

rappor



Mondial Way, Hillingdon

Regis Group

Transport Statement
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1 Introduction

- 1.1 Rappor Consultants Ltd (Rappor) has been instructed by Regis Group to provide highways and transport advice in support of a planning application for the proposed development of 28 Apart-hotel units on top of the existing 42-unit block of flats at Mondial Way, Hillingdon.
- 1.2 The site is located to the north of Heathrow Airport, with residential units to the west and north of the site, and hotel/office locations to the east and south of the site. The site is accessed directly via Mondial Way, from the A4 to the south.
- 1.3 Full planning permission is sought for a scheme comprising the refurbishment and extension of Mondial House to provide 28 Class C1 apart-hotel rooms through the construction of two additional storeys. The draft description of development is as follows:
- 1.4 *"Two storey airspace extension to provide 28 apart-let units (C1 use class), associated ancillary facilities, cycle parking and refuse."*
- 1.5 The proposed site is located within the London Borough of Hillingdon (LBH), thus meaning LBH are both the Local Planning Authority (LPA) and the Local Highway Authority (LHA).
- 1.6 The proposed development will be car-free, with no on-site car parking provision proposed.

Pre-Application

- 1.7 A pre-application submission was made to London Borough of Hillingdon in June 2026.

Report Structure

- 1.8 The report is structured as follows:
 - a) Section 2: Sets out the detail of the local highway and transport networks;
 - b) Section 3: Summarises the sites accessibility;
 - c) Section 4: Identifies the national and local planning policies relevant to the Proposed Development;
 - d) Section 5: Sets out the details of the development proposals;
 - e) Section 6: Identifies the expected trip generation of the development proposals; and
 - f) Section 7: Deliveries and Servicing;
 - g) Section 8: Summarises the Construction and Logistics plan for the site;
 - h) Section 9: Provides an overview of Travel Planning measures which will be put in place at the site; and
 - i) Section 10: Provides the summary and conclusions.

2 Existing Conditions

Site Location and Composition

- 2.1 The application site comprises of a three-storey block of residential flats: Mondial House, containing 42 studio apartments.
- 2.2 The extent of the site is shown below in **Figure 2.1**.



Figure 2.1 Extent of Site

Source: Pre-Application 01 Report – Planning Application by Wimshurst Pelleriti

- 2.3 The site is located within Harlington, Greater London and is situated to the north of Heathrow Airport.
- 2.4 The site location, its context and relationship with immediate adjoining areas is illustrated at **Figure 2.2** below.

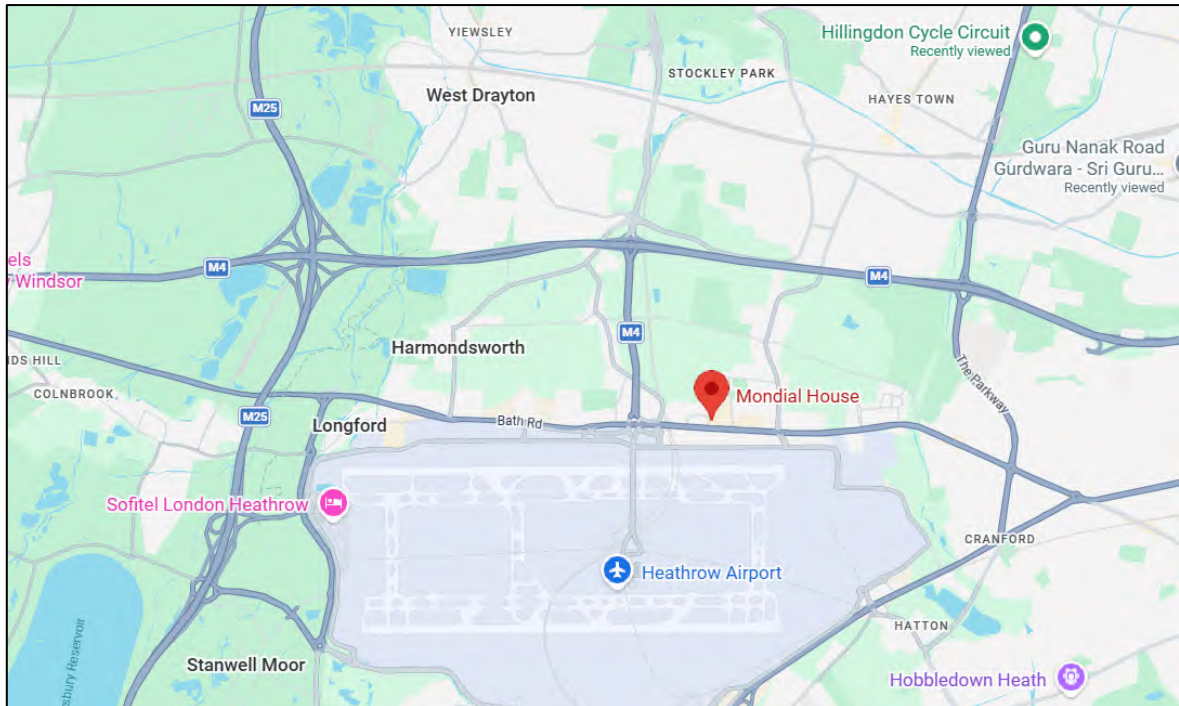


Figure 2.2 Site Location

Source : www.google.co.uk/maps/

Local Highway Network

Mondial Way

- 2.5 The site is located along Mondial Way, which is a single carriageway with one lane in each direction. The road is subject to a 30mph speed limit and has a footway on both sides of the carriageway. There is regular street lighting and double yellow lines throughout the length of Mondial Way.
- 2.6 To the southeast of the site Mondial Way leads to the A4, Bath Road, by a left in left out arrangement. Vehicles can turn right onto the A4 from Bolton's Lane which continues to the west of Mondial Way.

Wider Highway Network

- 2.7 The A4 is a dual carriageway with one lane in each direction for general traffic, and one lane in each direction dedicated for bus, taxi and cycles. The A4 is subject to a 40mph and has shared footway/cycleway on both sides of the road.
- 2.8 The site is located approximately 750m from the M4 and 5km from the M25 Junction 14.

Walking and Cycling

- 2.9 There are shared walking and cycling facilities along A4. The width of the routes vary, but are at least 2m in width. There are regular signalised pedestrian and cycle crossings across the A4 providing good connectivity to facilities and bus services. The shared provision continue the length of the A4 for approximately 3km to the west and at least 3.5km to the east.

- 2.10 There is no national cycle route within the vicinity of the site, but as stated above, cycling can occur on the shared footway/cycleway along the A4.

Public Right of Way (PRoW)

- 2.11 **Figure 2.3** below is an extract from London Borough of Hillingdon's GIS online Public Rights of Way (PRoW) map. This confirms that there are no PRoWs crossing the site, or within the immediate vicinity of the site. Most of the facilities within the local area are accessible to the users of the site by footways, but there are some PRoW routes which provide additional connections.

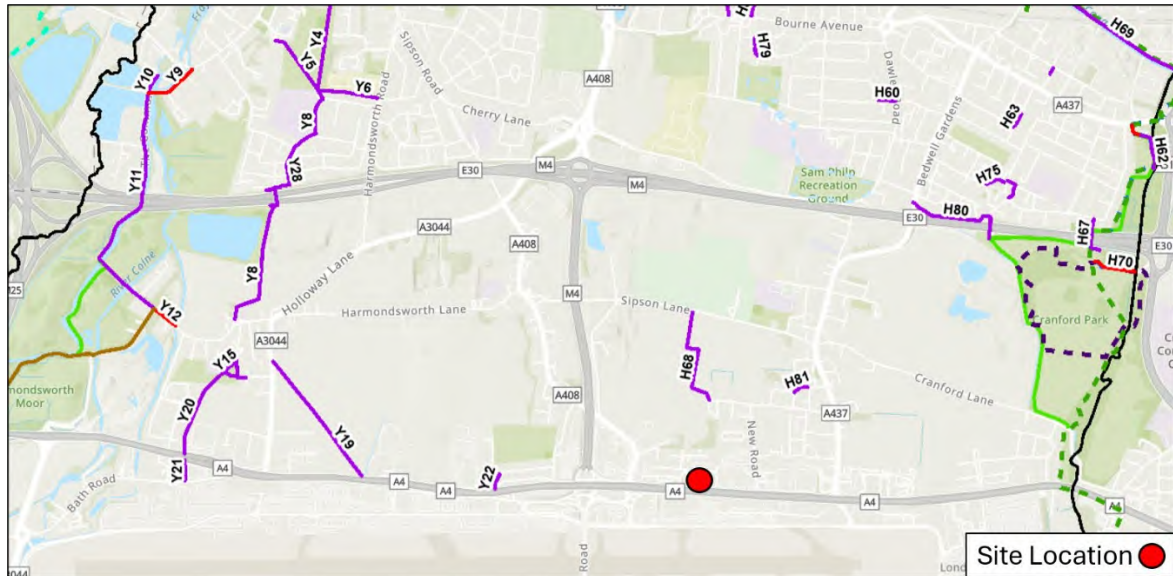


Figure 2.3 Extract from London Borough of Hillingdon PRoW Online Map

Source : www.lbhillington.maps.arcgis.com/

Local Highway Safety

- 2.12 Personal Injury Collision (PIC) data has been obtained from Crashmap for the most recent five-year period available (2020-2024).
- 2.13 The study area that has been reviewed has been the junction between A4 Bath Road and Mondial Way and the A4 with Bolton's Lane.

All Vehicles

- 2.14 **Figure 2.4** below shows that two collisions were recorded within the study area during the latest five-year period, both of which were classified as slight in severity.

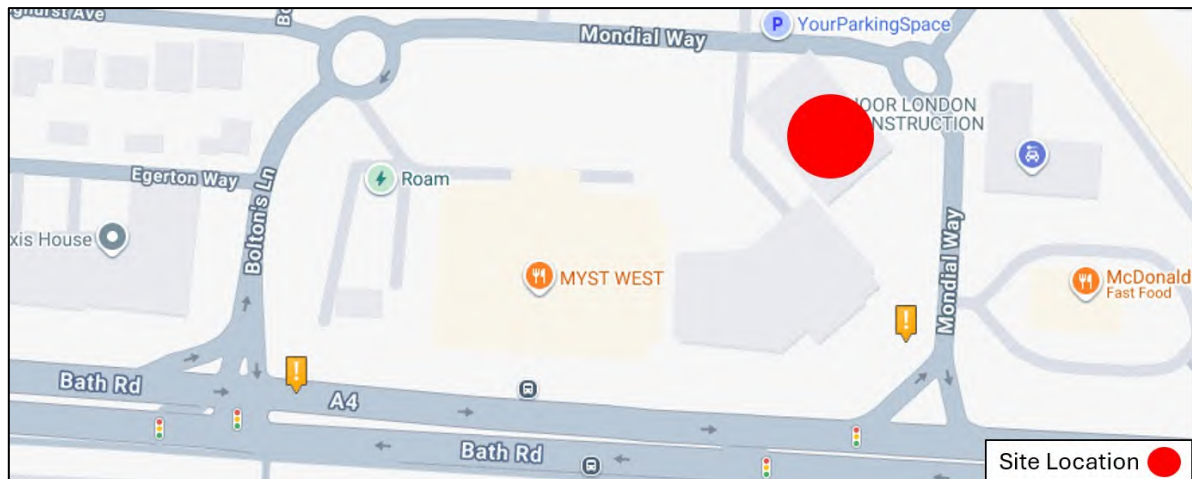


Figure 2.4 Extract from CrashMap (2020-2024)

Source : www.crashmap.co.uk

- 2.15 Two collisions were recorded within the study period during the latest five-year period, both of which were classified as slight in severity.
- 2.16 Given that the proposed development is car-free, it is not expected to increase vehicle movements in the area or materially affect the existing highway safety conditions.

Non-motorised Users (NMU)

- 2.17 Due to the car-free nature of the proposals, further assessments of collisions involved Non-motorised Users (NMU) are analysed and summarised below.
- 2.18 Significantly, it was confirmed from the Crashamp database that no collisions within the study area resulted in any NMU's sustaining injuries.

Summary

- 2.19 Having reviewed the available PIC data for the latest five-year period, it can be concluded that there are no existing highway safety patterns or concerns within the study area which would be exacerbated by the proposed development. The recorded collision history does not indicate any material issue affecting pedestrians, cyclists or other non-motorised users, and given the car-free nature of the proposals, no further highway safety assessment is considered necessary.

