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REDWOOD PARTNERSHIP
Consulting Engineers
Transportation Planners

PROPOSED DEVELOPMENT
TUDOR LODGE HOTEL
50 FIELD END ROAD
HILLINGDON
HA5 2QN

TRANSPORT STATEMENT

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on behalf of

Mr G Sethi

PMcL/3469d3/July 2023

Registered in England No. 7200530
Registered Office: The White House, 2 Meadrow, Godalming, Surrey, GU7 3HN

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1.0 INTRODUCTION

1.1 The Redwood Partnership has been appointed by Mr G Sethi to provide transport and highway advice and prepare a Transport Statement to accompany a planning application at the Tudor Lodge Hotel, 50 Field End Road, Hillingdon, HA5 2QN. A site location plan is shown on **Figure A1 (Appendix A)**.

1.2 The detailed planning application consists of the enhancement of existing facilities for guests and outside customers involving new improvements to the hotel business including:

- Resurface and rearrangement of existing car parking spaces;
- Increase the number of car parking from 19no to 28no spaces;
- Secure & covered cycle parking for 4no cycles.
- 3no motorcycle parking spaces;
- Various landscaping to surface and planting;
- new timber pergola with a green roof;
- Replacement of existing sheds with a new store/wc;

1.3 The Transport Statement considers the following issues:

- **Section 2.0** describes the existing highway conditions and patterns of movement within the study area together with public transport provision and accessibility of all modes of travel in the vicinity of the site
- **Section 3.0** describes the development proposals
- **Section 4.0** describes the local and national Planning policy background
- **Section 5.0** provides a full summary and report conclusions

1.4 The Authority responsible for planning, highways and transportation matters within the development area is the London Borough of Hillingdon. The Transport Statement should be read together with other submitted documents in particular, the Design and Access Statement, site layouts and details prepared by J79 Studio.

2.0 EXISTING HIGHWAY

2.1 The existing site consists of a 40-bedroom hotel known as the Tudor Lodge Hotel located at the south-west corner of the mini roundabout junction of Field End Road and Bridle Road, London, HA5 2QN. The site is located within the outer London Borough of Hillingdon. The existing hotel has a parking provision of 19no spaces. **Figure A1** (**Appendix A**) shows the location of the site relative to the local highway network.

2.2 Field End Road is an 8.3m wide single carriageway urban road with single yellow line waiting restrictions and a 2m wide central hatched area; street lighting and footways both sides of the road. The Field End Road's western footway forms the eastern boundary of the site where the site access is located. Field End Road maintains a national urban 30mph speed limit along the site frontage and is a local distributor road serving local residential catchments forming an important transport corridor through Hillingdon (**Figure A1**).

Pedestrian & Cycle Accessibility

2.3 The Institution of Highways and Transportation (IHT) publication "Guidelines for providing for journeys on foot" (2000) suggests acceptable walking distances for pedestrians without impaired mobility. The document suggests up to 2km (slightly over one mile) as being the maximum distance which the general public would consider if walking is a consideration. A significant local population lives within a 15-minute (1200 metre) walk isochrone. The site's location will benefit those who wish to walk to and from the site, namely staff and local residents wishing to enjoy the new facilities of the hotel.

2.4 The hotel is located in an urban area and has the benefit of surfaced footways adjacent to the site to encourage walking and bus trips. The existing hotel has a single gated pedestrian access from Field End Road. Pedestrian access can also be achieved via the shared surface of the vehicular access. The hotel does not have covered cycle parking.

Public Transport - Bus Accessibility

2.5 Bus service H13 passes east and north of the site along Field End Road. Bus service 282 passes north of the site along Field End Road and Bridle Road. **Photo 2.1** shows the bus stop opposite the hotel on Field End Road. **Photo 2.2** and **Photo 2.3** show the bus stops north of the hotel on Field End Road and north-east of the hotel on Bridle Road respectively. All the

nearest bus stops are provided with shelters and seats:

Photo 2.1
Bus stop opposite site entrance

Photo 2.2
Bus stop north of site

Photo 2.3
Bus Stop north-east of the site

Photo 2.4
Existing site entrance

2.6 Most bus services are high frequency and operate throughout the day. The frequency and timing of bus services provide a realistic opportunity for guests, staff and customers to consider bus travel as a mode of transport to the site. **Table 2.1** shows the local bus services and available routes stopping near to the site:

