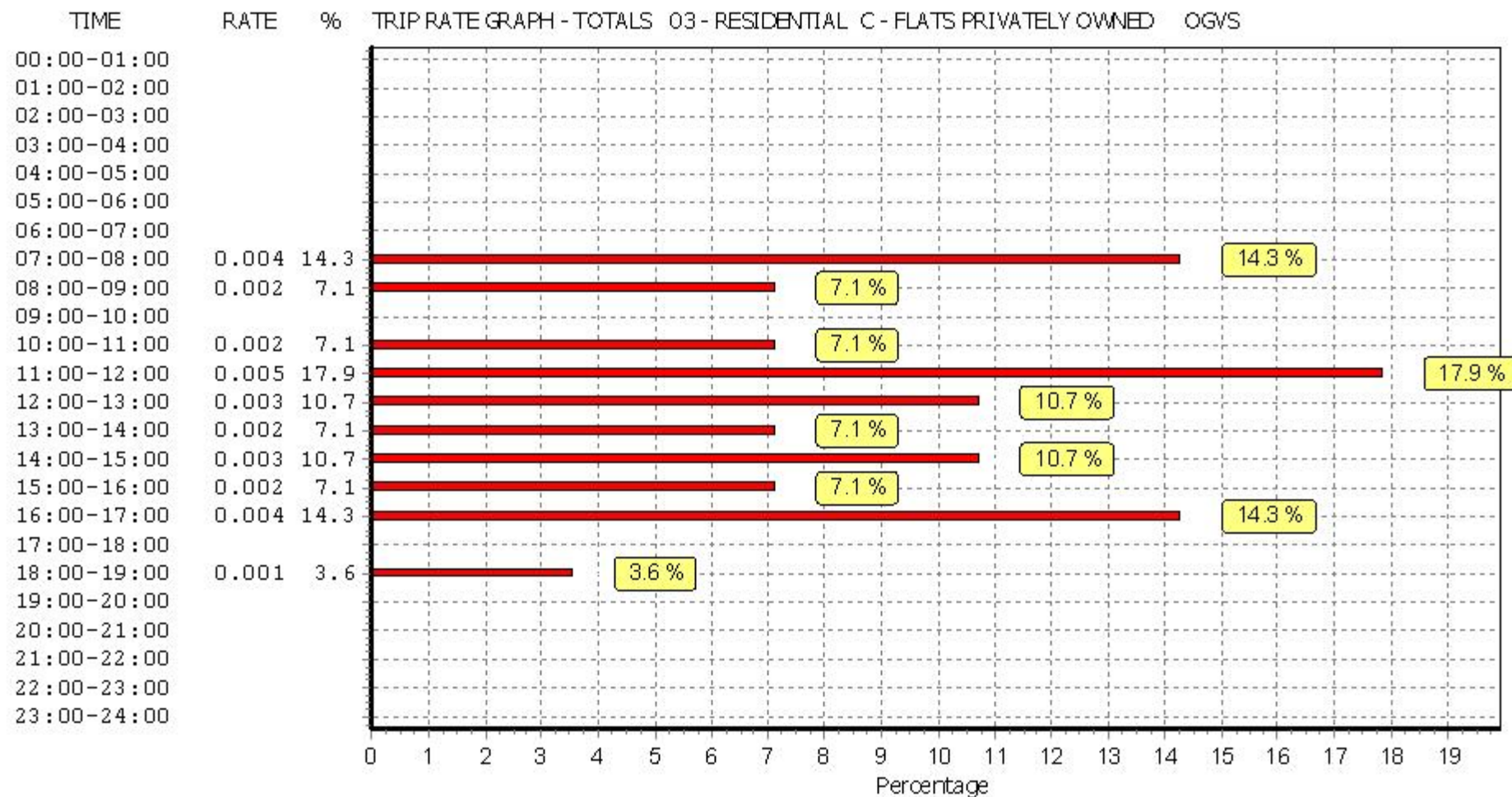
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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Licence No: 755001



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

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	32	56	0.000	32	56	0.000	32	56	0.000
08:00 - 09:00	32	56	0.000	32	56	0.000	32	56	0.000
09:00 - 10:00	32	56	0.000	32	56	0.000	32	56	0.000
10:00 - 11:00	32	56	0.000	32	56	0.000	32	56	0.000
11:00 - 12:00	32	56	0.000	32	56	0.000	32	56	0.000
12:00 - 13:00	32	56	0.000	32	56	0.000	32	56	0.000
13:00 - 14:00	32	56	0.000	32	56	0.000	32	56	0.000
14:00 - 15:00	32	56	0.000	32	56	0.000	32	56	0.000
15:00 - 16:00	32	56	0.000	32	56	0.000	32	56	0.000
16:00 - 17:00	32	56	0.000	32	56	0.000	32	56	0.000
17:00 - 18:00	32	56	0.000	32	56	0.000	32	56	0.000
18:00 - 19:00	32	56	0.000	32	56	0.000	32	56	0.000
19:00 - 20:00	3	108	0.000	3	108	0.000	3	108	0.000
20:00 - 21:00	3	108	0.000	3	108	0.000	3	108	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.000			0.000	

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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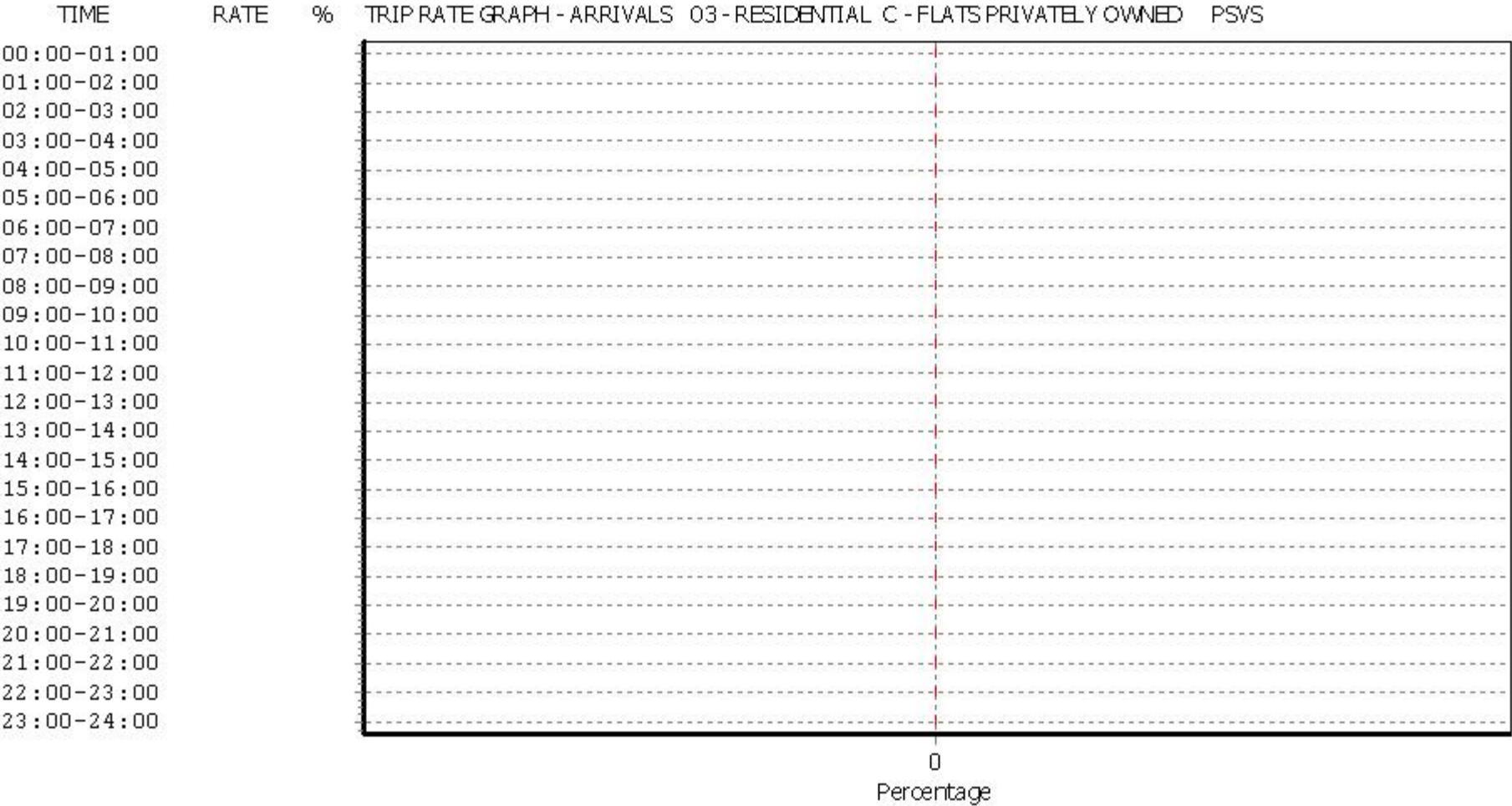
Parameter summary

Trip rate parameter range selected: 8 - 294 (units:)
 Survey date range: 01/01/05 - 11/05/12
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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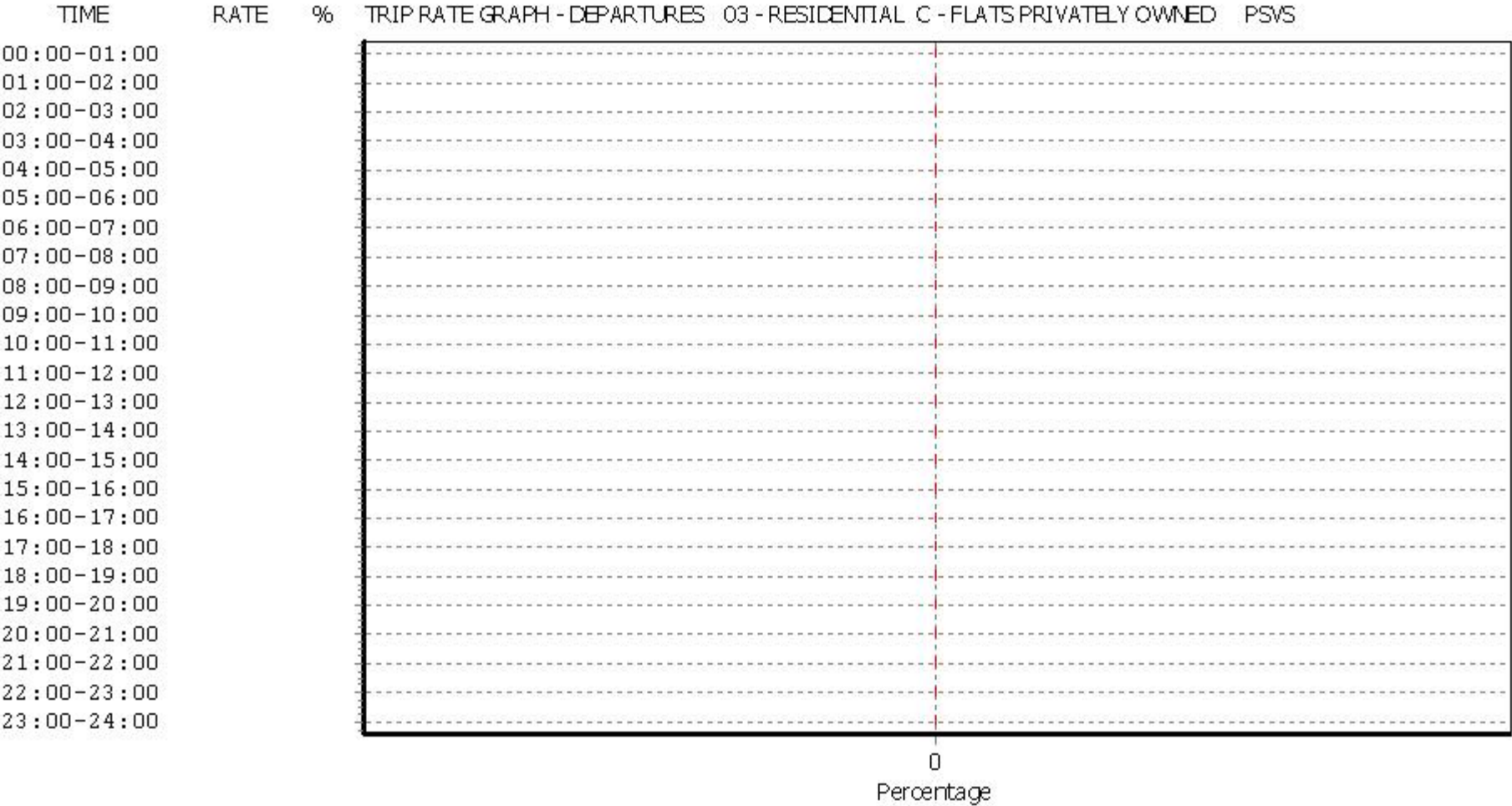
Licence No: 755001