3 Site Accessibility and Opportunities for Sustainable Travel

- 3.1 This section provides a comprehensive review of the sustainability credentials of the site, including its locality in relation to key facilities and amenities, as well as opportunities for journeys to and from the site to be made by sustainable means.

Proximity to Local Services and Amenities

- 3.2 Given that the proposed development comprises apart-hotel accommodation, a detailed assessment of local services and day-to-day amenities is not considered necessary. Unlike conventional residential developments, the majority of trips are expected to be associated with leisure and business purposes, meaning future occupants are unlikely to rely upon regular access to employment locations, schools, healthcare facilities and other everyday services typically required by permanent residents.

Pedestrian Accessibility

- 3.3 Walking is a major mode of travel for local journeys and is acknowledged as the most sustainable form of travel by the Chartered Institution of Highways and Transportation (CIHT) (Guidelines for Providing for Journeys on Foot, 2000). As such, walking is an important aspect of sustainable growth, with the NPPF providing guidance that opportunities to promote walking are identified and maximised. Therefore, by locating developments to minimise the need to travel, and to maximise the use of sustainable modes of transport, sustainable growth can be encouraged.
- 3.4 The CIHT identifies suggested acceptable walking distances for various journey purposes in Guidelines for Providing for Journeys on Foot (2000). These are summarised in **Table 3.1**.

CIHT Classification	Town Centres	Commuting / School / Sightseeing	Elsewhere / Local Services
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Table 3.1 CIHT Suggested Acceptable Walking Distances

- 3.5 Walking is recognised as the most sustainable form of transport and forms an important component of daily travel for short-distance journeys. The site is well connected to the surrounding area via an established network of footways along Mondial Way, Bath Road and Bolton's Lane, providing convenient access to nearby services and public transport facilities.
- 3.6 Harlington village centre is located approximately 10 minutes' walk to the north of the site, providing access to a range of shops, cafes and day-to-day services.
- 3.7 The site's urban location ensures that many everyday amenities can be reached comfortably on foot, a summary of key everyday amenities are shown below:
- a) McDonald's – 2 min walk;
 - b) Bolton's Lane Bus Stop (Stop BK) – 4 min walk;
 - c) Mondial Way Bus Stop (Stop BL) – 5 min walk;
 - d) Shop'N Drive Convenience Store (& ATM) – 6 min walk;

- e) Sovereign Food & Win – 8 min walk; and
- f) The Pheasant Inn Public House – 12 min walk.

Connectivity and Accessibility Scoring

- 3.8 Various tools have been utilised to assist in quantifying the accessibility of the site, as set out below.

DfT Connectivity Tool

- 3.9 In accordance with the NPPF August 2026, which states:

“The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development”.

- 3.10 Therefore, the DfT Connectivity Tool ‘Lite’ has been utilised to establish the sites connectivity, the tool was released for public use in December 2025. The Connectivity Tool Lite combines transport and land use data to generate a national measure of connectivity for any location in England and Wales.
- 3.11 The website states that the overall connectivity score is the primary guide to understanding how connected a particular place or development site is. This considers access to all destinations included in the connectivity score by public transport, walking and cycling.
- 3.12 The Connectivity Tool Lite does not currently consider the quality of walking, cycling or public transport routes, e.g. aspects such as footway presence, footway width, surface type, and lighting. The outputs of the score therefore should always be contextually appraised using local knowledge / evidence and having regard to other material considerations, as set out in detail earlier in this section.
- 3.13 An extract of the DfT’s online Connectivity tool is presented below at **Figure 3.1** whilst the full report is enclosed at **Appendix A**.

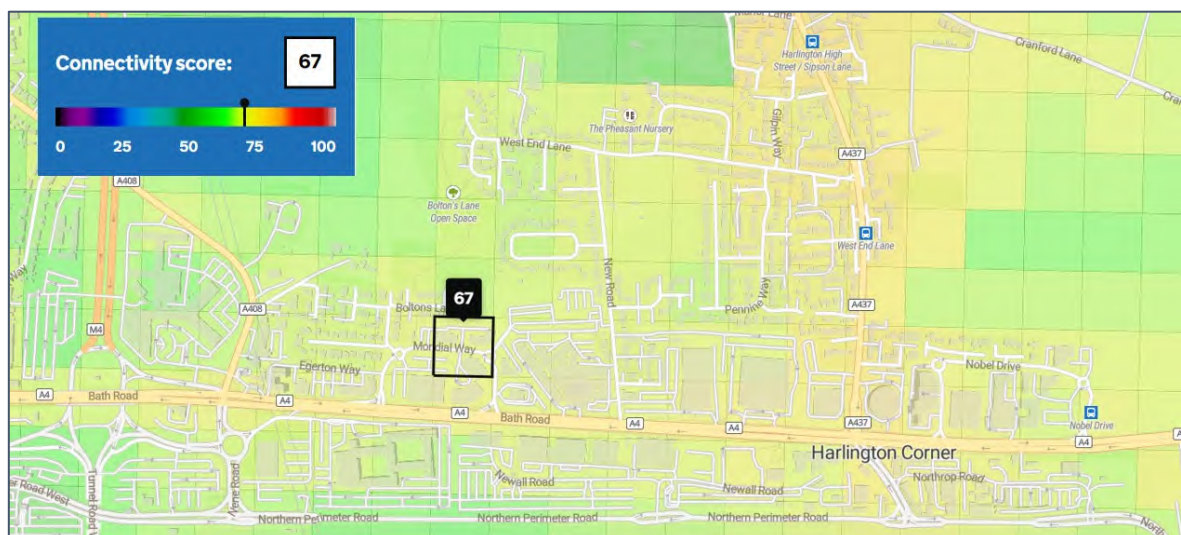


Figure 3.1 Extract of DfT’s connectivity Tool

Source : <https://connectivity-tool.dft.gov.uk/>

- 3.14 The DfT's Connectivity Tool indicates that the site benefits from a good level of accessibility, achieving an overall connectivity score of 67 out of 100 (excluding driving). Strong



connectivity is recorded for public transport (79) and cycling (69), demonstrating that the site can be readily accessed by sustainable transport modes.

- 3.15 The site performs particularly well in respect of access to workplaces, which achieves an overall score of 78, and residential destinations, which achieve a score of 74. Shopping facilities also achieve a score of 71, whilst health (57), leisure (54) and education (49) destinations remain accessible via sustainable transport modes.
- 3.16 These results indicate that a range of key destinations can be conveniently accessed from the site by public transport, walking and cycling, supporting the site's sustainable location within the London Borough of Hillingdon.

Public Transport Accessibility Level (PTAL)

- 3.17 A PTAL assessment has been undertaken using TfL's WebCAT Planning Tool to establish the accessibility of the site by public transport.
- 3.18 The PTAL model utilises an accessibility range between 1a (low) and 6b (high) and assesses the accessibility of nearby bus stops and rail stations within standard walking distances.
- 3.19 The assessment confirms that the site achieves a PTAL rating of 3, which is classified by TfL as 'Moderate', indicating a reasonable level of access to public transport services.
- 3.20 The site achieves a Public Transport Accessibility Index (PTAI) score of 11.35, reflecting access to a range of frequent bus services operating from nearby stops.
- 3.21 The nearest public transport facilities are located approximately 234m from the site at Boltons Lane, where routes 81, 105, 111, 222, 278, 285, 423 and 555 provide connections to Heathrow Airport and destinations across west London. This also provides frequent services to Hatton Cross Station and Heathrow Terminals 2 & 3 Station.
- 3.22 The full PTAL assessment is provided within **Appendix B** and demonstrates that the site benefits from good opportunities to undertake journeys by sustainable modes of transport.

Public Transport Accessibility

- 3.23 The site benefits from excellent access to public transport services, as referenced within The PTAL assessment above.

Bus Services

- 3.24 The nearest bus stops to the site are situated on A4, the stops which serve both westbound and eastbound services for the site are '*The Bolton's Lane Bus Stop (Stop BK)*' and '*The Mondial Way (Stop BL)*', which are located approximately 300m from the site and can be reached within a 5-minute walk from the site.
- 3.25 Both stops are served by routes 81, 105, 111, 222, 278, 285, 423, N9, N140 and N555 which provide connections to / from Central London, Hyde Park, Heathrow Central, Hayes, Hillingdon, Ruislip, Slough, Hampton Hill, Uxbridge and Kingston.
- 3.26 These services serve these stops 24-hours a day Monday – Sunday.



- 3.27 Frequent bus services provide direct access to Heathrow Central in approximately five minutes, from where passengers can access both Heathrow Terminals 2 & 3 Station and the wider public transport network.

Underground Services

- 3.28 Heathrow Terminals 2 & 3 Station provides access to the Elizabeth Line and Piccadilly Line. The Elizabeth Line offers rapid connections to Central London, including the West End, the city and destinations further east, while the Piccadilly Line provides direct services to central London via key destinations such as Hammersmith, Knightsbridge and King's Cross. Hayes & Harlington Station is also accessible by bus and provides additional Elizabeth Line and National Rail services.

Summary

- 3.29 Full public transport timetables can be found on TFL's website.

Summary

- 3.30 The site is sustainably located with a range of services, amenities and public transport facilities available within acceptable walking and cycling distances. Future visitors of the apart-hotel units will have opportunities to travel by active and sustainable modes, including walking, cycling and public transport, supported by established pedestrian infrastructure, nearby bus services and access to Heathrow and wider London via the Elizabeth Line and Piccadilly Line.
- 3.31 This is further supported by the site's DfT Connectivity Tool score of 67 out of 100, with strong scores for public transport and cycling, and a PTAL rating of 3, classified as 'Moderate'. Given the proposed site use, the site's accessibility credentials are therefore considered appropriate for a car-free development, with the location enabling trips to be undertaken by sustainable modes rather than private car.

4 Planning Policy

General

- 4.1 This section outlines the national and local policies relevant to the Proposed Development.

National Policy

National Planning Policy Framework (August 2026)

- 4.2 National planning policy is set out in the National Planning Policy Framework (NPPF) (August 2026). This replaces the previous NPPF published in December 2024. The NPPF sets out policies for both plan-making and decision-making.
- 4.3 Chapter 4 covers policies for achieving sustainable development. The following decision-making policies are relevant to this TS.

Policy S3: Presumption in favour of sustainable development

1. *“Decisions on development proposals should apply a presumption in favour of sustainable development. This means:*

Policy S4 in this Framework should be applied when considering development proposals within settlements;

Outside settlements, policy S5 should be applied; and

In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

2. *Where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.”*

- 4.4 Chapter 15 covers transport related matters (Policy TR1 – TR8), with plan-making policies covered in TR1 – 2 and decision-making policies set out in TR 3 – 8.

Policy TR3: Locating development in sustainable locations

1. *“So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*

Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in

locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in 70 different locations, especially where this can support more walking, wheeling, cycling and public transport use;

Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.”

TR4: Street design, access and parking

1. “To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

- a) Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*

Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport; c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for



women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

- i. Minimise the scope for conflict between pedestrians, cyclists and vehicles; ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and
- ii. Avoid unnecessary street clutter. d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

2. The principles set out in national design guidance⁴⁶ should be used to inform how this policy is applied.”

Policy TR6: Assessing transport impacts

“1. Development proposals that are likely to generate significant amounts of movement should be supported by:

- a) *A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*

A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel



plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”

National Planning Practice Guidance (March 2014)

- 4.5 The National Planning Practice Guidance (NPPG) provides the link between the NPPF and relevant planning practice guidance as well as between different categories of guidance.
- 4.6 The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6th March 2014. Guidance on transport assessments falls within the category ‘Travel Plans, Transport Assessments and Statements’ (Reference ID: 42 Revision date: 06 03 2014).
- 4.7 In respect to transport, the NPPG provides advice on what TA / TS and TPs are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for TPs, TAs, and TSs state that documents should be:
 - a) *“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - b) *Established at the earliest practicable possible stage of a development proposal;*
 - c) *Tailored to particular local circumstances (other local determined factors and information beyond those which are set out in this guidance may need to be*



considered in these studies provided there is robust evidence for doing so locally); and

- d) Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, Highways England where there may be implications for the strategic road network, and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities.”*

4.8 Paragraph 002 (Reference ID: 42-002-20140306) states that Transport Assessments, Statements, and Travel Plans are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments that generate significant amounts of movements.