Table 2.1 - Local bus services and frequencies

Service Number	General Frequency (mins)			Route
	Mon-Fri	Saturday	Sunday	
282	12 mins	12 mins	15 mins	Mount Vernon Hospital – Northwood – Eastcote – Northolt – Yeading – Greenford – Ealing Hospital
H13	20 mins	20 mins	20 mins	St Vincent's Park - Northwood Hills - Pinner Hill - Pinner Green - Pinner - Eastcote Village - Ruislip Manor - Ruislip - Ruislip Lido

2.7 Walk distances to the site from the nearest bus stops on Field End Road and Bridle Road are well within the recommended maximum walk distances suggested in the Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.18) which states: "*The Department of the Environment has recommended that the public should not have to walk more than 400 metres to the nearest bus stop*". The site location is within 150 metres walk distance of the three nearest bus stops shown on **Figure A1**. The site is therefore easily accessible to local bus services.

Public Transport - Rail Accessibility

2.8 The Institution of Highways & Transportation's "*Guidelines for Planning for Public Transport in Developments*" (Para 5.21) states: "*New developments should be located so that public transport trips involve a walking distance of less than 800 metres from the nearest railway station*". Eastcote Underground station is located 800 metres (10-minutes) walk distance south of the site and is within the preferred maximum walking distance. With regular, comprehensive services on the Metropolitan and Piccadilly Lines, the station provides an attractive travel choice for staff and potentially guests and customers accessing the site.

Public Transport Accessibility Levels

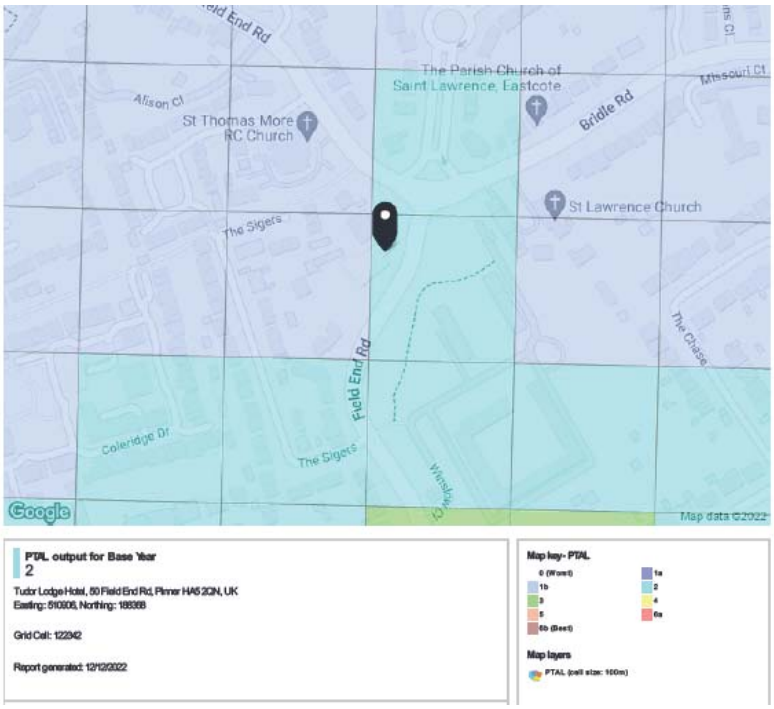
2.9 A Public Transport Accessibility Level (PTAL) assessment has been undertaken using the standard online methodology issued by TfL. The PTAL methodology provides an 'accessibility index' of rail and bus services within given times of a particular location. Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. Threshold walk times are set to eight minutes (an equivalent walk of 640 metres) for bus services and up to 12 minutes (an equivalent walk of 960 metres) for rail services. Parameters reflected by the accessibility measures are:

- Walking time between the point of interest and the public transport access points
- Reliability of the service modes available
- Number of services within the catchment area, and
- Level of service at the public transport access point (average waiting time)

2.10 The PTAL assessment taken from the TfL's WebCAT planning tool indicates that the site entrance is located in an area with a relatively 'poor' PTAL score of 2 reflecting lower local