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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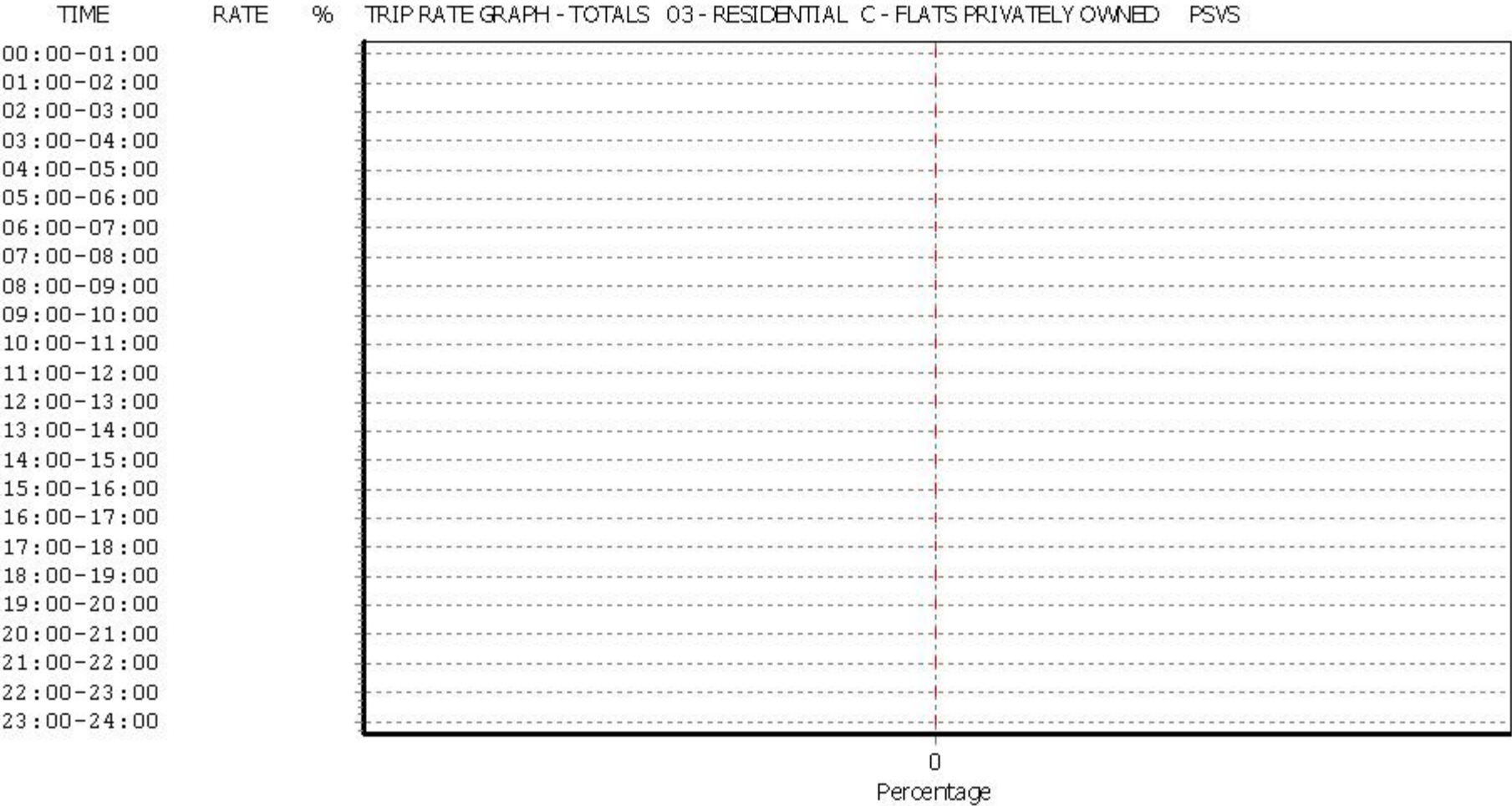
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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	32	56	0.003	32	56	0.007	32	56	0.010
08:00 - 09:00	32	56	0.004	32	56	0.012	32	56	0.016
09:00 - 10:00	32	56	0.001	32	56	0.006	32	56	0.007
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12:00 - 13:00	32	56	0.003	32	56	0.004	32	56	0.007
13:00 - 14:00	32	56	0.003	32	56	0.003	32	56	0.006
14:00 - 15:00	32	56	0.004	32	56	0.003	32	56	0.007
15:00 - 16:00	32	56	0.003	32	56	0.003	32	56	0.006
16:00 - 17:00	32	56	0.006	32	56	0.003	32	56	0.009
17:00 - 18:00	32	56	0.006	32	56	0.002	32	56	0.008
18:00 - 19:00	32	56	0.011	32	56	0.003	32	56	0.014
19:00 - 20:00	3	108	0.015	3	108	0.012	3	108	0.027
20:00 - 21:00	3	108	0.006	3	108	0.000	3	108	0.006
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.066			0.135

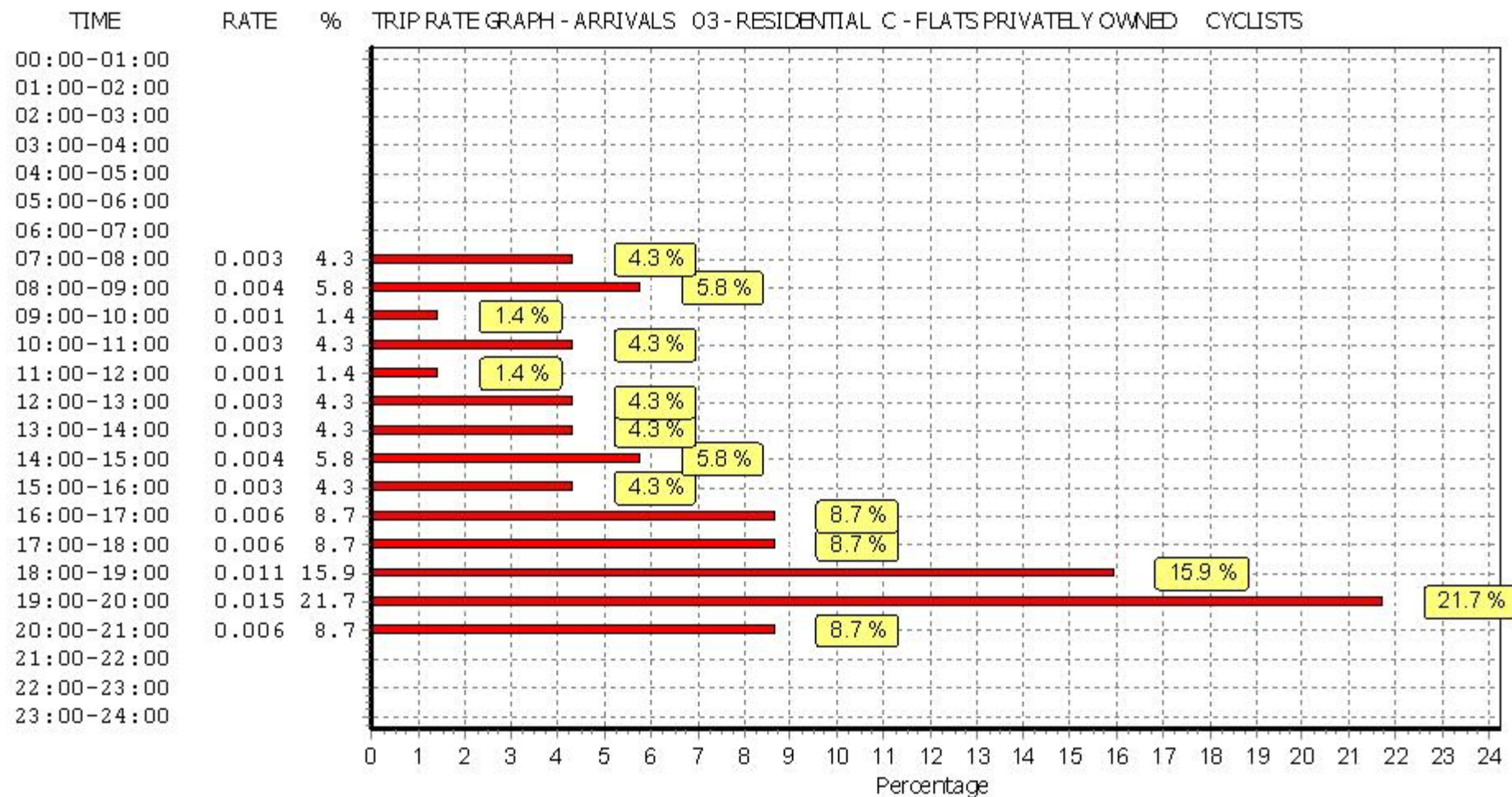
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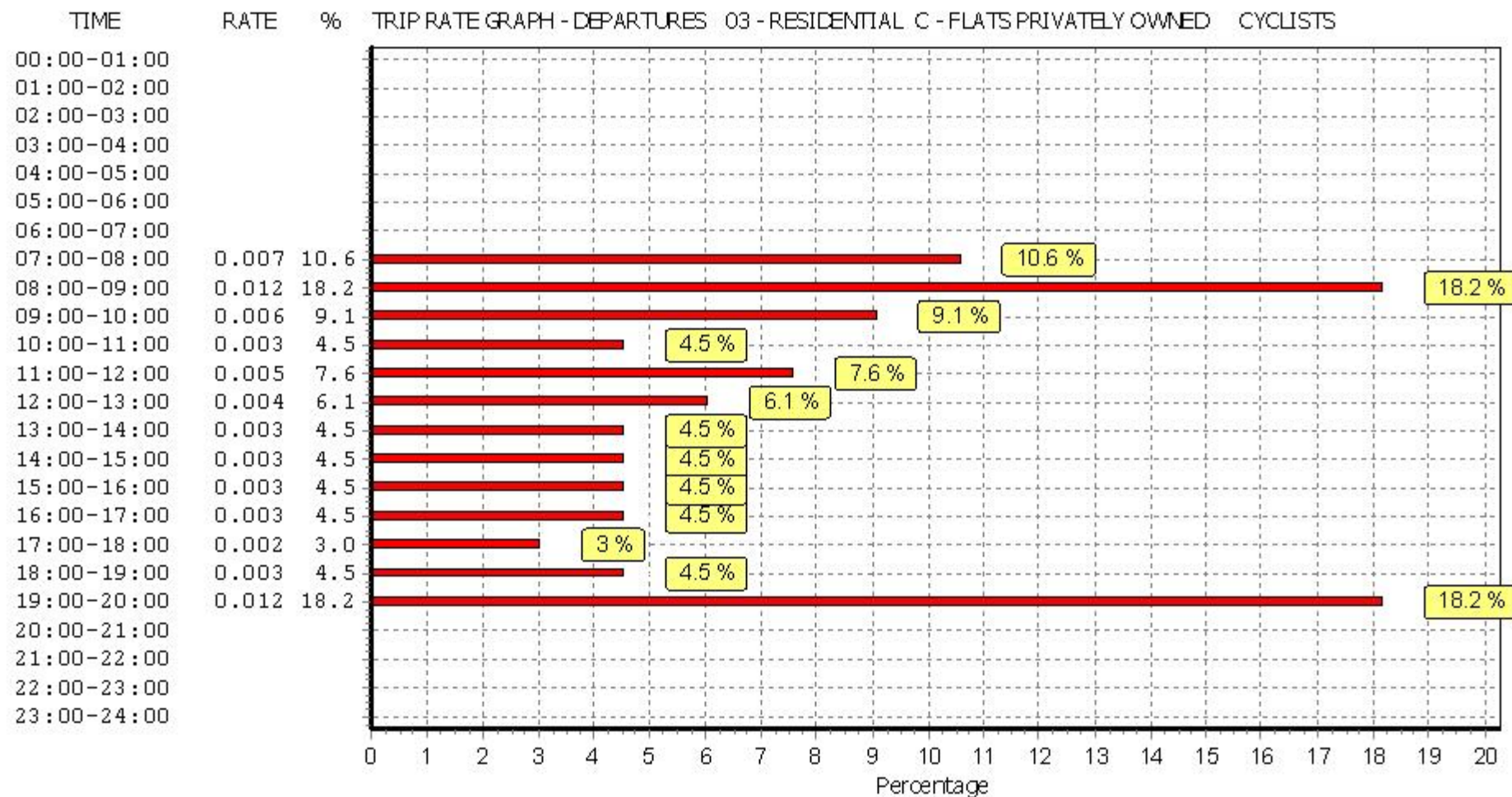
Parameter summary