4.9 Paragraph 006 (Reference ID: 42-006-020140306) of the guidance considers that Travel Plans, Transport Assessments and Statements can positively contribute to:

- a) “Encouraging sustainable travel;*
- b) Lessening traffic: generation and its detrimental impacts;*
- c) Reducing carbon emissions and climate impacts;*
- d) Creating accessible, connected, inclusive communities;*
- e) Improving health outcomes and quality of life;*
- f) Improving road safety; and*
- g) Reducing the need for new development to increase existing road capacity or provide new roads.”*

Local Policy

London Plan (March 2021)

4.10 The London Plan, adopted in March 2021, provides the strategic framework for London's growth and development over the next 20 to 25 years, encompassing economic, environmental, transport and social objectives. Policy GG2, Making the Best Use of Land, promotes the efficient use of land through sustainable, higher-density development, particularly in locations that benefit from strong accessibility to employment opportunities, services and facilities by public transport, walking and cycling.

Policy T1, Strategic Approach to Transport

4.11 This seeks to support the Mayor's objective of ensuring that 80% of trips in London are made by walking, cycling or public transport by 2041. The policy requires development

proposals to make efficient use of land by taking advantage of existing and future sustainable transport connections, while also mitigating any impacts on the transport network and associated infrastructure.

Policy T5, Cycling

- 4.12 T5 encourages developments to support greater levels of cycling by removing barriers to cycle use, contributing to wider cycling networks, and providing cycle parking in accordance with London Plan standards and the London Cycling Design Standards.
- 4.13 The London Plan sets out minimum cycle parking requirements for residential development, including one long-stay cycle parking space for each studio or one-bedroom single-person dwelling, 1.5 spaces for two-person one-bedroom dwellings, and two spaces for all larger dwellings. In addition, short-stay cycle parking should be provided at a rate of two spaces for developments of between five and forty dwellings, with one additional space required per forty dwellings thereafter.

Policy T6 Car Parking

- 4.14 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport.
- 4.15 The London Plan also recognises that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option for many people living there.
- 4.16 It is also the case that town centres tend to have high population densities and a compact form making public transport, walking, and cycling potentially the preferred modes of transport to car use because many journeys are short.
- 4.17 This site is proposed to be car-free due to its highly accessible location; it is therefore considered that the development accords with Policy T6 of the London Plan.
- 4.18 Following a review of the site location, it is apparent that the roads in the immediate vicinity of the site are subject to a range of parking restrictions, including double / single yellow lines, time limited payment parking or permit holder only parking.
- 4.19 This means that it will not be practicable for future residents of the site to park a car locally, where there are prohibitive parking charges and/or time limits, or in places where parking is prohibited by double yellow lines.

Hillingdon Local Plan (November 2012)

- 4.20 The London Borough of Hillingdon is committed to providing a safe, accessible, sustainable and efficient transport system that supports the borough's communities, economy and planned growth. The Council will seek to reduce unnecessary dependence on private cars while ensuring that residents, businesses and visitors can access employment, education, healthcare, shops, leisure facilities and other essential services.
- 4.21 The Local Plan policy reflects Hillingdon's established objective of promoting sustainable forms of transport, improving accessibility and encouraging walking, cycling and public transport as alternatives to private car use. It also recognises the importance of managing congestion, improving road safety and maintaining an effective highway network.



Policy DMT1 – Managing Transport Impacts

4.22 This policy states that development proposals will need to address their transport impacts in a sustainable manner and in order for developments to be acceptable they are required to:

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

Policy DMT2, Highway Impacts

4.23 This requires development proposals to provide safe and efficient access to the highway network in accordance with the Council's standards. Developments should avoid causing unacceptable impacts on air quality, noise levels, local amenity or road safety, whilst ensuring that appropriate and convenient facilities for pedestrians and cyclists are incorporated within the design.

4.24 The policy further seeks to minimise congestion and impacts on surrounding communities by directing traffic to the strategic road network via the most appropriate routes and avoiding unnecessary use of local roads. Where a development generates traffic impacts, suitable mitigation measures should be implemented to ensure that the capacity and operation of existing and committed highway infrastructure, including key junctions and routes, are not adversely affected.

5 Proposed Development

Introduction

- 5.1 This section provides details of the proposed development, including the development quanta, access and movement strategy, internal layout and parking arrangements.

Overview

- 5.2 Full planning permission is sought for a scheme comprising the refurbishment and extension of Mondial House to provide 28 Class C1 apart-hotel units through the construction two additional floors.
- 5.3 The proposals relate to Mondial House, Mondial Way, Harlington, an existing three-storey building currently comprising 42 studio units
- 5.4 The development is proposed to be a car-free development.
- 5.5 The proposed C1 accommodation schedule is set in **Table 4.1** below.

Floor	Number of Units
Level 03	14 C1 apart-hotel units
Level 04	14 C1 apart-hotel units
Total	28 C1 apart-hotel units

Table 4.1 Proposed Accommodation Schedule

- 5.6 The existing site comprises of 42 residential units across three floors, with the existing 42 studio units being retained, resulting in a total of 70 units within the building, comprising a mix of long-stay residential accommodation and short-stay serviced aparthotel accommodation.
- 5.7 The overall building accommodation is shown below in **Table 4.2**.

Accommodation Type	Number of Units
Existing studio units	42
Proposed C1 apart-hotel units	28
Total units within building	70

Table 4.2 Overall Building Accommodation Schedule

- 5.8 The proposed site layout is contained at **Appendix C**.



Access Strategy

Pedestrian Access

- 5.9 The existing pedestrian access will be retained from Mondial Way, this is via an entrance from the site's car park to its rear, the pedestrian access links into the site from the footway on Mondial Way

Cycle and Vehicular access

- 5.10 The existing vehicle access is proposed to be retained from Mondial Way, which leads to an overground car park, servicing area, and leads to an underground car park. There are no proposed changes to this arrangement.
- 5.11 The development is proposed to be a car-free development and therefore vehicles accessing the site will be limited to taxis, servicing and delivery vehicles.
- 5.12 Vehicle tracking has therefore been undertaken to demonstrate that the refuse vehicle, fire and delivery van can enter the existing site access and manoeuvre the existing car park. These drawings are presented at **Appendix D**.

Parking

Cycle Parking

- 5.13 The proposals include the provision of 28 cycle parking spaces, equating to one cycle parking space per unit.
- 5.14 The London Plan (2021) requires the following provision for hotels:
- a) Long-stay – 1 space per 20 bedrooms' and
 - b) Short-stay – 1 space per 50 bedrooms.
- 5.15 This confirms that the proposed development is only required to provide 2 long-stay and 1 short-stay cycle parking spaces. As the proposals include 28 cycle parking spaces, the site significantly exceeds the minimum requirement and supports the encouragement of active and sustainable travel.
- 5.16 The cycle parking would be provided in a Sheffield stand arrangement at suitable locations within the site and is intended to encourage sustainable travel by providing convenient and secure facilities for occupants and visitors.
- 5.17 The cycle parking facilities would be located within the basement level of the site, alongside the existing parking provision. This arrangement would provide a convenient and secure location for cyclists, allowing direct access via the existing ramped access to the basement level upon arrival.

Car Parking

- 5.18 The site will be car-free in accordance with the London Plan.

Servicing and Refuse Arrangements

- 5.19 At present servicing collection is currently undertaken from a collection point within the above ground car park and is proposed to be expanded in this location.
- 5.20 The refuse strategy for the site is set to be upgraded for both the existing and the proposed use at Mondial House. Servicing is considered further at **Section 7**.

Existing

- 5.21 A swept path analysis has been undertaken using a 7.94m refuse vehicle of the existing site, it is anticipated that this is the largest vehicle that can access and manoeuvre the existing car park.
- 5.22 A private company would be employed to service the site and therefore refuse vehicle size requirements can be stipulated with the collection company. It should be noted however, that there are no proposed changes to the layout of the car park and the site is currently being serviced.

Proposed

- 5.23 The proposals include revisions to the site's refuse storage arrangements to accommodate the increase in occupancy resulting from the addition of 28 new C1 apart-hotel units. As a result, the refuse and recycling storage capacity is proposed to be expanded accordingly.
- 5.24 Refuse storage would remain conveniently located at ground-floor level, ensuring continued access for residents, staff and collection operatives.
- 5.25 There will be a maximum of 8 weekly service trips, consisting of 2 to 3 x laundry trips, 2 to 3 x refuse collection and 1-2 general servicing trips.

Swept Path Analysis

- 5.26 Swept path analysis has been undertaken for the internal layout for a refuse collection vehicle, delivery van and a fire appliance. There is currently a one-way system in place which will remain and has therefore been tracked accordingly.
- 5.27 The operation of the internal layout can be seen within **Appendix D**.

Summary

- 5.28 The proposed development provides safe and suitable access arrangements, retaining the existing pedestrian, cyclist and vehicular access points.
- 5.29 The car-free proposals are appropriate for the site's accessible, urban location and accord with The London Plan's parking guidance, and the proposed cycle parking provision accords with the relevant standards while supporting travel by bicycle.
- 5.30 The proposals include 28 cycle parking spaces, provided at a ratio of one space per unit, located within the basement alongside the existing parking provision.
- 5.31 Servicing and refuse arrangements at the site are also proposed to be updated. The existing collection point within the above-ground car park would be retained and expanded.

6 Development Trip Generation and Distribution

General

- 6.1 Full planning permission is sought for an airspace scheme comprising the refurbishment and extension of Mondial House to provide 28 Class C1 apart-hotel units through the construction of two additional storeys.
- 6.2 The proposed development is car-free, with no on-site vehicle parking spaces provided, which aligns the London Plan (March 2021). Therefore, a total person's trip rate has been derived to establish this assessment.

Forecast Trip Generation

- 6.3 When considering a development, it is generally accepted that the critical periods in terms of traffic impact on the adjacent highway network are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.4 Given the car-free nature of the scheme and the highly accessible location of the site, as discussed in **Section 3**, it is reasonable to assume that the large majority, if not all, trips will be made to and from the site via car-free modes.
- 6.5 The TRICS database has been consulted to determine the estimated trip generation of the proposed development. This section sets out an assessment of trip rates for the site.
- 6.6 The full TRICS output associated with the proposed development is contained within **Appendix E** and is summarised within this section.

Trip Generation

- 6.7 To assess the trip generation associated with the proposed development, sites with similar characteristics have been identified in the TRICS database (version 8.26.6).
- 6.8 After interrogation of the TRICS database, it was evidenced that there was a lack of applicable sites with multi-modal surveys available in similar locations and categorised as 'Apart-Hotels', therefore Hotels under similar characteristics have instead been used to inform this assessment.
- 6.9 As the scheme comprises apart-hotel accommodation, which is typically associated with longer stays than standard hotels, the use of hotel trip rates is considered to provide a robust assessment. This assessment is likely to result in a higher trip rate than would typically be generated by the proposed apart-hotel use, as standard hotels generally experience shorter stays and higher guest turnover.
- 6.10 The following characteristics have been applied to obtain sites comparable to the proposed development:

- a) Multi-modal surveys for land use '*Food & Drink/A – Hotels*';
- b) Surveys conducted January 2014 onwards;
- c) Sites within a Town Centre and Edge of Town Centre Location; and
- d) Hotels with 4-300 bedrooms.

6.11 To obtain more applicable sites, the criteria for the number of bedrooms within a hotel was extended to up to 300 rooms. Although the proposals would provide only 28 units, the scale of development is not considered the key factor in determining trip generation when it comes to this form of development.

6.12 No sites with similar PTAL ratings were present within the TRICs database therefore this subcategory has not been utilised.

6.13 The total trip generation associated with the proposed Apart-Hotel is summarised below in **Table 6.1**.

Mode of Travel	Time Period	Trip Rates (Per Unit)			Forecast Trip Generation – 28 Units		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Total Person (s)	AM Peak (08:00-09:00)	0.168	0.261	0.429	5	7	12
	PM Peak (17:00-18:00)	0.253	0.195	0.448	7	5	13
	Total Daily Trip Rates (06:00-22:00)	3.342	3.314	6.656	94	93	186

Table 6.1 Total Person(s) Trip Rates Associated with Proposed Site

6.14 **Table 6.1** shows that the proposed 28 apart-hotel units are forecast to generate a relatively low level of trips. In total, the development is expected to generate around 12 two-way person trips in the AM peak and 13 two-way person trips in the PM peak, with approximately 186 two-way person trips across the day.