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 Survey date range: 01/01/05 - 11/05/12
 Number of weekdays (Monday-Friday): 32
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 1

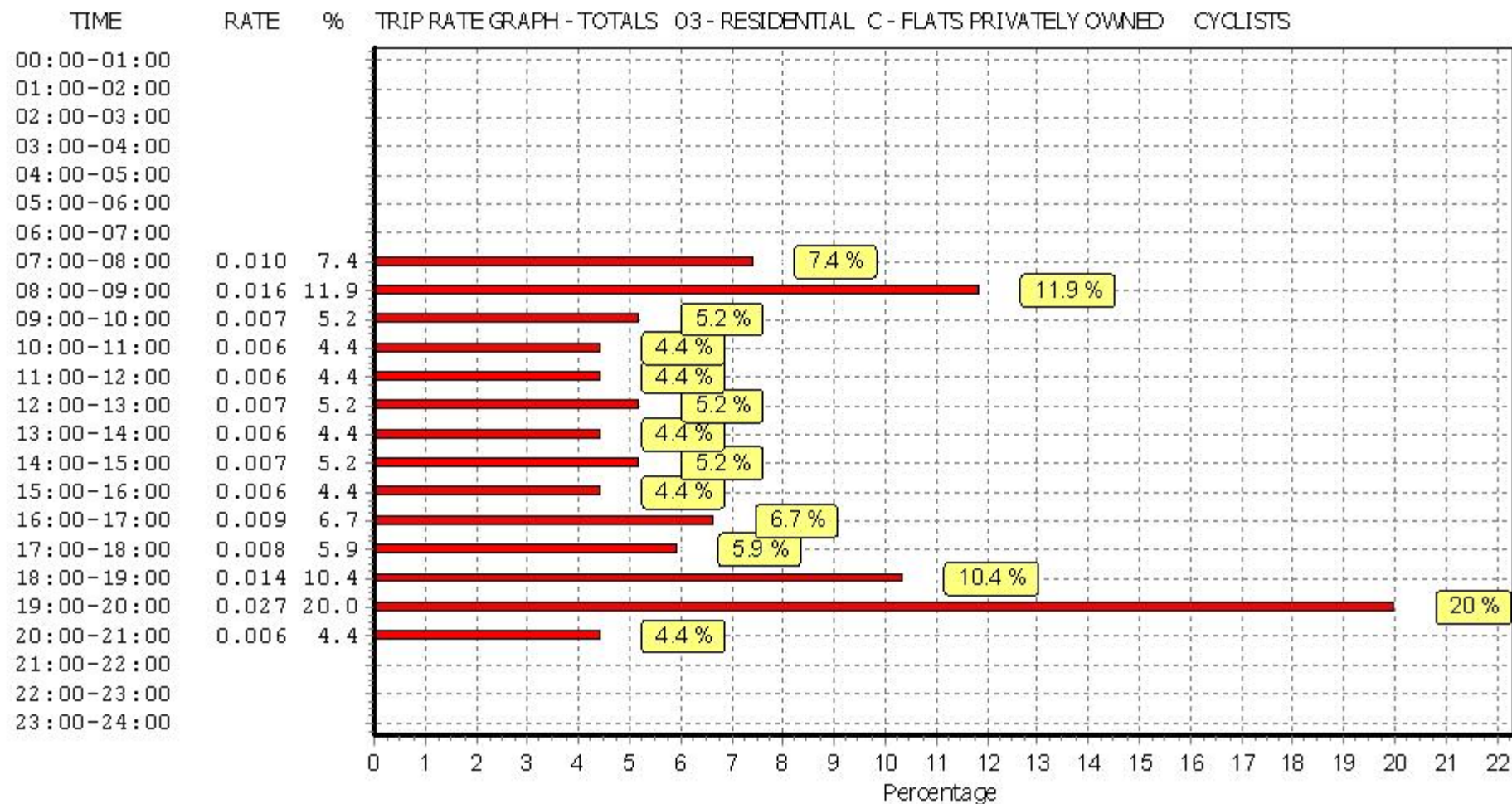
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Enzygo Woodend Lane Gloucestershire

Licence No: 755001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	CI CITY OF LONDON	1 days
	CN CAMDEN	1 days
	MR MERTON	2 days
	SK SOUTHWARK	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	KC KENT	4 days
	SC SURREY	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	DH DURHAM	2 days
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	4 days

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

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Filtering Stage 2 selection:

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

Parameter: Gross floor area
 Actual Range: 186 to 4850 (units: sqm)
 Range Selected by User: 0 to 5000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 24/09/13

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	5 days
Tuesday	10 days
Wednesday	8 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	31 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	6
Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	5

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:

Industrial Zone	3
Commercial Zone	5
Residential Zone	6
Retail Zone	1
Built-Up Zone	13
High Street	1
No Sub Category	2

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

Filtering Stage 3 selection:

Use Class:

B1 31 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	6 days
15,001 to 20,000	4 days
20,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 100,000	4 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	7 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	16 days
1.1 to 1.5	11 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	6 days
No	25 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.

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

LIST OF SITES relevant to selection parameters

1	BT-02-A-02 OFFICE WEMBLEY HILL ROAD	BRENT
	WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 4750 sqm Survey date: TUESDAY 22/06/10	Survey Type: MANUAL CITY OF LONDON
2	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre Built-Up Zone Total Gross floor area: 1386 sqm Survey date: WEDNESDAY 21/10/09	Survey Type: MANUAL CAMDEN
3	CN-02-A-01 OFFICES ELY PLACE HOLBORN CIRCUS HOLBORN Edge of Town Centre Built-Up Zone Total Gross floor area: 4062 sqm Survey date: THURSDAY 23/10/08	Survey Type: MANUAL CORNWALL
4	CW-02-A-02 INLAND REVENUE TRINITY STREET	
	ST AUSTELL Edge of Town Centre Built-Up Zone Total Gross floor area: 4850 sqm Survey date: FRIDAY 08/06/07	Survey Type: MANUAL DORSET
5	DC-02-A-08 OFFICE STATION APPROACH	
	DORCHESTER Edge of Town Centre No Sub Category Total Gross floor area: 1550 sqm Survey date: THURSDAY 03/07/08	Survey Type: MANUAL DURHAM
6	DH-02-A-01 RPMI OFFICES BRINKBURN ROAD	
	DARLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 3372 sqm Survey date: FRIDAY 05/11/10	Survey Type: MANUAL DURHAM
7	DH-02-A-02 CONSTRUCTION COMPANY DURHAM ROAD BOWBURN NEAR DURHAM Edge of Town Industrial Zone Total Gross floor area: 2000 sqm Survey date: TUESDAY 27/11/12	Survey Type: MANUAL

Enzygo Woodend Lane Gloucestershire

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LIST OF SITES relevant to selection parameters (Cont.)

8	ES-02-A-09	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	ORE VALLEY		
	HASTINGS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: WEDNESDAY	19/12/12	Survey Type: MANUAL
9	ES-02-A-10	DISTRICT COUNCIL	EAST SUSSEX
	VICARAGE LANE		
	HAILSHAM		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: TUESDAY	24/09/13	Survey Type: MANUAL
10	GM-02-A-07	LAW OFFICES	GREATER MANCHESTER
	MOSELEY STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
11	KC-02-A-07	KCC HIGHWAYS REG.	KENT
	KAVELIN WAY		
	HENWOOD IND. ESTATE		
	ASHFORD		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
12	KC-02-A-08	KCC HIGHWAYS REG. OFFICE	KENT
	ST MICHAEL'S CLOSE		
	CLAY WOOD		
	AYLESFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3168 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
13	KC-02-A-09	COUNCIL OFFICES	KENT
	SANDLING ROAD		
	MAIDSTONE		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

14	KC-02-A-10 SANDLING ROAD	COUNCIL OFFICES	KENT
	MAIDSTONE Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
15	LC-02-A-08 UNION STREET	COUNCIL OFFICES	LANCASHIRE
	CHORLEY Edge of Town Centre Retail Zone		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	13/06/06	Survey Type: MANUAL
16	LC-02-A-09 FURTHERGATE	OFFICES	LANCASHIRE
	BLACKBURN Suburban Area (PPS6 Out of Centre) Built-Up Zone		
	Total Gross floor area:	2600 sqm	
	Survey date: TUESDAY	04/06/13	Survey Type: MANUAL
17	LE-02-A-03 NOTTINGHAM ROAD	COUNCIL OFFICES	LEICESTERSHIRE
	MELTON MOWBRAY Suburban Area (PPS6 Out of Centre) No Sub Category		
	Total Gross floor area:	3251 sqm	
	Survey date: WEDNESDAY	04/05/05	Survey Type: MANUAL
18	MR-02-A-01 THE BROADWAY	OFFICE	MERTON
	WIMBLEDON Edge of Town Centre High Street		
	Total Gross floor area:	1548 sqm	
	Survey date: THURSDAY	10/09/09	Survey Type: MANUAL
19	MR-02-A-02 THE BROADWAY	OFFICES	MERTON
	WIMBLEDON Town Centre Residential Zone		
	Total Gross floor area:	1548 sqm	
	Survey date: THURSDAY	10/09/09	Survey Type: MANUAL
20	SC-02-A-15 BOXGROVE ROAD	ACCOUNTANTS	SURREY
	GUILDFORD Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total Gross floor area:	1896 sqm	
	Survey date: TUESDAY	05/10/10	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

21	SK-02-A-02 ST OLAV'S COURT	OFFICES		SOUTHWARK
	ROTHERHITHE Edge of Town Centre Commercial Zone			
	Total Gross floor area:	2371 sqm		
	Survey date: MONDAY	20/10/08		Survey Type: MANUAL
22	TV-02-A-02 LINGFIELD WAY MORTON PARK DARLINGTON Edge of Town Commercial Zone	BUILDING SOCIETY		TEES VALLEY
	Total Gross floor area:	3500 sqm		
	Survey date: MONDAY	25/04/05		Survey Type: MANUAL
23	TV-02-A-03 PINE STREET	OFFICE		TEES VALLEY
	MIDDLESBROUGH Town Centre Commercial Zone			
	Total Gross floor area:	3482 sqm		
	Survey date: TUESDAY	21/06/11		Survey Type: MANUAL
24	TW-02-A-01 CHURCH STREET	RADIO STUDIOS		TYNE & WEAR
	GATESHEAD Edge of Town Centre Built-Up Zone			
	Total Gross floor area:	645 sqm		
	Survey date: WEDNESDAY	04/05/05		Survey Type: MANUAL
25	TW-02-A-02 JOHN DOBSON STREET	UNION OFFICES		TYNE & WEAR
	NEWCASTLE-UPON-TYNE Town Centre Built-Up Zone			
	Total Gross floor area:	1675 sqm		
	Survey date: TUESDAY	03/05/05		Survey Type: MANUAL
26	TW-02-A-04 EARLSWAY TEAM VALLEY TRAD. EST. GATESHEAD Edge of Town Industrial Zone	HOUSING CO.		TYNE & WEAR
	Total Gross floor area:	2500 sqm		
	Survey date: TUESDAY	29/09/09		Survey Type: MANUAL
27	TW-02-A-05 DELTA BANK ROAD METRO RIVERSIDE PARK GATESHEAD Suburban Area (PPS6 Out of Centre) Commercial Zone	TELEVISION CO.		TYNE & WEAR
	Total Gross floor area:	1500 sqm		
	Survey date: TUESDAY	29/09/09		Survey Type: MANUAL

Enzygo Woodend Lane Gloucestershire

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LIST OF SITES relevant to selection parameters (Cont.)