6.15 Due to the proposed development being car free and the high levels of public transport around the site, it is forecast that these 186 total-person trips will be facilitated within the existing infrastructure surrounding the site. This level of total person movements is spread out across the period of the day and is not considered to be significant.

6.16 It is therefore considered reasonable to conclude that the development proposals will not result in any material impact to the local highway or public transport network

7 Delivery and Servicing

Introduction

- 7.1 This section of the report considers the delivery and servicing requirements of the site. In view of the scale of the proposed development, a standalone Delivery and Servicing Plan is not considered necessary. Therefore, the relevant delivery and servicing measures are set out within this section of the report.
- 7.2 The section sets out the arrangements for deliveries, servicing activities, waste and recycling collections to ensure these activities are managed safely, efficiently and with minimal impact on the surrounding highway network.
- 7.3 The objectives are to:
- a) Minimise delivery and servicing vehicle movements where possible;
 - b) Encourage deliveries outside peak traffic periods;
 - c) Ensure safe and efficient servicing arrangements;
 - d) Prevent obstruction of the public highway; and
 - e) Reduce environmental and noise impacts associated with servicing activities;

Site Operations and Servicing Strategy

- 7.4 Given the limited scale and nature of the development delivery and servicing activity associated with the proposals is expected to be very low.
- 7.5 Servicing and delivery vehicles will continue to utilise the existing frontage on Bevenden Street, consistent with the current operation of the building. No changes to the existing highway access arrangements are proposed.
- 7.6 Typical servicing activity is anticipated to comprise:
- a) Laundry services – 2 to 3 times per week;
 - b) Refuse and recycling collections – 2 to 3 times per week; and
 - c) General servicing and deliveries – 1 to times per week.
- 7.7 Given the scale of development, deliveries are expected to be undertaken predominantly by small vans and light goods vehicles. Any larger maintenance or service vehicles would occur infrequently and would utilise the car park arrangements. It is anticipated that there will be a maximum of 8 service vehicles per week.

Refuse Collection

- 7.8 The proposals include revisions to the site's refuse storage arrangements to accommodate the increase in occupancy resulting from the addition of 28 new C1 apart-hotel units. As a result, the refuse and recycling storage capacity is proposed to be expanded accordingly.



- 7.9 Refuse storage would remain conveniently located at ground-floor level, ensuring continued access for residents, staff and collection operatives.
- 7.10 A private company would be employed to service the site and therefore refuse vehicle size requirements can be stipulated with the collection company. This arrangement will ensure refuse vehicles can continue to operate in accordance with existing collection practices and without impacting upon the operation of the local highway network.

Summary

- 7.11 The proposed retention of the servicing arrangements provides a safe and effective framework for managing deliveries, servicing activities and waste collections.

8 Construction Logistics Plan

Introduction

- 8.1 This section provides an outline Construction Logistics Plan (CLP) for the site.
- 8.2 The National Policy Planning Framework (NPPF) August 2026 states the following:

“Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”

- 8.3 This section has been prepared in accordance with the above and to provide a framework for enabling works and construction activities, while minimising impacts on the local highway network, neighbouring properties and the environment. This section also sets out measures relating to construction vehicle routing, site access, traffic management, environmental protection, site safety, incident response and ongoing monitoring.

Construction Management

- 8.4 Construction traffic will utilise the existing highway network and site frontage on Mondial Way. Deliveries, collections and contractor movements will be managed to minimise disruption the local neighbourhood and highway users.
- 8.5 Deliveries will be scheduled where practicable to avoid peak traffic periods and prevent unnecessary vehicle waiting or congestion on the surrounding road network.
- 8.6 Construction traffic is expected to be routed along the highest classification roads as possible to and from the site. A construction routing plan has been established to avoid any sensitive receptors within close proximity to the site.
- 8.7 All construction vehicles will be required to travel along Bath Road and turn left onto Mondial Way to gain entry to the site from, with further routing summarised below:
- a) Vehicles from the South / West – M25 - Airport Way – Stanwell Moor Road - Colnbrook By-pass - Bath Road
 - b) Vehicles from the North / West – M4 - Colnbrook By-pass - Bath Road
 - c) Vehicles from the North / East – M4 - Colnbrook By-pass - Bath Road
 - d) All construction vehicles will be required to travel along Boltons Lane to exit the site and turn right onto Bath Road.
- 8.8 These routes are shown illustratively at **Figure 8.1**.

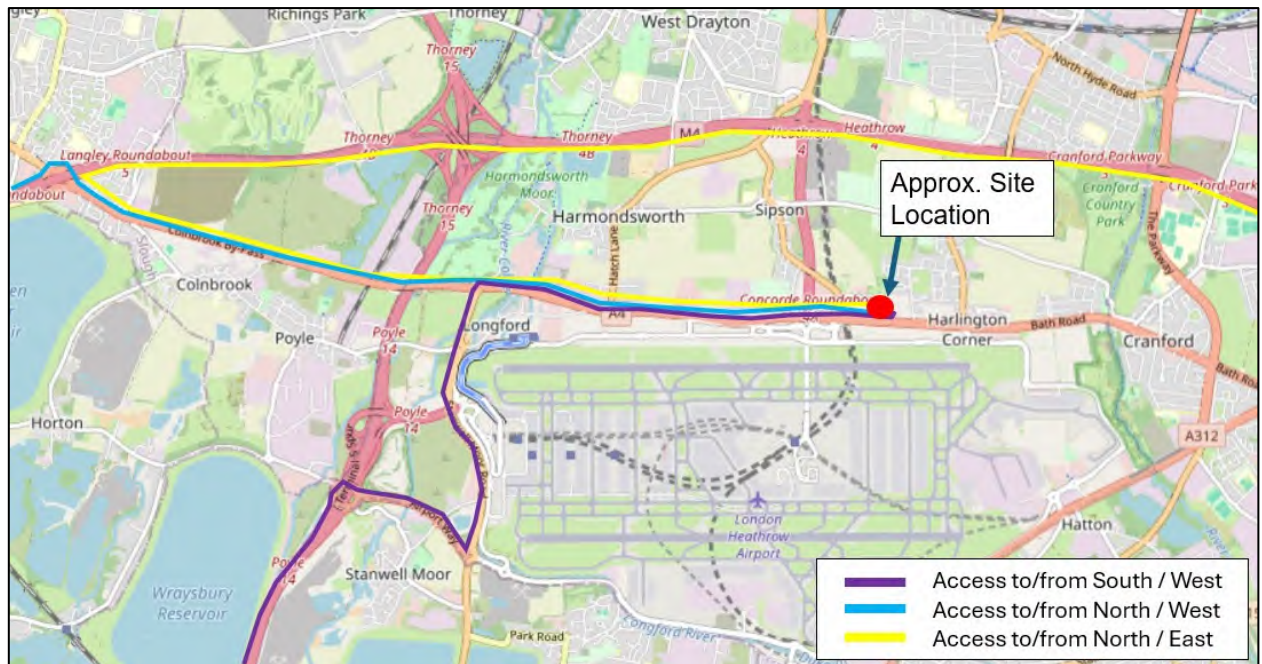


Figure 8.1 Proposed Construction Routes

Source: [www. Openstreetmap.org](http://www.Openstreetmap.org)

- 8.9 A further figure is shown below to illustrate the construction traffic route one-way system in place at the site.

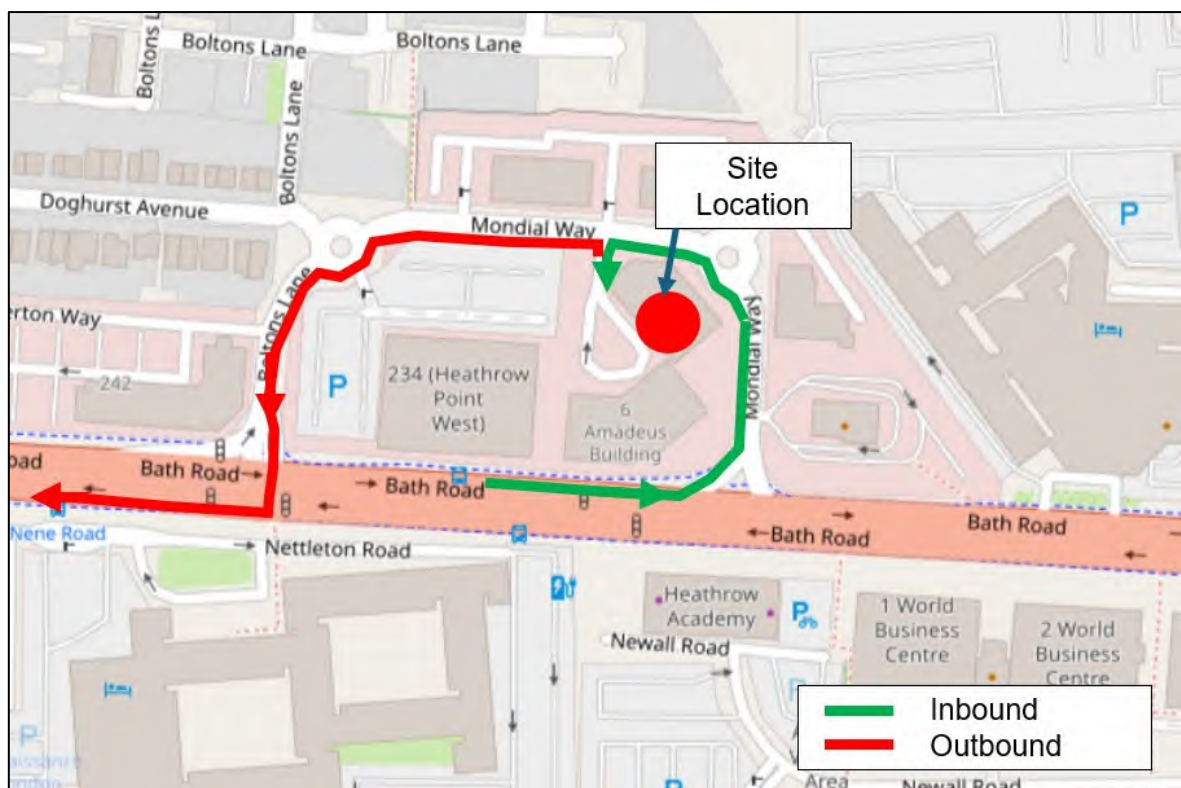


Figure 8.2 Proposed Construction One-Way Construction Route

Source: [www. Openstreetmap.org](http://www.Openstreetmap.org)

- 8.10 A Site Manager will be appointed to oversee day-to-day construction operations, including delivery management, contractor compliance, health and safety procedures, and liaison



with local stakeholders. All contractors and subcontractors will be required to comply with the measures set out and attend site inductions prior to commencing work.

- 8.11 Environmental controls will be implemented throughout the construction period to minimise impacts arising from noise, dust and vehicle movements. Measures are expected to include suppression of dust where necessary, regular site housekeeping, control of construction working hours, management of deliveries and waste collections, and appropriate storage of materials within the site.
- 8.12 Construction waste will be removed by licensed contractors and managed in accordance with relevant waste management practices. Refuse generated during construction will be stored securely within designated areas before collection and removal from site.
- 8.13 Regular monitoring of construction activities will be undertaken to ensure the effectiveness of the management measures. Any complaints, incidents or non-compliance issues will be recorded, investigated and addressed promptly by the Site Management Team.

Summary

- 8.14 Overall, the CLP will ensure that the proposed development can be delivered safely and efficiently while minimising impacts on highway safety, residential amenity and the surrounding environment throughout the construction period.

9 Travel Planning Measures

Overview

- 9.1 Due to the scale and nature of the proposed development, a standalone Travel Plan (TP) is not considered necessary. Instead the travel planning measures which will be implemented at the site will be covered within this section.
- 9.2 The travel planning measures proposed for the site set out the key principles for encouraging sustainable travel, including measures to influence modal choice and support the ongoing management of travel behaviour. While the scale of the development falls below the threshold of 2,500 sq.m for a commercial development for a standalone Travel Plan as set out in the London Plan (2021), the Applicant remains committed to embedding sustainable travel from the outset and ensuring that future visitors are encouraged to travel by walking, cycling and public transport wherever practicable.

Key Travel Planning Objectives

- 9.3 The following objectives would be suitable for Mondial House:
- a) To raise guests' awareness of the sustainable travel opportunities available from Mondial House.
 - b) To encourage guests and staff to travel by sustainable modes wherever practicable.
 - c) To maximise the use of walking, cycling and public transport for journeys associated with the development.
 - d) To minimise reliance on private car travel, recognising the site's excellent accessibility to Heathrow Airport and Central London.
 - e) To promote healthy and active travel choices for short-distance journeys.