28	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1215 sqm		
	Survey date: THURSDAY	10/05/12		Survey Type: MANUAL
29	WM-02-A-01	COUNCIL OFFICES		WEST MIDLANDS
	A451 NORTON ROAD			
	MARY STEVENS PARK			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	2725 sqm		
	Survey date: WEDNESDAY	26/04/06		Survey Type: MANUAL
30	WY-02-A-01	CALL CENTRE		WEST YORKSHIRE
	FILEY STREET			
	BRADFORD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2400 sqm		
	Survey date: MONDAY	09/05/05		Survey Type: MANUAL
31	WY-02-A-03	OFFICE		WEST YORKSHIRE
	VICTORIA ROAD			
	HEADINGLEY			
	LEEDS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	2696 sqm		
	Survey date: THURSDAY	17/06/10		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.

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	31	2505	0.183	31	2505	0.039	31	2505	0.222
07:30 - 08:00	31	2505	0.459	31	2505	0.064	31	2505	0.523
08:00 - 08:30	31	2505	0.790	31	2505	0.106	31	2505	0.896
08:30 - 09:00	31	2505	0.922	31	2505	0.107	31	2505	1.029
09:00 - 09:30	31	2505	0.739	31	2505	0.171	31	2505	0.910
09:30 - 10:00	31	2505	0.443	31	2505	0.206	31	2505	0.649
10:00 - 10:30	31	2505	0.267	31	2505	0.185	31	2505	0.452
10:30 - 11:00	31	2505	0.236	31	2505	0.188	31	2505	0.424
11:00 - 11:30	31	2505	0.245	31	2505	0.220	31	2505	0.465
11:30 - 12:00	31	2505	0.225	31	2505	0.189	31	2505	0.414
12:00 - 12:30	31	2505	0.209	31	2505	0.328	31	2505	0.537
12:30 - 13:00	31	2505	0.308	31	2505	0.296	31	2505	0.604
13:00 - 13:30	31	2505	0.295	31	2505	0.317	31	2505	0.612
13:30 - 14:00	31	2505	0.301	31	2505	0.223	31	2505	0.524
14:00 - 14:30	31	2505	0.276	31	2505	0.243	31	2505	0.519
14:30 - 15:00	31	2505	0.185	31	2505	0.278	31	2505	0.463
15:00 - 15:30	31	2505	0.175	31	2505	0.251	31	2505	0.426
15:30 - 16:00	31	2505	0.189	31	2505	0.267	31	2505	0.456
16:00 - 16:30	31	2505	0.167	31	2505	0.567	31	2505	0.734
16:30 - 17:00	31	2505	0.155	31	2505	0.706	31	2505	0.861
17:00 - 17:30	31	2505	0.149	31	2505	0.972	31	2505	1.121
17:30 - 18:00	31	2505	0.068	31	2505	0.529	31	2505	0.597
18:00 - 18:30	31	2505	0.044	31	2505	0.281	31	2505	0.325
18:30 - 19:00	31	2505	0.014	31	2505	0.173	31	2505	0.187
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.044			6.906			13.950

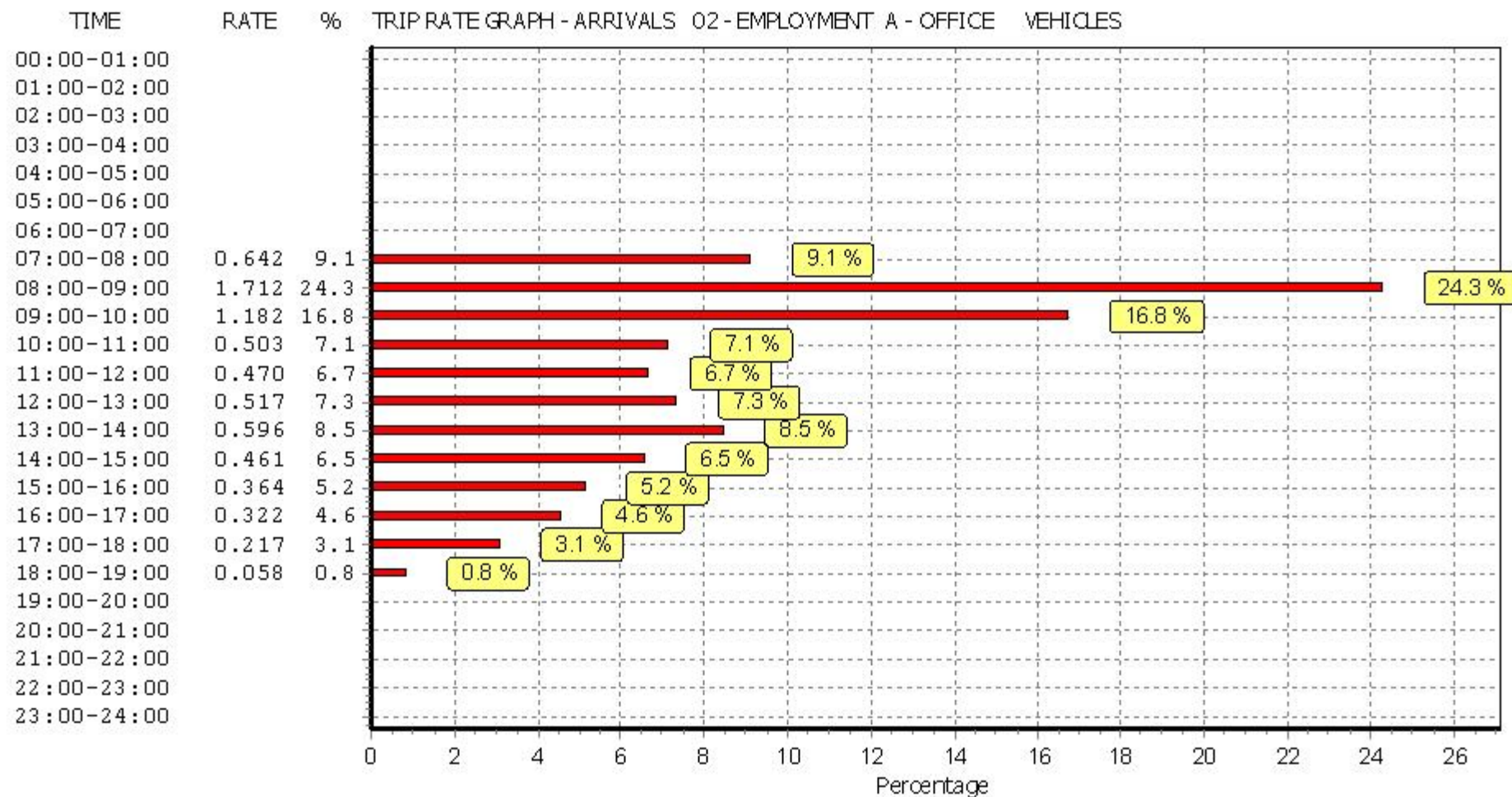
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

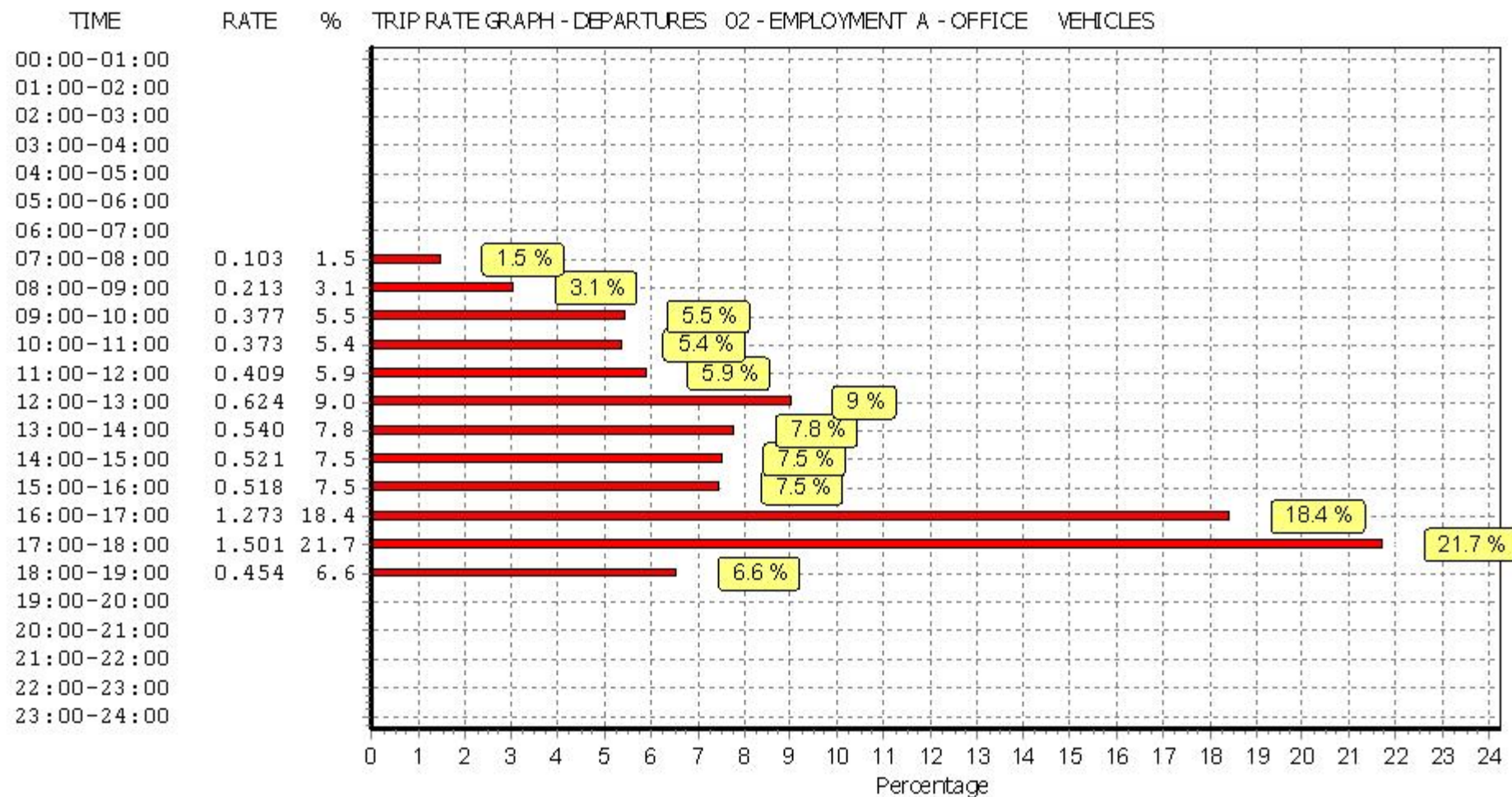
Parameter summary

Trip rate parameter range selected:	186 - 4850 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