Action Targets

- a) Provide the proposed 28 cycle parking spaces prior to occupation.
- b) Provide sustainable travel information through the reception area, booking confirmation emails and website.

Public Transport

- 9.4 Given the site's proximity to Heathrow Airport, the Travel Plan should promote:
- a) Bus routes 278, 285, 105, 111 and 423.
 - b) Heathrow Central Bus Station.
 - c) Elizabeth Line services from Heathrow Terminals 2 & 3.
 - d) Piccadilly Line services.
 - e) National Rail and Elizabeth Line services from Hayes & Harlington.

Cycle Parking

- 9.5 28 secure cycle parking spaces will be provided on-site, equating to one space per proposed apart-hotel unit. Cycle parking will be conveniently located within the site and available for use by guests and staff.



Soft Measures

Guest Travel Pack

9.6 A Travel Pack will be made available digitally and at reception, including:

- a) Walking maps to local bus stops.
- b) Heathrow public transport information.
- c) Elizabeth Line and Piccadilly Line maps.
- d) Cycle route information.
- e) Information regarding local amenities within Harlington.
- f) TfL Journey Planner links.
- g) Real-time travel information apps.
- h) Health and environmental benefits of sustainable travel.

Website and Booking Information

9.7 Sustainable travel information will be provided through the operator's website and booking confirmation emails to encourage guests to consider public transport, walking and cycling before arrival. This should include directions from Heathrow Airport, Heathrow Terminals 2 & 3 Station and Hayes & Harlington Station.

Summary

- 9.8 The travel planning measures proposed for the site will encourage future visitors and staff to travel by sustainable modes wherever practicable. These measures include the provision of 28 secure cycle parking spaces, promotion of nearby bus, Elizabeth Line and Piccadilly Line services, and the provision of sustainable travel information through travel information, booking confirmations and the operator's website.
- 9.9 Overall, the proposed measures will help embed sustainable travel behaviour from the outset of the development and support the car-free nature of the scheme by promoting walking, cycling and public transport as realistic and convenient alternatives to private car travel.

10 Summary and Conclusions

Summary

- 10.1 Rappor Consultants Ltd has been instructed by Regis Group to prepare a Transport Statement in support of a planning application concerning the extension of Mondial House, located on Mondial Way, Harlington, within the London Borough of Hillingdon
- 10.2 The proposals comprise the construction of two additional storeys to provide 28 Class C1 apart-hotel units above the existing three-storey building containing 42 studio apartments.
- 10.3 The development is proposed as a car-free scheme.
- 10.4 This TS has demonstrated the following:
- a) The proposed development aligns with relevant national and local transport planning policy, including the NPPF, London Plan and Hillingdon Local Plan.
 - b) A review of the local highway network and five years of Personal Injury Collision data indicates there are no existing highway safety concerns in the vicinity of the site that would be exacerbated by the development proposals. No collisions involving non-motorised users were identified within the study area.
 - c) The site benefits from good accessibility by sustainable transport modes. The DfT Connectivity Tool records an overall accessibility score of 67, with particularly strong public transport connectivity, whilst the site achieves a PTAL rating of 3 ('Moderate'). Frequent bus services, together with access to Heathrow Terminals 2 & 3, the Elizabeth Line and the Piccadilly Line, provide convenient connections across London and beyond.
 - d) Existing pedestrian, cycle and vehicular access arrangements will be retained. The development utilises established infrastructure and does not require any alterations to the local highway network.
 - e) The proposed car-free approach is considered appropriate given the site's accessibility credentials and accords with London Plan parking policies.
 - f) The development provides 28 cycle parking spaces, equating to one space per apart-hotel unit, thereby supporting travel by bicycle and encouraging sustainable travel behaviour.
 - g) Refuse and servicing arrangements will continue to operate from the existing access and parking area, with refuse storage facilities expanded to accommodate the proposed increase in occupancy. Swept path analysis confirms that service, refuse and emergency vehicles can safely access and manoeuvre within the site.
 - h) The proposed development is forecast to generate approximately 12 two-way person trips in the AM peak hour, 13 two-way person trips in the PM peak hour and around 186 two-way person trips across a typical day. Vehicle trip generation is expected to remain low, reflecting the car-free nature of the development.
 - i) A series of travel planning measures are proposed, including provision of cycle parking, guest travel information and promotion of public transport links to Heathrow Airport and Central London, encouraging future visitors to travel by sustainable means.



- j) During construction, a Construction Logistics Plan will be implemented to ensure that construction traffic, deliveries and servicing activities are managed safely and efficiently, minimising impacts on the surrounding highway network and neighbouring properties.

Conclusions

- 10.5 Rappor concludes that the proposed development would not result in an unacceptable impact on highway safety or a severe impact on the local highway network. The site occupies a sustainable location with good access to walking, cycling and public transport opportunities, and the development is expected to operate successfully as a car-free scheme. Accordingly, there are no highways or transportation reasons that should prevent the planning application from being approved.

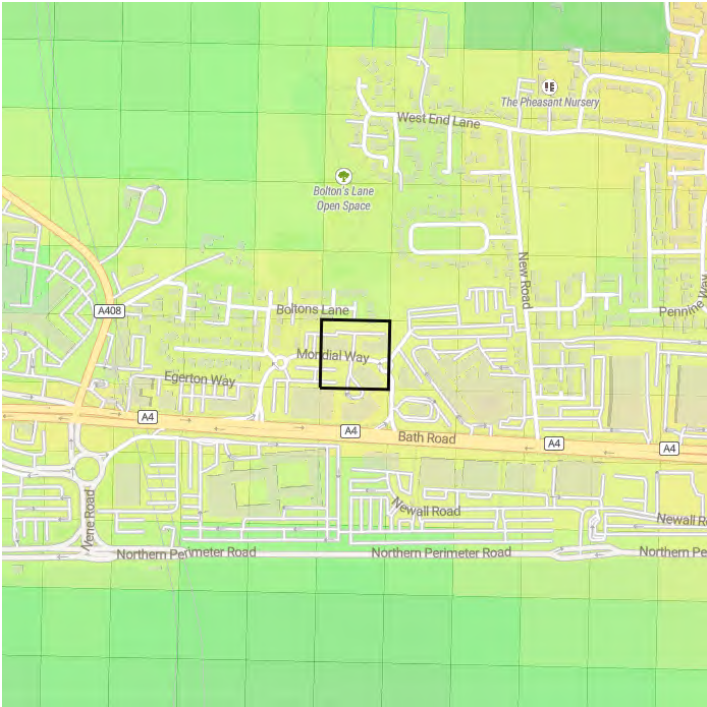


Appendix A – DfT Connectivity Score Report

Explore the score

Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](#) for guidance

Square ID	508150_177050
Local authorities	Hillingdon Greater London
Latitude	51.482075
Longitude	-0.443934



Overall

Type	National score	National Distribution
Overall (except driving)	67	Slightly below average (40-50%)
Public transport	79	Very high (80-90%)
Walking	49	Low (20-30%)
Cycling	69	Slightly below average (40-50%)
Driving	86	Slightly below average (40-50%)

Education

Type	National score	National Distribution
Overall (except driving)	49	Low (20-30%)
Public transport	72	Slightly above average (50-60%)
Walking	29	Very low (10-20%)
Cycling	56	Very low (10-20%)
Driving	74	Low (20-30%)

Leisure

Type	National score	National Distribution
Overall (except driving)	54	Low (20-30%)
Public transport	69	Slightly above average (50-60%)
Walking	37	Very low (10-20%)
Cycling	58	Very low (10-20%)
Driving	79	Low (20-30%)

Health

Type	National score	National Distribution
Overall (except driving)	57	Slightly below average (40-50%)
Public transport	68	Slightly above average (50-60%)
Walking	42	Low (20-30%)
Cycling	56	Low (20-30%)

Type	National score	National Distribution
Driving	74	Low (20-30%)

Shopping

Type	National score	National Distribution
Overall (except driving)	71	Slightly below average (40-50%)
Public transport	79	Slightly above average (50-60%)
Walking	61	Low (20-30%)
Cycling	73	Below average (30-40%)
Driving	87	Low (20-30%)

Residential

Type	National score	National Distribution
Overall (except driving)	74	High (70-80%)
Public transport	83	Very high (80-90%)

Type	National score	National Distribution
Walking	63	Below average (30-40%)
Cycling	81	High (70-80%)
Driving	95	Very high (80-90%)

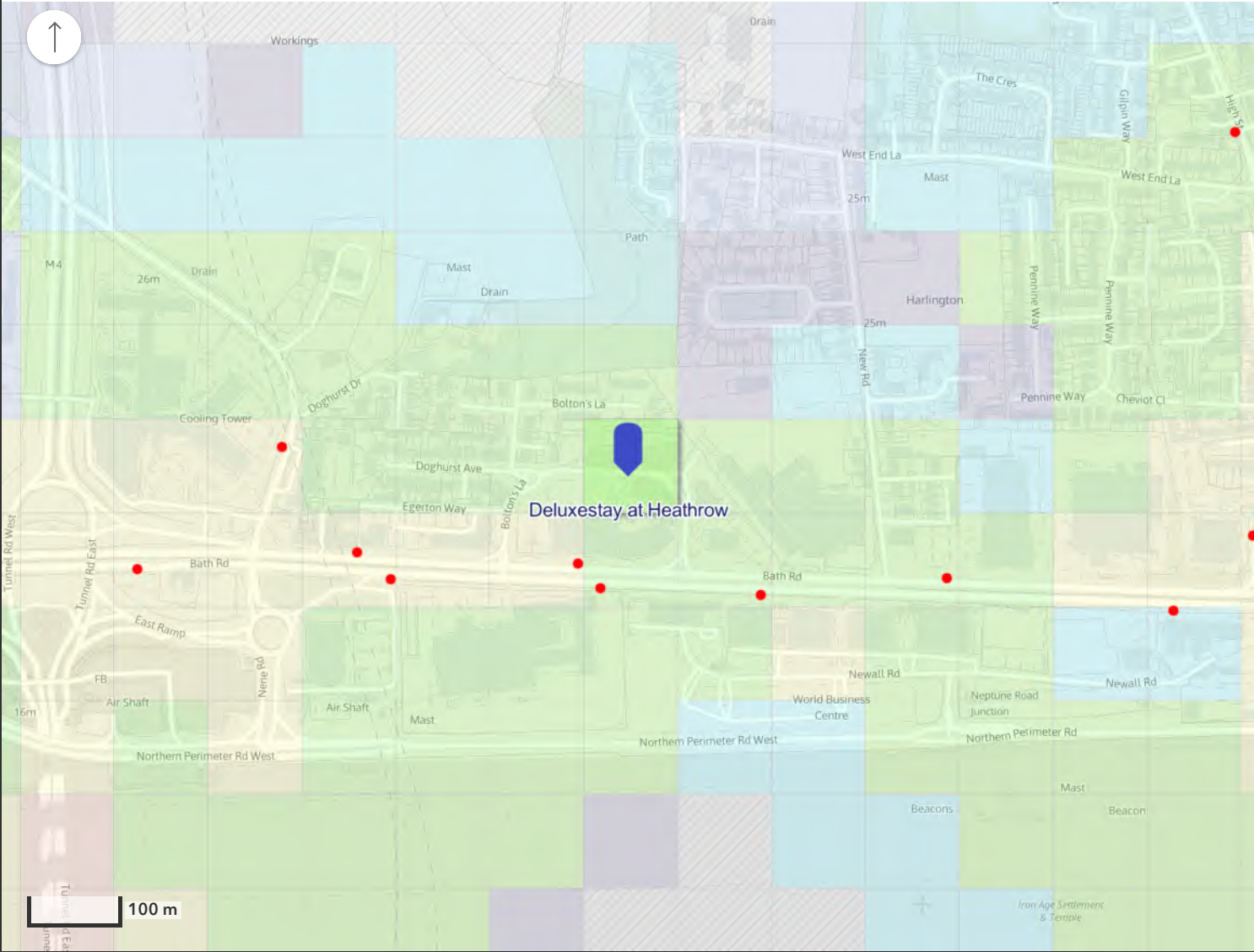
Workplaces

Type	National score	National Distribution
Overall (except driving)	78	Very high (80-90%)
Public transport	87	Highest (90-100%)
Walking	56	High (70-80%)
Cycling	72	Very high (80-90%)
Driving	89	Highest (90-100%)



Appendix B – PTAL Report

PTAL Report



TfL Stations
Underground Stations



National Rail Stations Bus Stops



Elizabeth Line Stations



DLR Stations



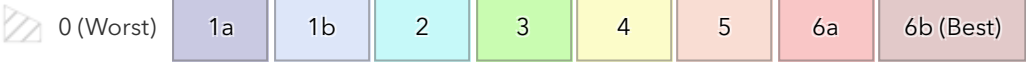
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

3

Grid ID: 63397

Coordinates: 508145,177052 (BNG)

Accessibility Index (PTAI) : 11.35

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	111	6.67	233.97

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	222	6.00	233.97

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	81	5.00	233.97

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	105	4.67	233.97

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	285	4.67	233.97

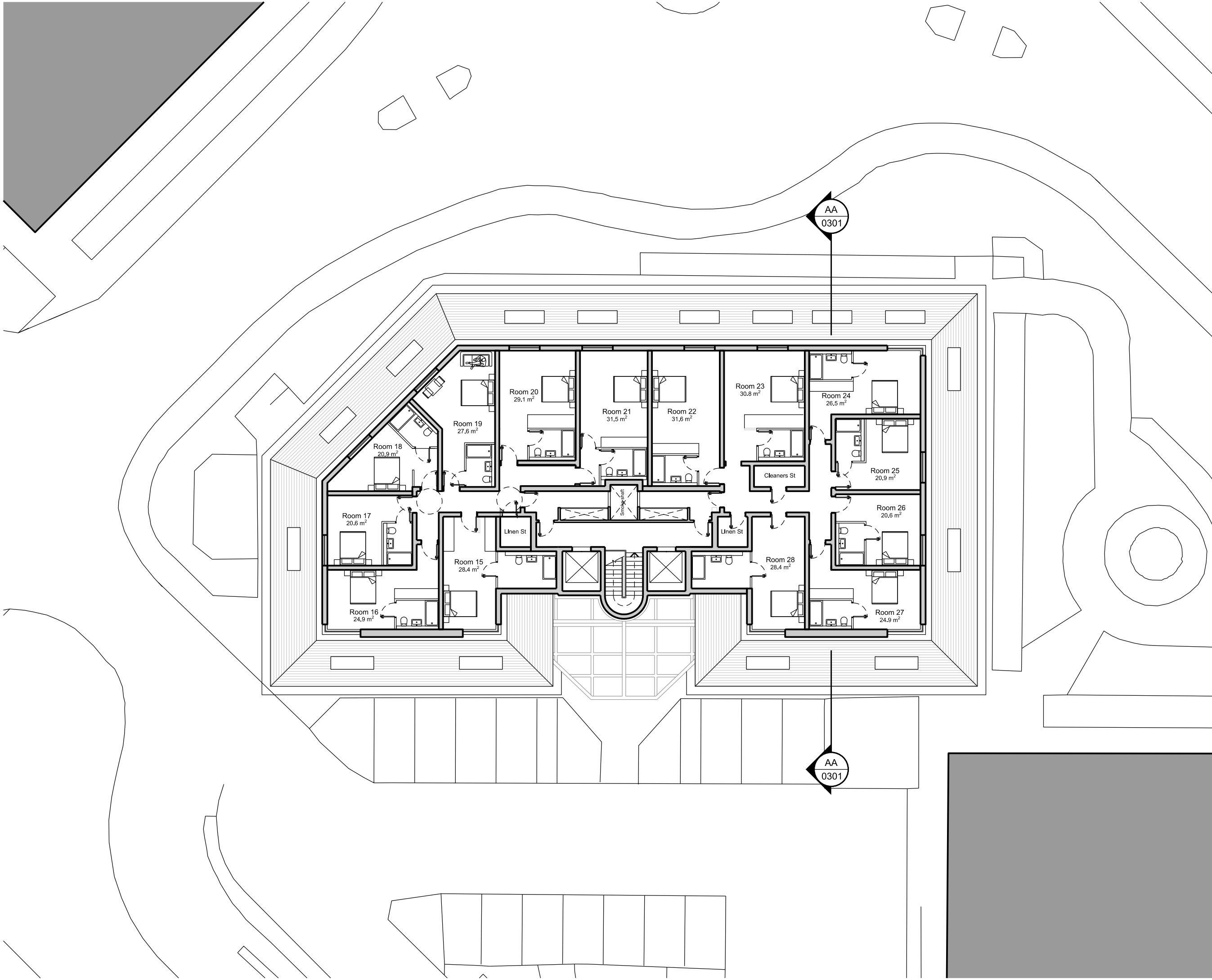
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	278	4.00	233.97

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	423	3.00	233.97

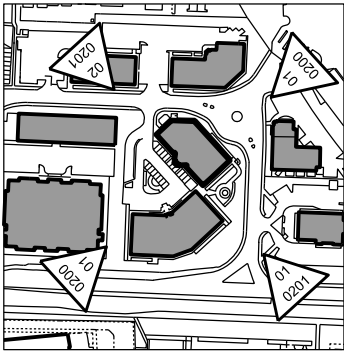
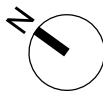
Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Boltons Lane	555	1.00	233.97



Appendix C – Proposed Site Layout



0 1m 5m



P0	28/08/2026	Planning Issue
Revision	Date	Description

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Do not scale-off this drawing. Wimshurst Pelleriti take no responsibility for any dimensions obtained by measuring or scaling from this drawing and no reliance may be placed on such dimensions. If no dimension is given, it is the responsibility of the recipient to ascertain the dimension specifically from the Architect or by site measurement.

The sizing of all structural and service elements must always be checked against the relevant engineers drawings. No reliance should be placed upon sizing information shown on this drawing.

Project
Mondial House
Mondial Way, Harlington, Hayes, UB3 5AR

Drawing Title
Proposed
Fourth Floor Plan

Drawing Number	Revision
WP-0797-A-0101	P0

Scale @ A3	Revision Date
1:200	Aug 2026

Drawing Purpose
PLANNING

WIMSHURST PELLERITI

The Mews,
6 Putney Common, SW15 1HL

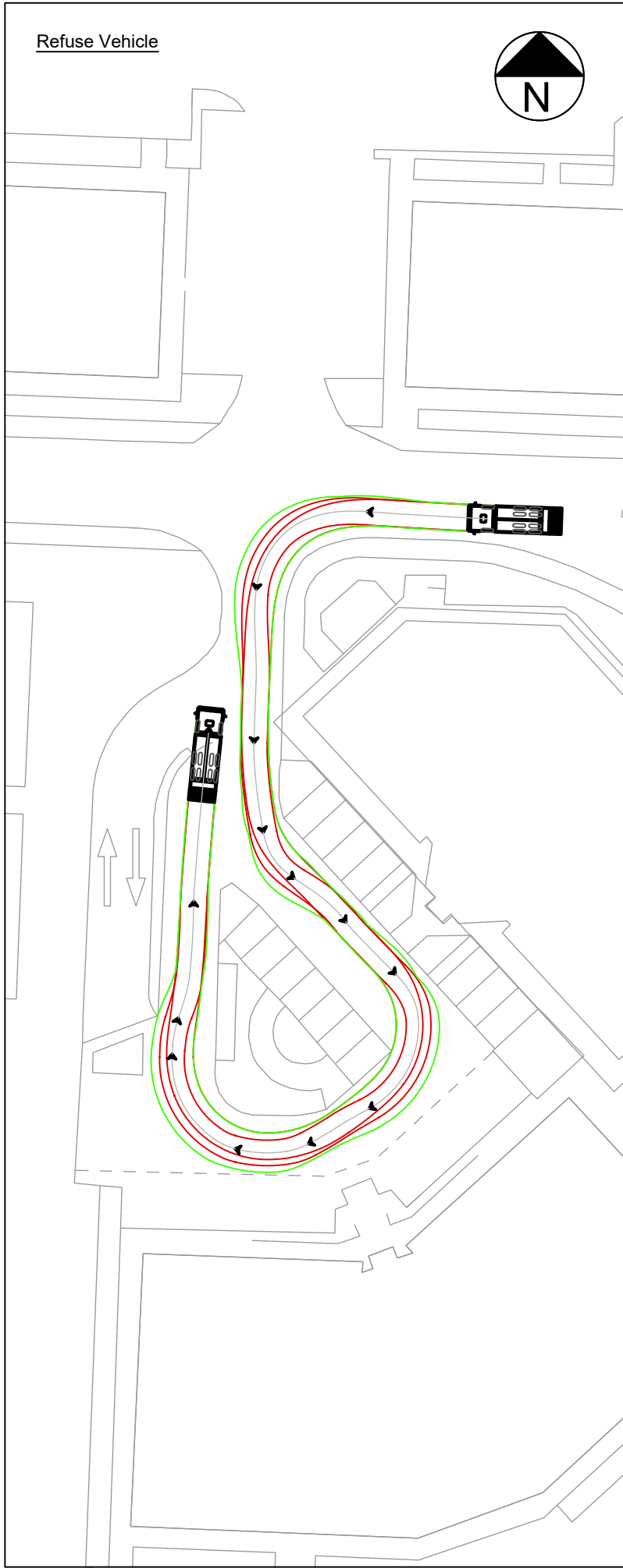
0208 780 2206
Info@wp.uk.com
wimshurst-pelleriti.com