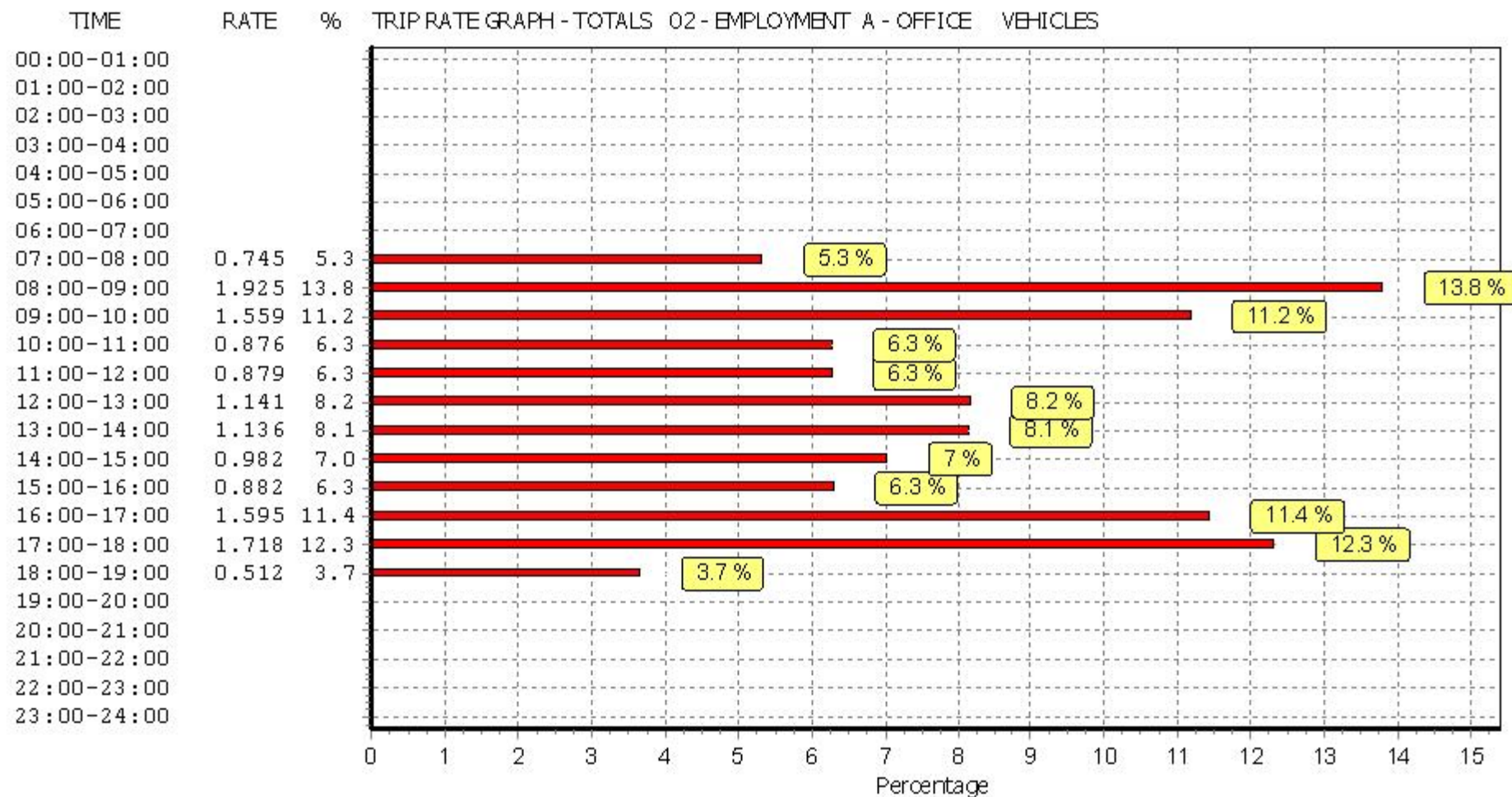
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Enzygo Woodend Lane Gloucestershire

Licence No: 755001

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	31	2505	0.001	31	2505	0.001	31	2505	0.002
07:30 - 08:00	31	2505	0.003	31	2505	0.003	31	2505	0.006
08:00 - 08:30	31	2505	0.003	31	2505	0.003	31	2505	0.006
08:30 - 09:00	31	2505	0.008	31	2505	0.005	31	2505	0.013
09:00 - 09:30	31	2505	0.009	31	2505	0.006	31	2505	0.015
09:30 - 10:00	31	2505	0.012	31	2505	0.009	31	2505	0.021
10:00 - 10:30	31	2505	0.009	31	2505	0.012	31	2505	0.021
10:30 - 11:00	31	2505	0.003	31	2505	0.004	31	2505	0.007
11:00 - 11:30	31	2505	0.013	31	2505	0.010	31	2505	0.023
11:30 - 12:00	31	2505	0.004	31	2505	0.005	31	2505	0.009
12:00 - 12:30	31	2505	0.000	31	2505	0.003	31	2505	0.003
12:30 - 13:00	31	2505	0.004	31	2505	0.001	31	2505	0.005
13:00 - 13:30	31	2505	0.003	31	2505	0.005	31	2505	0.008
13:30 - 14:00	31	2505	0.003	31	2505	0.004	31	2505	0.007
14:00 - 14:30	31	2505	0.006	31	2505	0.003	31	2505	0.009
14:30 - 15:00	31	2505	0.000	31	2505	0.003	31	2505	0.003
15:00 - 15:30	31	2505	0.003	31	2505	0.004	31	2505	0.007
15:30 - 16:00	31	2505	0.005	31	2505	0.003	31	2505	0.008
16:00 - 16:30	31	2505	0.006	31	2505	0.005	31	2505	0.011
16:30 - 17:00	31	2505	0.004	31	2505	0.003	31	2505	0.007
17:00 - 17:30	31	2505	0.003	31	2505	0.006	31	2505	0.009
17:30 - 18:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
18:00 - 18:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
18:30 - 19:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.102			0.098			0.200

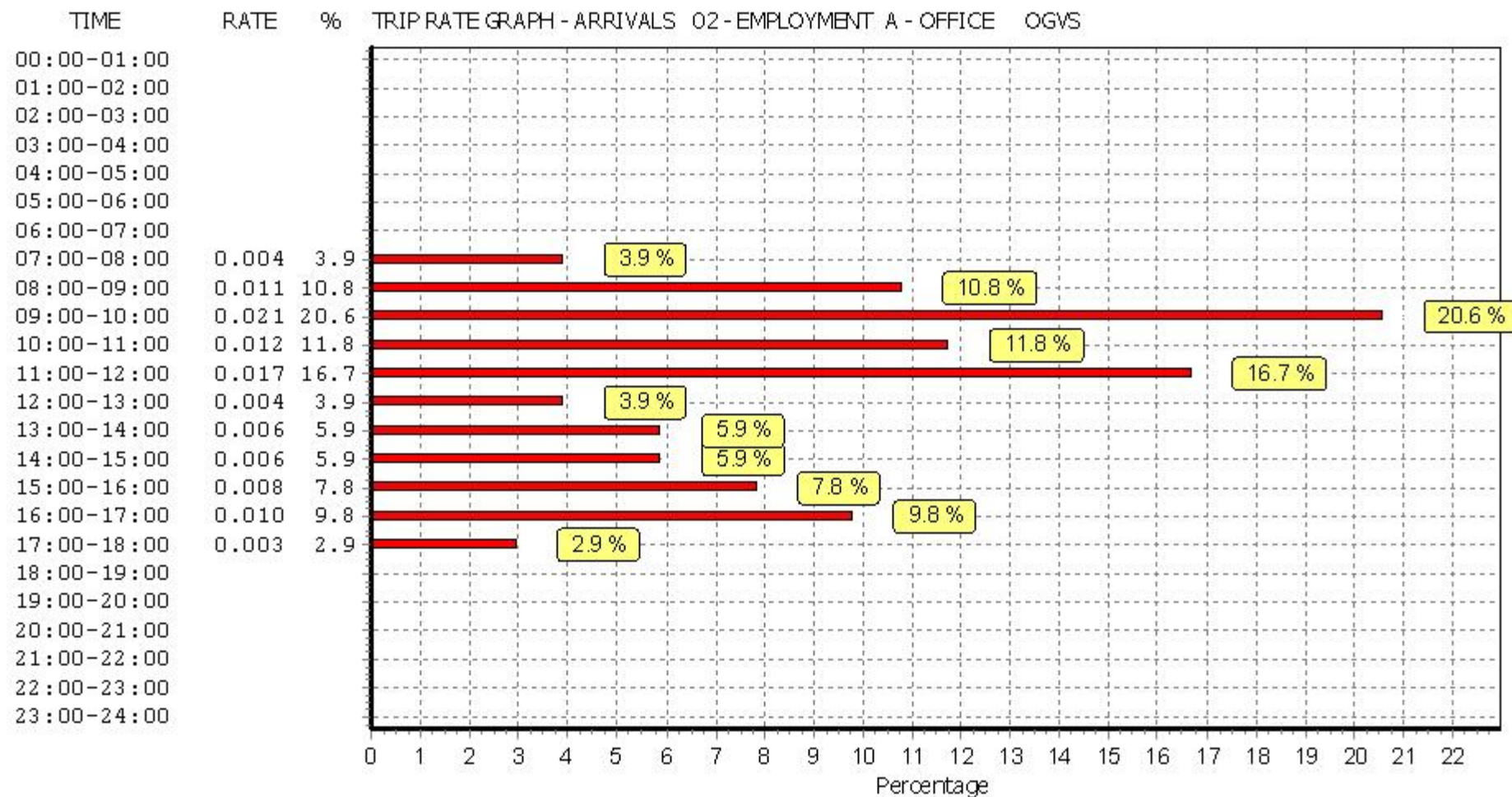
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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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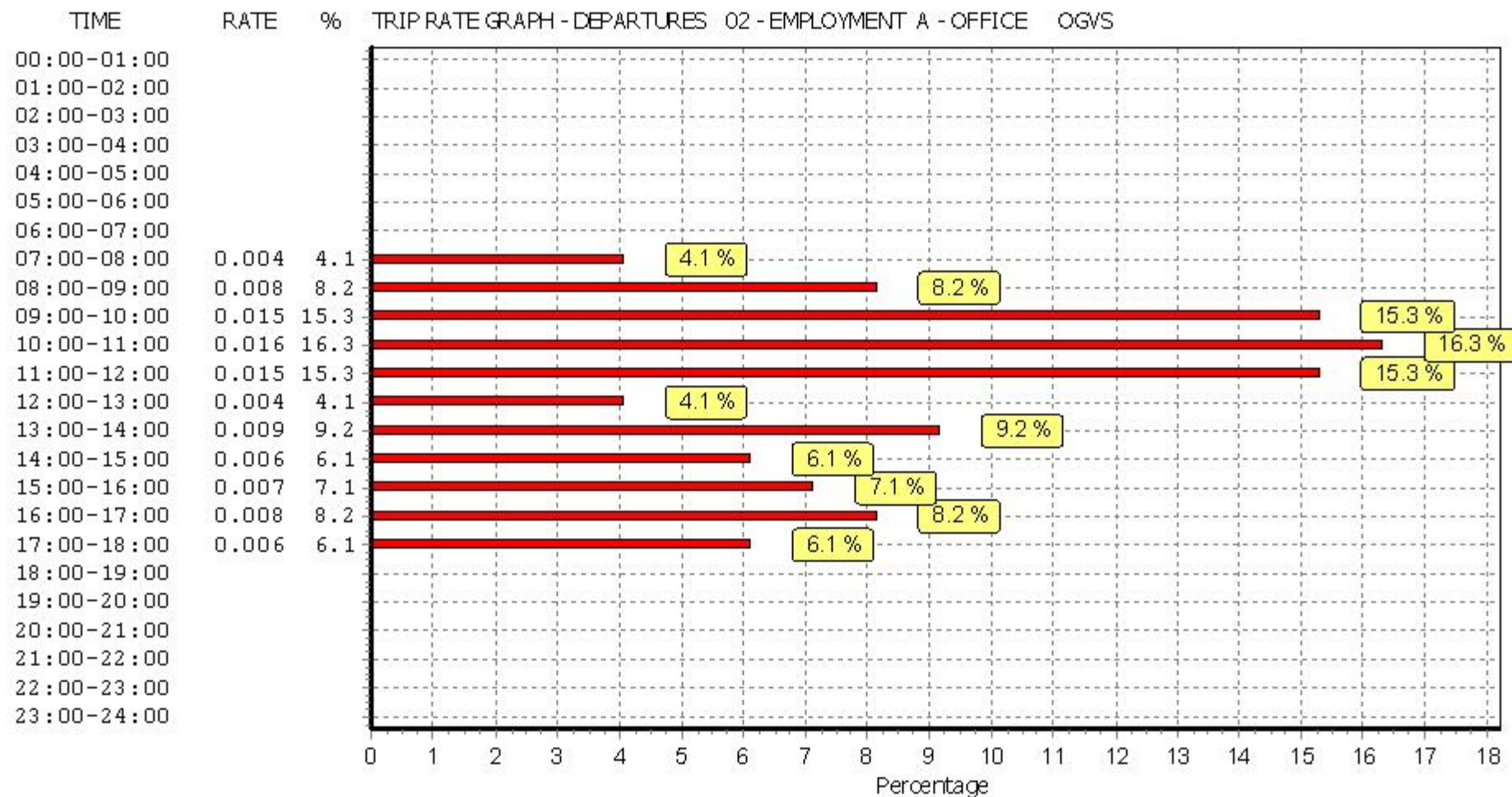
Parameter summary