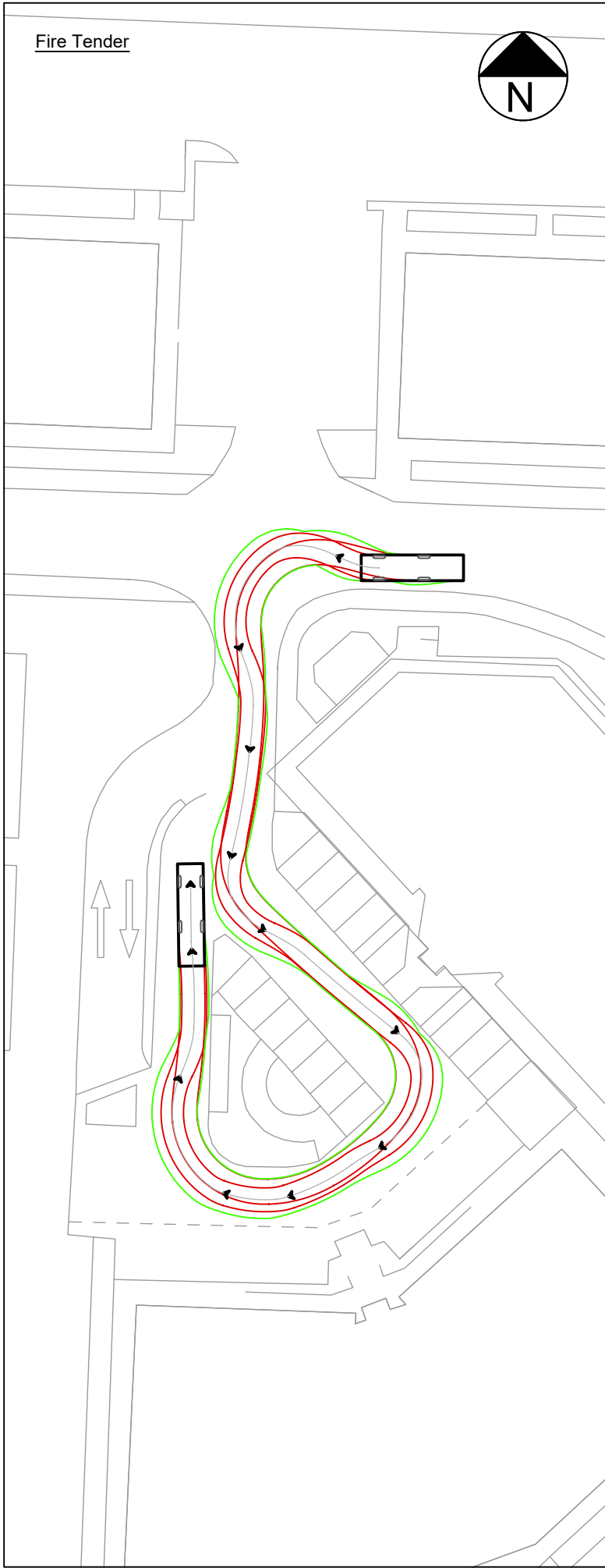


Appendix D – Swept Path Analysis

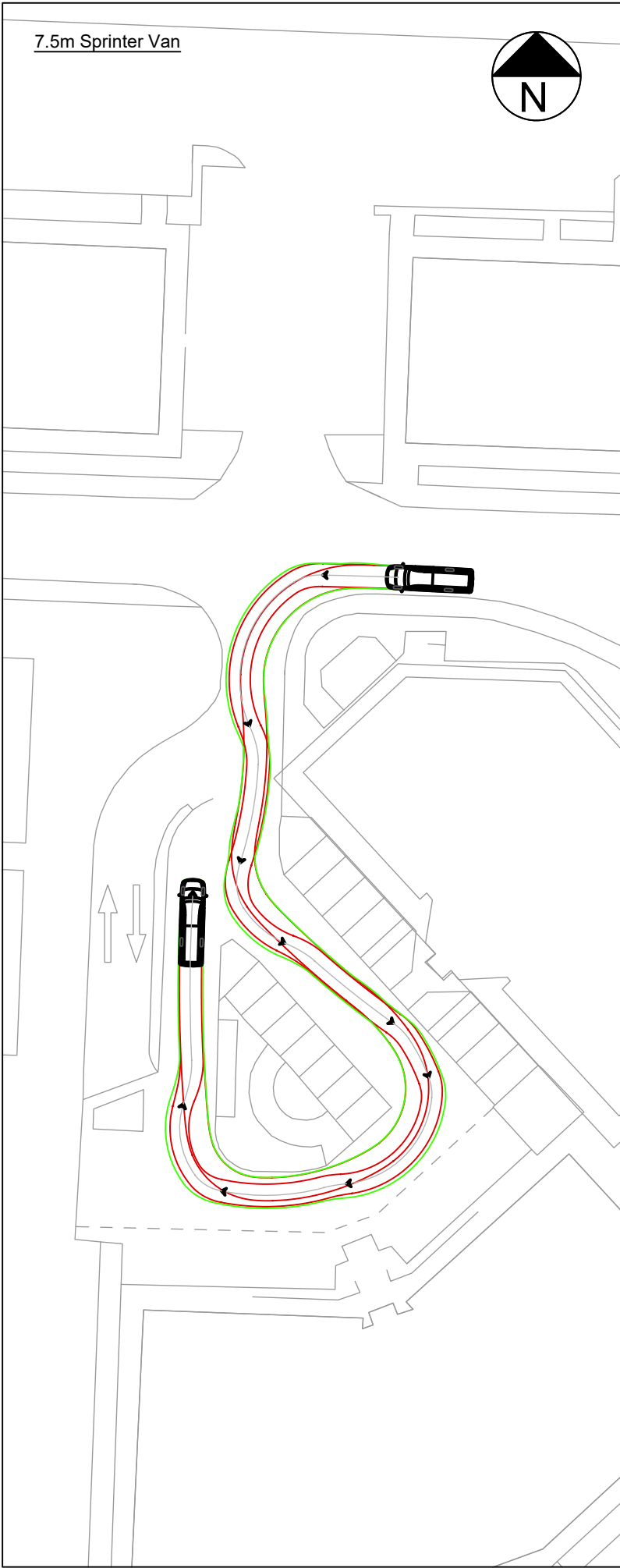
Refuse Vehicle



Fire Tender

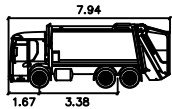


7.5m Sprinter Van

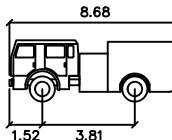


- Notes:
- 1. Do not scale from this drawing for construction purposes. All dimensions are in metres, unless stated otherwise.
 - 2. This drawing is based on the Architect's layout by Wimshurst Pellereti, drawing number WP-0797-A-8002, received August 2026.
 - 3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

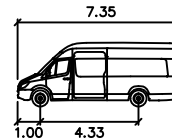
Key:
- - - - Existing Parking Bays



Dennis Eagle OL 14N 2014
meters
Width : 2.25
Track : 2.25
Lock to Lock Time : 6.0
Steering Angle : 24.7



DB32 Fire Appliance
meters
Width : 2.18
Track : 2.12
Lock to Lock Time : 6.0
Steering Angle : 33.0



2012 Mercedes Sprinter XL
meters
Width : 1.99
Track : 1.95
Lock to Lock Time : 6.0
Steering Angle : 41.0

P02	27.08.26	Updated Parking Bays Added	SBe	LA	AJP
P01	13.08.26	Initial Issue	BB	FC	AJP
Rev	Date	Details	By	Chkd	Appd

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CLIENT: Regis Group plc

PROJECT: Mondial Way, Hillingdon

TITLE: Swept Path Analysis
Internal Site Layout

STATUS: For Information Scale @ A3
1:500

DRAWING NO: 260878-RAP-XX-XX-DR-TP-4100 REVISION: P02



Appendix E – TRICS Report

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: A - HOTELS

Selected Vehicle Type: Total People

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	GR	GREENWICH 1 day
	LB	LAMBETH 1 day
04	EAST ANGLIA	
	NF	NORFOLK 1 day
05	EAST MIDLANDS	
	NG	NOTTINGHAM 1 day
06	WEST MIDLANDS	
	HE	HEREFORDSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL	CALDERDALE 1 day
	NY	NORTH YORKSHIRE 2 days
11	SCOTLAND	
	HI	HIGHLAND 1 day
15	GREATER DUBLIN	
	DL	DUBLIN 1 day

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Primary Filtering Selection:

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

Parameter:	BEDRMS
Actual Range:	38 to 279 (units:BEDRMS)
Range Selected by User:	4 to 300 (units:BEDRMS)
Parking Spaces Range:	0 - 310

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/11 to 08/10/25

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

Selected survey days:	
Monday	3 days
Tuesday	1 days
Wednesday	3 days
Thursday	2 days
Friday	2 days

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

Selected survey types:	
Manual count	11
Direction ATC Count	0

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

Selected Locations:	
Edge of Town Centre	8 days
Suburban Area	3 days

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:	
Built-Up Zone	5 days
Development Zone	1 days
No Sub Category	1 days
Residential Zone	3 days
Retail Zone	1 days

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.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	7 days
Servicing vehicles Unknown	4 days

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Secondary Filtering Selection:

Use Class:

C1	11 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

924 - 8085

Population within 1 mile:

20,001 to 25,000	4 surveys
25,001 to 50,000	4 surveys
50,001 to 100,000	3 surveys

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

Population within 5 miles:

75,001 to 100,000	3 surveys
125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
500,001 or More	5 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	5 surveys
1.1 to 1.5	5 surveys

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.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	10 surveys
No	1 surveys

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

PTAL Rating:

3 - Moderate	1 surveys
4 - Good	1 surveys
6b - Excellent	1 surveys
No PTAL Present	8 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

1	AL-06-A-01	TRAVELODGE	CALDERDALE
DEAN CLOUGH HALIFAX Edge of Town Centre Development Zone Number of bedrooms: 51.00 BEDRMS Survey date: Monday 22/10/2018			
			Survey Type: Manual
2	BE-06-A-02	HOLIDAY INN	BEXLEY
SOUTHWOLD ROAD BEXLEY Suburban Area Residential Zone Number of bedrooms: 107.00 BEDRMS Survey date: Friday 29/11/2013			
			Survey Type: Manual
3	DL-06-A-05	BEST WESTERN	DUBLIN
UPPER DRUMCONDRA ROAD DUBLIN DRUMCONDRA Suburban Area Residential Zone Number of bedrooms: 126.00 BEDRMS Survey date: Wednesday 23/11/2016			
			Survey Type: Manual
4	GR-06-A-03	NOVOTEL	GREENWICH
GREENWICH HIGH ROAD GREENWICH Edge of Town Centre No Sub Category Number of bedrooms: 151.00 BEDRMS Survey date: Friday 22/11/2013			
			Survey Type: Manual
5	HE-06-A-02	TRAVELODGE	HEREFORDSHIRE
POMONA PLACE HEREFORD Edge of Town Centre Retail Zone Number of bedrooms: 52.00 BEDRMS Survey date: Thursday 19/06/2025			
			Survey Type: Manual
6	HI-06-A-05	BEST WESTERN	HIGHLAND
NESS WALK INVERNESS Edge of Town Centre Built-Up Zone Number of bedrooms: 89.00 BEDRMS Survey date: Thursday 19/04/2018			
			Survey Type: Manual
7	LB-06-A-03	TRAVELODGE	LAMBETH
WATERLOO ROAD LAMBETH Suburban Area Built-Up Zone Number of bedrooms: 279.00 BEDRMS Survey date: Wednesday 11/09/2024			
			Survey Type: Manual

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

8	NF-06-A-04	HOTEL	NORFOLK
THORPE ROAD NORWICH THORPE HAMLET Edge of Town Centre Built-Up Zone Number of bedrooms: 38.00 BEDRMS Survey date: Monday 25/11/2019			
			Survey Type: Manual
9	NG-06-A-02	PREMIER INN	NOTTINGHAM
LONDON ROAD NOTTINGHAM Edge of Town Centre Built-Up Zone Number of bedrooms: 87.00 BEDRMS Survey date: Monday 24/06/2013			
			Survey Type: Manual
10	NY-06-A-01	ASCEND HOTEL	NORTH YORKSHIRE
PARK PARADE HARROGATE Edge of Town Centre Residential Zone Number of bedrooms: 100.00 BEDRMS Survey date: Tuesday 23/10/2018			
			Survey Type: Manual
11	NY-06-A-03	PREMIER INN	NORTH YORKSHIRE
WILSON STREET MIDDLESBROUGH Edge of Town Centre Built-Up Zone Number of bedrooms: 83.00 BEDRMS Survey date: Wednesday 03/09/2025			
			Survey Type: Manual

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.047	0.168	0.215
07:00-08:00	11	106	0.040	0.077	0.117
08:00-09:00	11	106	0.089	0.095	0.184
09:00-10:00	11	106	0.084	0.084	0.168
10:00-11:00	11	106	0.076	0.074	0.150
11:00-12:00	11	106	0.063	0.071	0.134
12:00-13:00	11	106	0.068	0.062	0.130
13:00-14:00	11	106	0.053	0.057	0.110
14:00-15:00	11	106	0.071	0.086	0.157
15:00-16:00	11	106	0.082	0.064	0.146
16:00-17:00	11	106	0.073	0.062	0.135
17:00-18:00	11	106	0.065	0.056	0.121
18:00-19:00	11	106	0.090	0.062	0.152
19:00-20:00	11	106	0.107	0.047	0.154
20:00-21:00	11	106	0.057	0.036	0.093
21:00-22:00	11	106	0.077	0.052	0.129
22:00-23:00					
23:00-00:00					
Total Rates:			1.142	1.153	2.295

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total People

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.056	0.234	0.290
07:00-08:00	11	106	0.094	0.176	0.270
08:00-09:00	11	106	0.168	0.261	0.429
09:00-10:00	11	106	0.194	0.295	0.489
10:00-11:00	11	106	0.192	0.264	0.456
11:00-12:00	11	106	0.175	0.240	0.415
12:00-13:00	11	106	0.183	0.206	0.389
13:00-14:00	11	106	0.159	0.167	0.326
14:00-15:00	11	106	0.211	0.229	0.440
15:00-16:00	11	106	0.236	0.184	0.420
16:00-17:00	11	106	0.229	0.163	0.392
17:00-18:00	11	106	0.253	0.195	0.448
18:00-19:00	11	106	0.279	0.218	0.497
19:00-20:00	11	106	0.387	0.187	0.574
20:00-21:00	11	106	0.232	0.157	0.389
21:00-22:00	11	106	0.294	0.138	0.432
22:00-23:00					
23:00-00:00					
Total Rates:			3.342	3.314	6.656

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Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Cyclists

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.003	0.001	0.004
08:00-09:00	11	106	0.003	0.003	0.006
09:00-10:00	11	106	0.001	0.002	0.003
10:00-11:00	11	106	0.001	0.002	0.003
11:00-12:00	11	106	0.001	0.003	0.004
12:00-13:00	11	106	0.001	0.001	0.002
13:00-14:00	11	106	0.001	0.002	0.003
14:00-15:00	11	106	0.003	0.001	0.004
15:00-16:00	11	106	0.001	0.001	0.002
16:00-17:00	11	106	0.001	0.001	0.002
17:00-18:00	11	106	0.000	0.003	0.003
18:00-19:00	11	106	0.001	0.000	0.001
19:00-20:00	11	106	0.003	0.000	0.003
20:00-21:00	11	106	0.002	0.000	0.002
21:00-22:00	11	106	0.001	0.000	0.001
22:00-23:00					
23:00-00:00					
Total Rates:			0.023	0.020	0.043