Trip rate parameter range selected:	186 - 4850 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

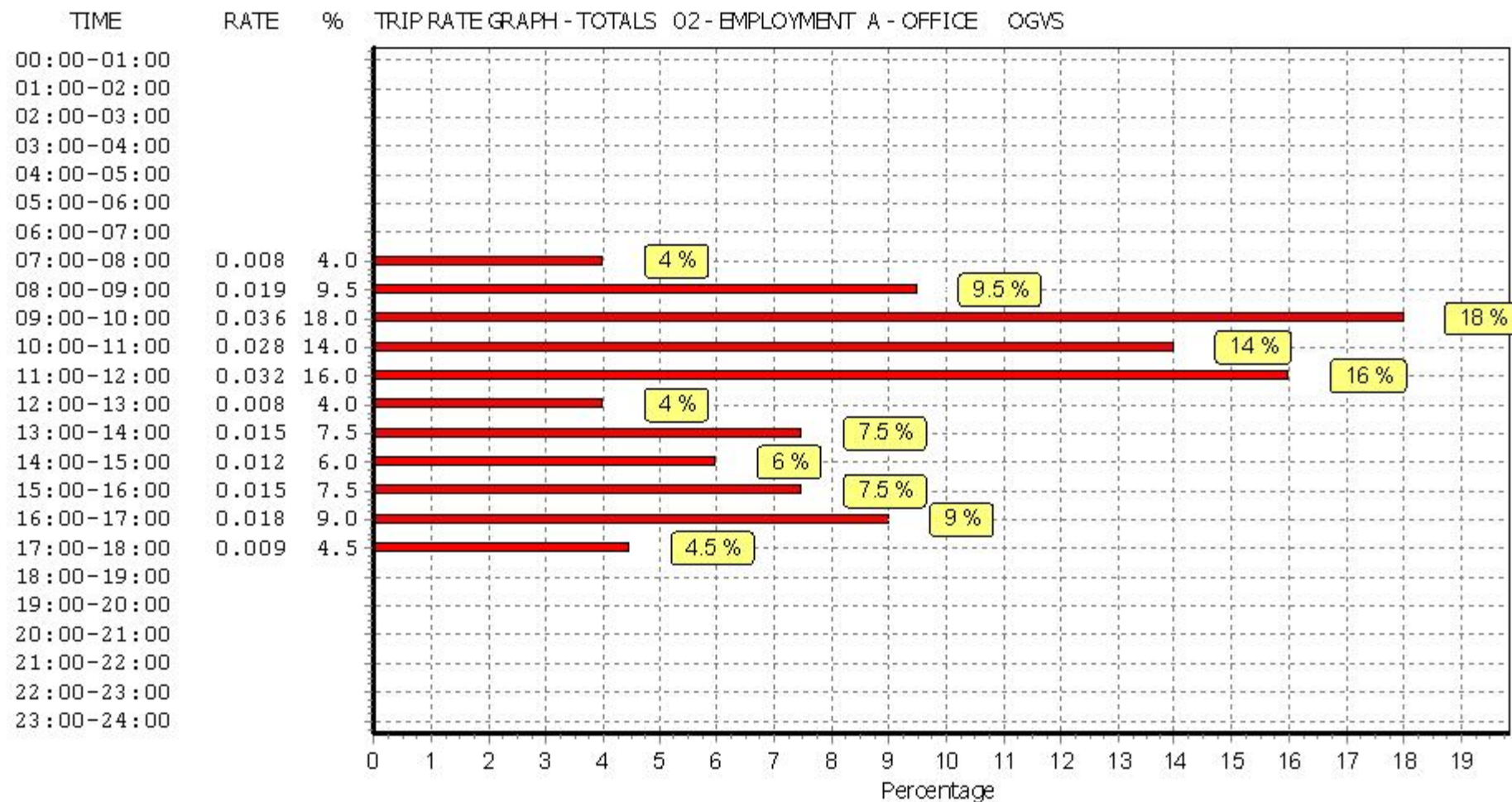
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
07:30 - 08:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
08:00 - 08:30	31	2505	0.001	31	2505	0.000	31	2505	0.001
08:30 - 09:00	31	2505	0.003	31	2505	0.000	31	2505	0.003
09:00 - 09:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
09:30 - 10:00	31	2505	0.001	31	2505	0.001	31	2505	0.002
10:00 - 10:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
10:30 - 11:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
11:00 - 11:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
11:30 - 12:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
12:00 - 12:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
12:30 - 13:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
13:00 - 13:30	31	2505	0.001	31	2505	0.001	31	2505	0.002
13:30 - 14:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
14:00 - 14:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
14:30 - 15:00	31	2505	0.001	31	2505	0.000	31	2505	0.001
15:00 - 15:30	31	2505	0.000	31	2505	0.001	31	2505	0.001
15:30 - 16:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
16:00 - 16:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
16:30 - 17:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
17:00 - 17:30	31	2505	0.000	31	2505	0.001	31	2505	0.001
17:30 - 18:00	31	2505	0.001	31	2505	0.001	31	2505	0.002
18:00 - 18:30	31	2505	0.000	31	2505	0.000	31	2505	0.000
18:30 - 19:00	31	2505	0.000	31	2505	0.000	31	2505	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.008			0.005			0.013

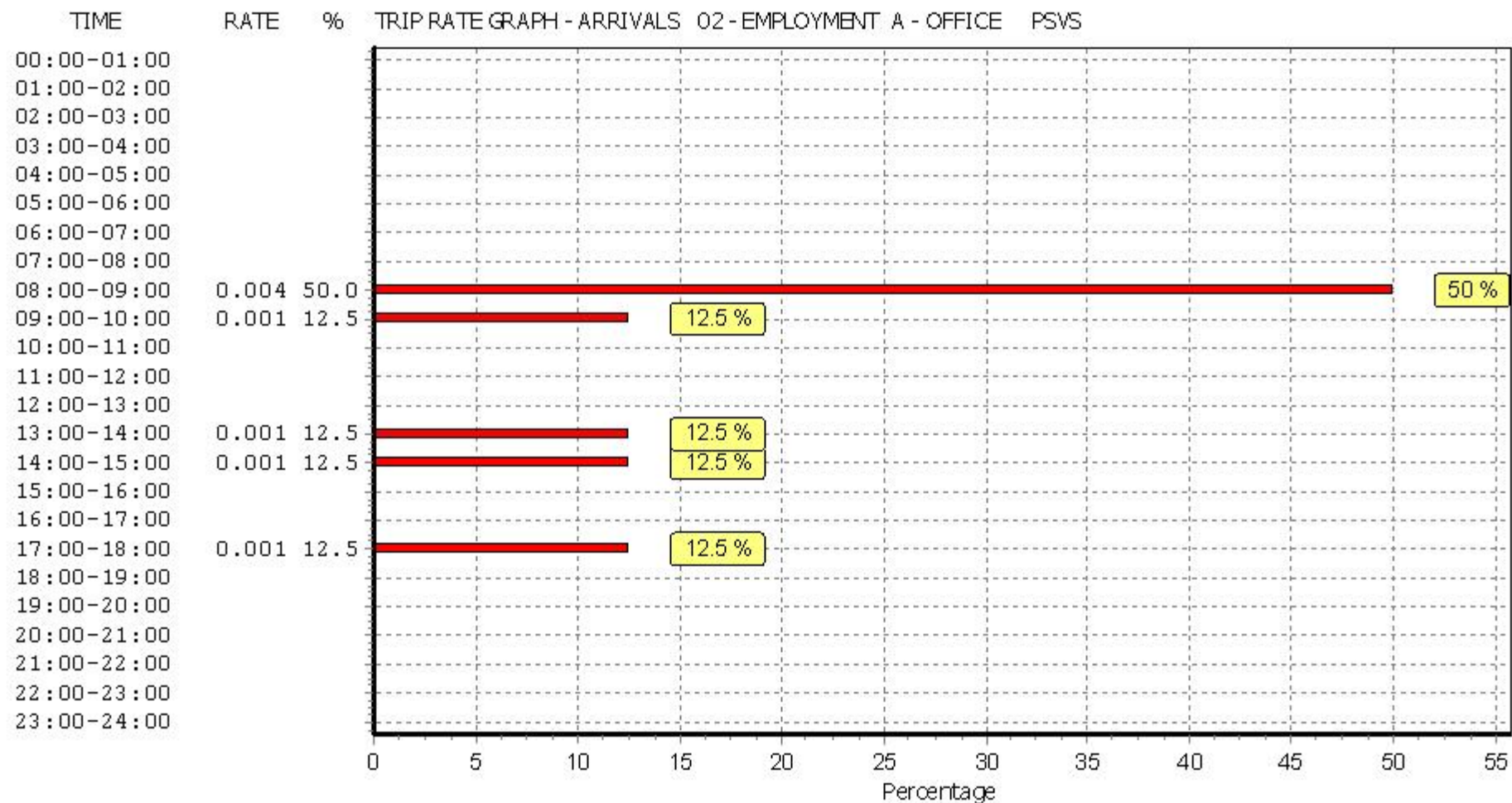
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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:	186 - 4850 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

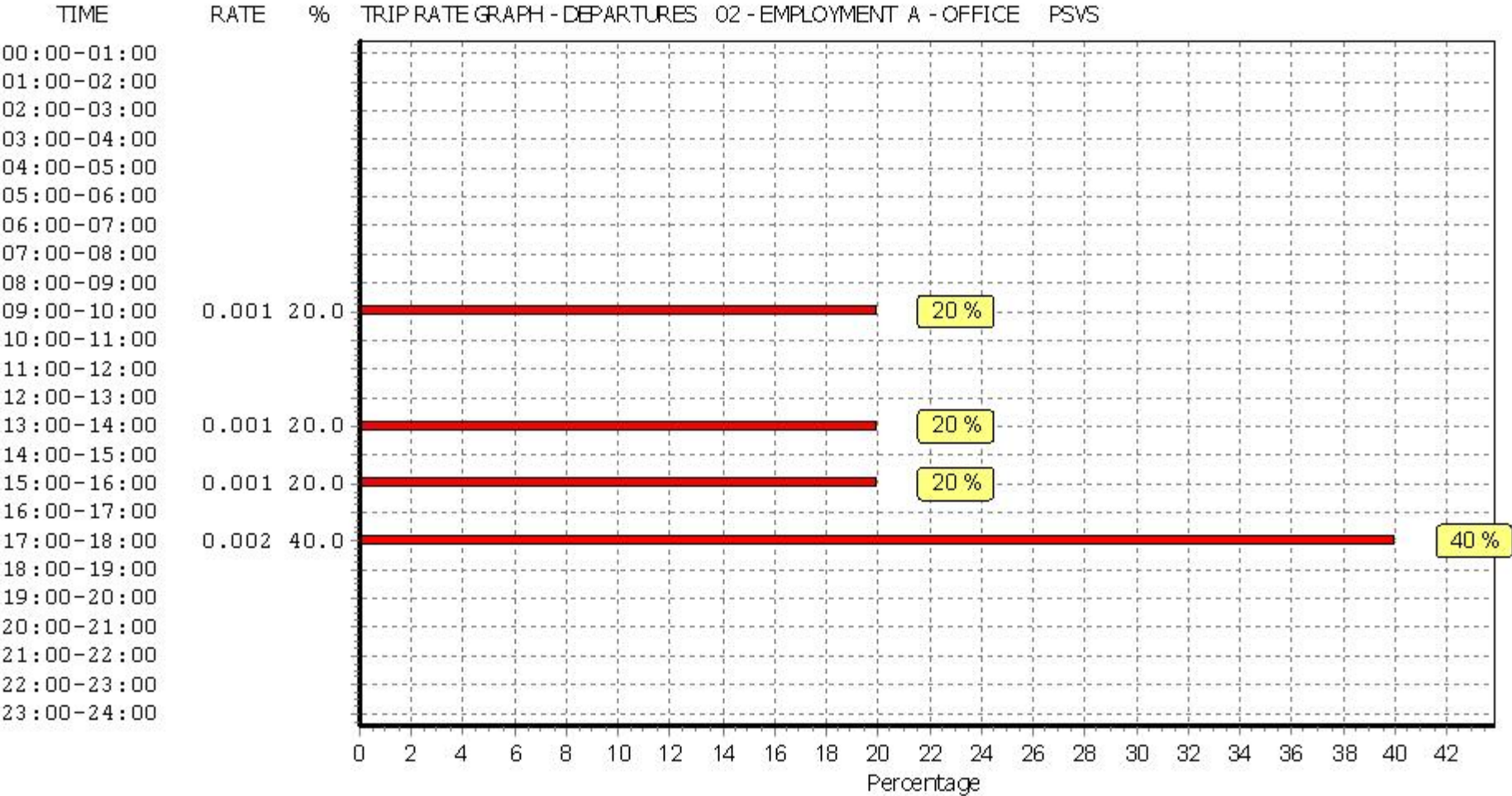
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



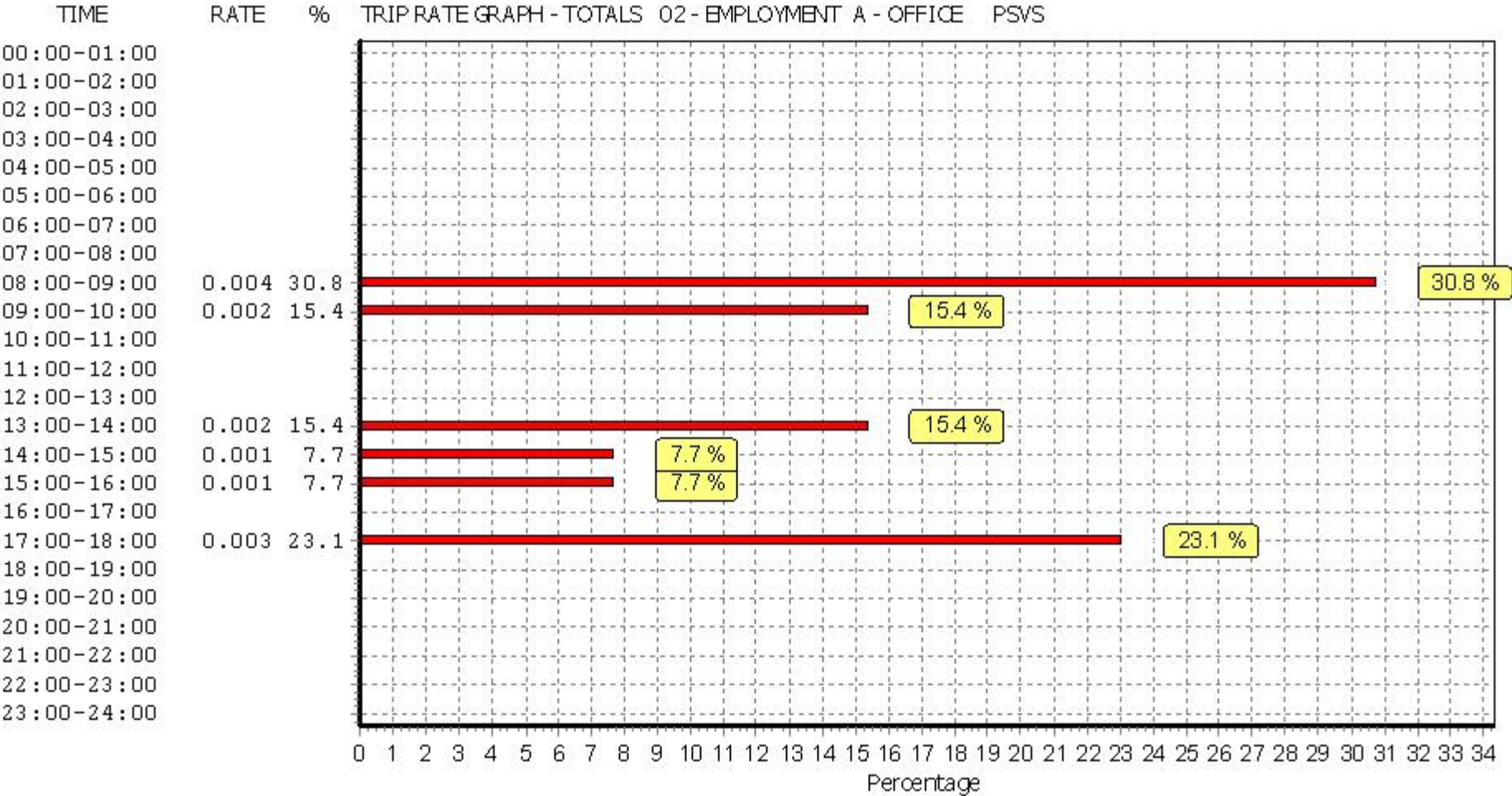
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	31	2505	0.008	31	2505	0.000	31	2505	0.008
07:30 - 08:00	31	2505	0.018	31	2505	0.000	31	2505	0.018
08:00 - 08:30	31	2505	0.019	31	2505	0.000	31	2505	0.019
08:30 - 09:00	31	2505	0.019	31	2505	0.000	31	2505	0.019
09:00 - 09:30	31	2505	0.018	31	2505	0.000	31	2505	0.018
09:30 - 10:00	31	2505	0.014	31	2505	0.005	31	2505	0.019
10:00 - 10:30	31	2505	0.009	31	2505	0.005	31	2505	0.014
10:30 - 11:00	31	2505	0.009	31	2505	0.008	31	2505	0.017
11:00 - 11:30	31	2505	0.005	31	2505	0.004	31	2505	0.009
11:30 - 12:00	31	2505	0.003	31	2505	0.003	31	2505	0.006
12:00 - 12:30	31	2505	0.000	31	2505	0.001	31	2505	0.001
12:30 - 13:00	31	2505	0.000	31	2505	0.003	31	2505	0.003
13:00 - 13:30	31	2505	0.000	31	2505	0.003	31	2505	0.003
13:30 - 14:00	31	2505	0.004	31	2505	0.001	31	2505	0.005
14:00 - 14:30	31	2505	0.003	31	2505	0.001	31	2505	0.004
14:30 - 15:00	31	2505	0.001	31	2505	0.003	31	2505	0.004
15:00 - 15:30	31	2505	0.001	31	2505	0.003	31	2505	0.004
15:30 - 16:00	31	2505	0.003	31	2505	0.005	31	2505	0.008
16:00 - 16:30	31	2505	0.008	31	2505	0.014	31	2505	0.022
16:30 - 17:00	31	2505	0.006	31	2505	0.019	31	2505	0.025
17:00 - 17:30	31	2505	0.004	31	2505	0.018	31	2505	0.022
17:30 - 18:00	31	2505	0.003	31	2505	0.017	31	2505	0.020
18:00 - 18:30	31	2505	0.000	31	2505	0.013	31	2505	0.013
18:30 - 19:00	31	2505	0.001	31	2505	0.012	31	2505	0.013
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.156			0.138			0.294

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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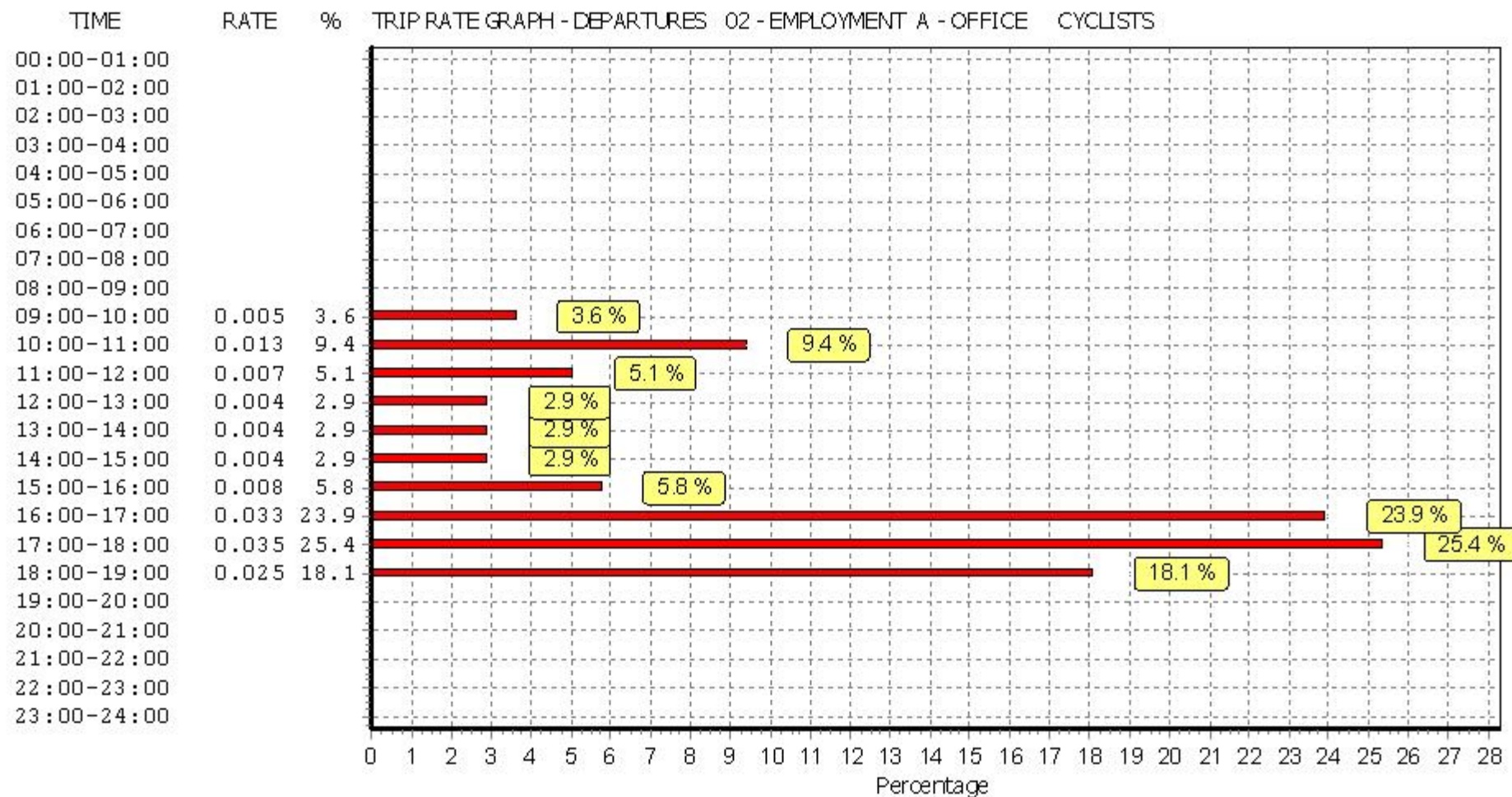
Parameter summary