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 11/09/2024
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

PSVs

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.000	0.001	0.001
08:00-09:00	11	106	0.000	0.000	0.000
09:00-10:00	11	106	0.000	0.000	0.000
10:00-11:00	11	106	0.000	0.000	0.000
11:00-12:00	11	106	0.000	0.000	0.000
12:00-13:00	11	106	0.000	0.000	0.000
13:00-14:00	11	106	0.000	0.000	0.000
14:00-15:00	11	106	0.000	0.000	0.000
15:00-16:00	11	106	0.000	0.000	0.000
16:00-17:00	11	106	0.000	0.000	0.000
17:00-18:00	11	106	0.000	0.000	0.000
18:00-19:00	11	106	0.000	0.000	0.000
19:00-20:00	11	106	0.000	0.000	0.000
20:00-21:00	11	106	0.000	0.000	0.000
21:00-22:00	11	106	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.001	0.001

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	29/11/2013 - 29/11/2013
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVs

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.009	0.009	0.018
07:00-08:00	11	106	0.001	0.001	0.002
08:00-09:00	11	106	0.002	0.001	0.003
09:00-10:00	11	106	0.003	0.003	0.006
10:00-11:00	11	106	0.001	0.001	0.002
11:00-12:00	11	106	0.001	0.001	0.002
12:00-13:00	11	106	0.003	0.003	0.006
13:00-14:00	11	106	0.002	0.001	0.003
14:00-15:00	11	106	0.000	0.001	0.001
15:00-16:00	11	106	0.000	0.000	0.000
16:00-17:00	11	106	0.001	0.001	0.002
17:00-18:00	11	106	0.000	0.000	0.000
18:00-19:00	11	106	0.000	0.000	0.000
19:00-20:00	11	106	0.000	0.000	0.000
20:00-21:00	11	106	0.000	0.000	0.000
21:00-22:00	11	106	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.023	0.022	0.045

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Taxis

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.009	0.009	0.018
08:00-09:00	11	106	0.014	0.014	0.028
09:00-10:00	11	106	0.017	0.016	0.033
10:00-11:00	11	106	0.015	0.016	0.031
11:00-12:00	11	106	0.016	0.017	0.033
12:00-13:00	11	106	0.010	0.009	0.019
13:00-14:00	11	106	0.009	0.009	0.018
14:00-15:00	11	106	0.010	0.010	0.020
15:00-16:00	11	106	0.010	0.010	0.020
16:00-17:00	11	106	0.009	0.005	0.014
17:00-18:00	11	106	0.009	0.010	0.019
18:00-19:00	11	106	0.016	0.015	0.031
19:00-20:00	11	106	0.014	0.016	0.030
20:00-21:00	11	106	0.008	0.008	0.016
21:00-22:00	11	106	0.019	0.018	0.037
22:00-23:00					
23:00-00:00					
Total Rates:			0.185	0.182	0.367

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Cars

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.028	0.150	0.178
07:00-08:00	11	106	0.027	0.052	0.079
08:00-09:00	11	106	0.057	0.064	0.121
09:00-10:00	11	106	0.054	0.058	0.112
10:00-11:00	11	106	0.045	0.050	0.095
11:00-12:00	11	106	0.037	0.041	0.078
12:00-13:00	11	106	0.047	0.040	0.087
13:00-14:00	11	106	0.039	0.042	0.081
14:00-15:00	11	106	0.052	0.065	0.117
15:00-16:00	11	106	0.058	0.044	0.102
16:00-17:00	11	106	0.056	0.050	0.106
17:00-18:00	11	106	0.050	0.046	0.096
18:00-19:00	11	106	0.065	0.043	0.108
19:00-20:00	11	106	0.085	0.030	0.115
20:00-21:00	11	106	0.046	0.027	0.073
21:00-22:00	11	106	0.052	0.029	0.081
22:00-23:00					
23:00-00:00					
Total Rates:			0.798	0.831	1.629

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

LGVs

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.009	0.009	0.018
07:00-08:00	11	106	0.004	0.006	0.010
08:00-09:00	11	106	0.015	0.016	0.031
09:00-10:00	11	106	0.010	0.009	0.019
10:00-11:00	11	106	0.015	0.008	0.023
11:00-12:00	11	106	0.009	0.010	0.019
12:00-13:00	11	106	0.007	0.009	0.016
13:00-14:00	11	106	0.003	0.005	0.008
14:00-15:00	11	106	0.008	0.008	0.016
15:00-16:00	11	106	0.011	0.010	0.021
16:00-17:00	11	106	0.008	0.005	0.013
17:00-18:00	11	106	0.005	0.001	0.006
18:00-19:00	11	106	0.010	0.003	0.013
19:00-20:00	11	106	0.005	0.003	0.008
20:00-21:00	11	106	0.003	0.002	0.005
21:00-22:00	11	106	0.004	0.003	0.007
22:00-23:00					
23:00-00:00					
Total Rates:			0.126	0.107	0.233

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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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Motorcycles

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.000	0.001	0.001
08:00-09:00	11	106	0.001	0.000	0.001
09:00-10:00	11	106	0.000	0.001	0.001
10:00-11:00	11	106	0.001	0.001	0.002
11:00-12:00	11	106	0.000	0.000	0.000
12:00-13:00	11	106	0.001	0.001	0.002
13:00-14:00	11	106	0.000	0.000	0.000
14:00-15:00	11	106	0.000	0.000	0.000
15:00-16:00	11	106	0.002	0.000	0.002
16:00-17:00	11	106	0.000	0.000	0.000
17:00-18:00	11	106	0.001	0.000	0.001
18:00-19:00	11	106	0.000	0.001	0.001
19:00-20:00	11	106	0.001	0.001	0.002
20:00-21:00	11	106	0.001	0.001	0.002
21:00-22:00	11	106	0.001	0.001	0.002
22:00-23:00					
23:00-00:00					
Total Rates:			0.009	0.008	0.017

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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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	29/11/2013 - 11/09/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Vehicle Occupants

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.047	0.224	0.271
07:00-08:00	11	106	0.046	0.092	0.138
08:00-09:00	11	106	0.107	0.134	0.241
09:00-10:00	11	106	0.114	0.123	0.237
10:00-11:00	11	106	0.105	0.102	0.207
11:00-12:00	11	106	0.077	0.103	0.180
12:00-13:00	11	106	0.100	0.098	0.198
13:00-14:00	11	106	0.077	0.080	0.157
14:00-15:00	11	106	0.102	0.123	0.225
15:00-16:00	11	106	0.132	0.091	0.223
16:00-17:00	11	106	0.110	0.077	0.187
17:00-18:00	11	106	0.103	0.083	0.186
18:00-19:00	11	106	0.140	0.087	0.227
19:00-20:00	11	106	0.163	0.069	0.232
20:00-21:00	11	106	0.095	0.052	0.147
21:00-22:00	11	106	0.138	0.068	0.206
22:00-23:00					
23:00-00:00					
Total Rates:			1.656	1.606	3.262

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Pedestrians

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.028	0.044	0.072
08:00-09:00	11	106	0.032	0.073	0.105
09:00-10:00	11	106	0.040	0.094	0.134
10:00-11:00	11	106	0.061	0.092	0.153
11:00-12:00	11	106	0.057	0.080	0.137
12:00-13:00	11	106	0.051	0.071	0.122
13:00-14:00	11	106	0.052	0.062	0.114
14:00-15:00	11	106	0.048	0.063	0.111
15:00-16:00	11	106	0.056	0.048	0.104
16:00-17:00	11	106	0.064	0.055	0.119
17:00-18:00	11	106	0.104	0.082	0.186
18:00-19:00	11	106	0.080	0.104	0.184
19:00-20:00	11	106	0.142	0.089	0.231
20:00-21:00	11	106	0.101	0.091	0.192
21:00-22:00	11	106	0.130	0.067	0.197
22:00-23:00					
23:00-00:00					
Total Rates:			1.046	1.115	2.161

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Public Transport Users

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.009	0.009	0.018
07:00-08:00	11	106	0.017	0.040	0.057
08:00-09:00	11	106	0.025	0.050	0.075
09:00-10:00	11	106	0.039	0.077	0.116
10:00-11:00	11	106	0.025	0.068	0.093
11:00-12:00	11	106	0.040	0.054	0.094
12:00-13:00	11	106	0.032	0.035	0.067
13:00-14:00	11	106	0.029	0.023	0.052
14:00-15:00	11	106	0.057	0.042	0.099
15:00-16:00	11	106	0.047	0.044	0.091
16:00-17:00	11	106	0.053	0.029	0.082
17:00-18:00	11	106	0.046	0.027	0.073
18:00-19:00	11	106	0.058	0.028	0.086
19:00-20:00	11	106	0.079	0.029	0.108
20:00-21:00	11	106	0.035	0.014	0.049
21:00-22:00	11	106	0.025	0.003	0.028
22:00-23:00					
23:00-00:00					
Total Rates:			0.616	0.572	1.188

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Bus/Tram Passengers

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.009	0.009	0.018
07:00-08:00	11	106	0.008	0.009	0.017
08:00-09:00	11	106	0.010	0.017	0.027
09:00-10:00	11	106	0.019	0.028	0.047
10:00-11:00	11	106	0.010	0.010	0.020
11:00-12:00	11	106	0.012	0.013	0.025
12:00-13:00	11	106	0.009	0.012	0.021
13:00-14:00	11	106	0.009	0.007	0.016
14:00-15:00	11	106	0.015	0.019	0.034
15:00-16:00	11	106	0.020	0.013	0.033
16:00-17:00	11	106	0.009	0.011	0.020
17:00-18:00	11	106	0.013	0.011	0.024
18:00-19:00	11	106	0.011	0.006	0.017
19:00-20:00	11	106	0.017	0.007	0.024
20:00-21:00	11	106	0.009	0.004	0.013
21:00-22:00	11	106	0.007	0.001	0.008
22:00-23:00					
23:00-00:00					
Total Rates:			0.187	0.177	0.364

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

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

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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Coach Passengers

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.000	0.000	0.000
08:00-09:00	11	106	0.000	0.000	0.000
09:00-10:00	11	106	0.000	0.000	0.000
10:00-11:00	11	106	0.000	0.000	0.000
11:00-12:00	11	106	0.000	0.000	0.000
12:00-13:00	11	106	0.000	0.000	0.000
13:00-14:00	11	106	0.000	0.000	0.000
14:00-15:00	11	106	0.000	0.000	0.000
15:00-16:00	11	106	0.000	0.000	0.000
16:00-17:00	11	106	0.000	0.000	0.000
17:00-18:00	11	106	0.000	0.000	0.000
18:00-19:00	11	106	0.000	0.000	0.000
19:00-20:00	11	106	0.000	0.000	0.000
20:00-21:00	11	106	0.000	0.000	0.000
21:00-22:00	11	106	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
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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Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

Parameter Summary:

Trip rate parameter range selected:	4 - 300 (units: BEDRMS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Audit Code: 23b7dddb-bb81-46e3-bdd6-da3d761c2830

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Rail Passengers

Calculation factor: 1 BEDRMS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	1	107	0.000	0.000	0.000
07:00-08:00	11	106	0.009	0.031	0.040
08:00-09:00	11	106	0.014	0.033	0.047
09:00-10:00	11	106	0.020	0.047	0.067
10:00-11:00	11	106	0.015	0.058	0.073
11:00-12:00	11	106	0.028	0.041	0.069
12:00-13:00	11	106	0.021	0.023	0.044
13:00-14:00	11	106	0.020	0.016	0.036
14:00-15:00	11	106	0.041	0.023	0.064
15:00-16:00	11	106	0.028	0.031	0.059
16:00-17:00	11	106	0.044	0.018	0.062
17:00-18:00	11	106	0.031	0.015	0.046
18:00-19:00	11	106	0.046	0.021	0.067
19:00-20:00	11	106	0.062	0.022	0.084
20:00-21:00	11	106	0.027	0.009	0.036
21:00-22:00	11	106	0.018	0.002	0.020
22:00-23:00					
23:00-00:00					
Total Rates:			0.424	0.390	0.814

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:	4 - 300 (units: BEDRMS)
Survey date date range:	24/06/2013 - 03/09/2025
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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