Trip rate parameter range selected:	186 - 4850 (units: sqm)
Survey date date range:	01/01/05 - 24/09/13
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

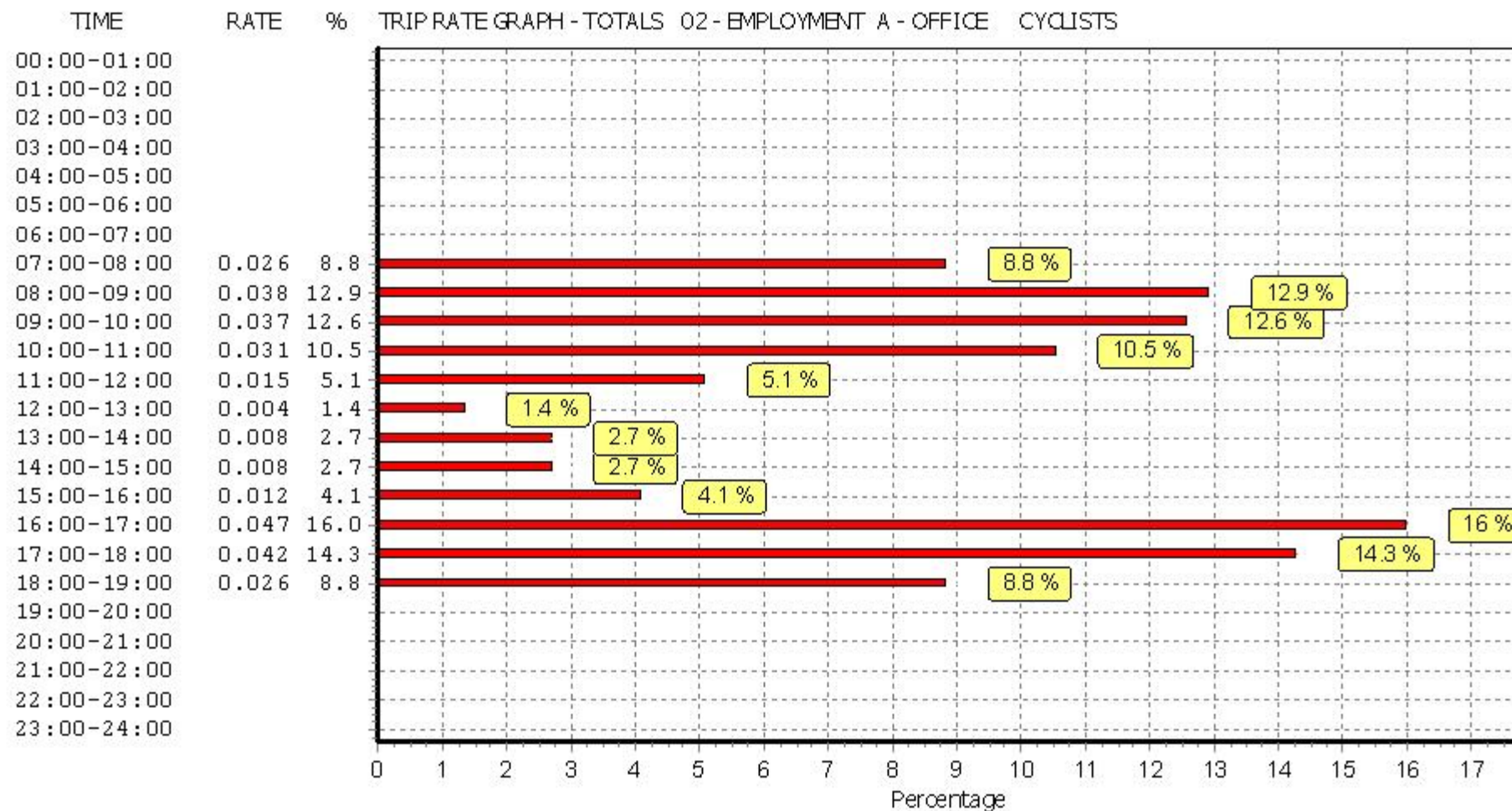
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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Appendix 4 – Sustainability Information

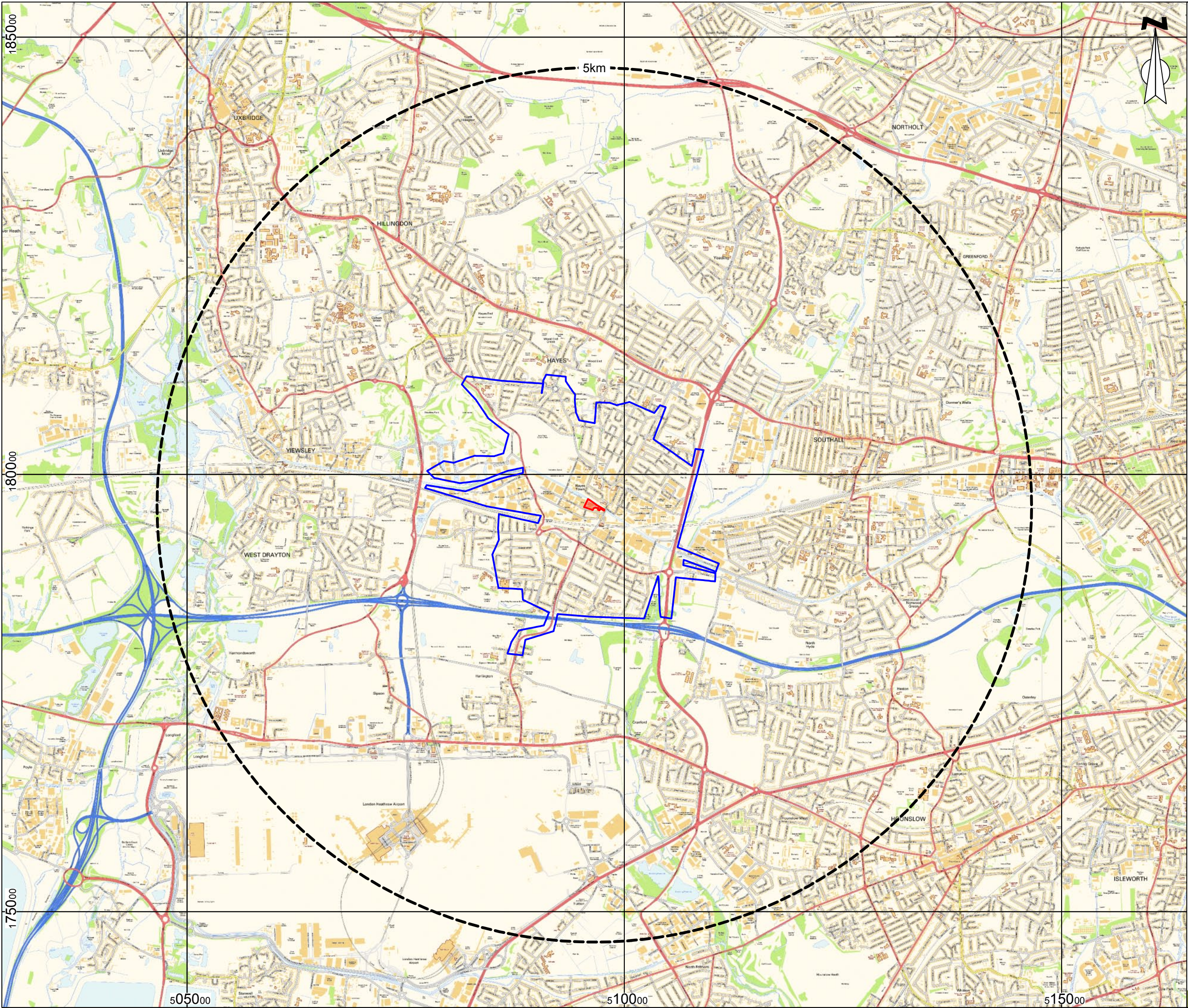


The map illustrates the Hayes Town area, centered on the Hayes & Harrington station. A blue circle indicates a 5-minute walk radius from the station. The map is overlaid with a grid system, with letters A, B, and C along the bottom and numbers 1, 2, and 3 along the left side. Key landmarks and streets are labeled, including the Great Union Canal, Hayes High School, Hayes Methodist Church, and various residential and commercial areas. The map also shows the location of the Hayes & Harrington station and the Hayes & Harrington interchange.

The map shows the Uxbridge and West Drayton branches of the London Underground. The Uxbridge branch runs from Uxbridge Station to West Drayton Station, passing through Hayes and Harlington. The West Drayton branch runs from West Drayton Station to Uxbridge Station, passing through Hayes and Harlington. The map also shows the Harrow, Northolt, Greenford, Stockley Park, Southall, Hounslow, and Feltham branches. A yellow tinted area highlights the region around Hayes and Harlington, with a note stating: "The yellow tinted area includes every bus stop up to about one-and-a-half miles from Hayes & Harlington. Main stops are shown in the white area outside."

Unbridge Civic Centre	US	0	0	0	0	0	0
Unbridge Road Belmonte Parade and Central Avenue	US4	0	0	0	0	0	0
Unbridge Road Church Road and Central Avenue	90, H98	0	0	0	0	0	0
Unbridge Road Dormer's Wells Lane	H95	0	0	0	0	0	0
Unbridge Road Hayes End, Oak Road and Roperdale Park	195	0	0	0	0	0	0
W							
West Drayton - US and Police Station	350	0	0	0	0	0	0
West Drayton Road	US	0	0	0	0	0	0
Westerton Road	195	0	0	0	0	0	0
Willow Tree Lane	E6	0	0	0	0	0	100%
Y							
Yeading Tesco	90, E6	0	0	0	0	0	100%
Yeading Whites Lane	195	0	0	0	0	0	0
Yeading Lane Knightly Avenue	90, L40	0	0	0	0	0	0
Yeading Lane Southbury Avenue	140	0	0	0	0	0	0
Yeading Lane Southbury Lane	E6	0	0	0	0	0	0
Yewlands Heath Street	195	0	0	0	0	0	0

Appendix 5 – Pedestrian and Cyclist Accessibility Map



Key

- Site Boundary
- Pedestrian Catchment Area
- Cyclist Catchment Area



STEP Business Centre, Wortley Rd, Sheffield, S36 2UH

CLIENT:
Gate of Eden Ltd

SCALE: PROJECT REF:
1:40,000@A3 SHF.1082.003.D.004

DRAWN: CHECKED: DATE:
MG BR May 2014

PROJECT:
Clayton Road, Hayes

TITLE:
Pedestrian and Cyclist
Catchment Area

DRAWING NO:
4

Enzygo specialise in a wide range of technical services:

Property and Sites

Waste Planning

Waste Technologies and Renewables

Waste Technologies

Landscape Architecture

Environmental Co-ordination

Hydrology and Flood Risk

Waste Contract Procurement

Minerals Planning

Noise and Vibration

Permitting and Regulation

Environmental Planning

Ecology Services

Contaminated Land and Geotechnical

BRISTOL OFFICE

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Woodend Lane
Cromhall
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Tel: 01454 269237
Fax: 01454 269760

SHEFFIELD OFFICE

STEP Business Centre
Wortley Road
Deepcar
Sheffield S36 2UH
Tel: 0114 2903677
Fax: 0114 2903688

MONMOUTH OFFICE, WALES

Singleton Court Business Park
Wonastow Road
Monmouth
Monmouthshire NP25 5JA
Tel: 01600 714611
Fax: 01600 716744