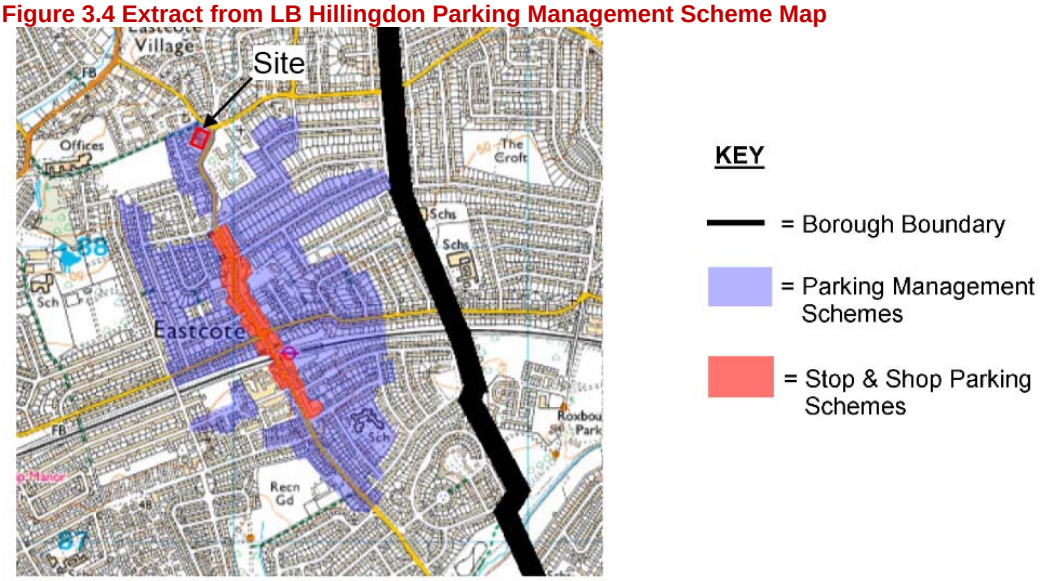
rail and bus accessibility, not unlike most of Hillingdon. An extract of the output is shown below with the site flagged. The full PTAL assessment is included in **Appendix B**. **Figure 2.1** shows the PTAL map for the site entrance which is flagged:

Figure 2.1 – PTAL Map



2.11 The surrounding area is predominantly residential in character and the locality is within a controlled parking zone (CPZ) operating from Monday to Saturday - 9am to 6.30pm. **Figure 3.4** shows an extract from LB Hillingdon's Parking Management Scheme Map.

Figure 3.4 Extract from LB Hillingdon Parking Management Scheme Map



3.0 DEVELOPMENT PROPOSALS

3.1 The planning application proposes an enhanced business offer for hotel guests and visitors as shown on **J79 Studio Drg No. A100-P1** and **J79 Studio Drg No. A101-P1** and other design details including:

- Resurface and rearrangement of existing car parking spaces;
- Increase the number of car parking from 19no to 28no spaces;
- Secure & covered cycle parking for 4no cycles.
- 3no motorcycle parking spaces;
- Various landscaping to surface and planting;
- new timber pergola with a green roof;
- Replacement of existing sheds with a new store/wc;

3.2 The proposals will include a re-arrangement of the existing car park layout, removing sub-standard sized spaces and inefficient angled parking, providing 28no re-arranged 2.4x4.8m parking spaces including 2no disabled spaces both with increased width dimensions. Re-surfacing and re-marking of the car parking spaces has already been undertaken to provide a safer and more efficient use of the car park. The increase in parking spaces will support the proposals included in this application.

Site Layout

3.3 Pedestrian and vehicular access to the hotel from Field End Road would remain unchanged. A single vehicle access to the car park is located on the eastern frontage off Field End Road (**Photo 2.4**). **Photo 3.1** shows good visibility at the hotel access looking north along Field End Road towards the roundabout. **Photo 3.2** shows good visibility at the hotel access looking south along Field End Road:

Photo 3.1 - Access visibility looking north

Photo 3.2 - Access visibility looking south

Pedestrians and Walking

3.4 The hotel has a single gated pedestrian access from Field End Road in front of the main building entrance. The proposals retain and enhance this existing pedestrian entrance.

Car Parking

3.5 The hotel previously had 19no car parking spaces set out in a haphazard arrangement as identified by the topographical survey. Re-surfacing and re-marking of the car parking spaces has already been undertaken to provide a safer and more efficient use of the car park increasing the parking provision by a further 9no spaces. **Table 3.1** summarises the hotel's new parking provision; all located at ground level at the front of the site as shown on **J79 Studio Drg No. A100-P1** and **J79 Studio Drg No. A101-P1**:

Table 3.1 Proposed Parking Provision

Space Description	**Spaces (No.)**
Standard parking (2.4x4.8m)	26
Extra wide disabled parking (3.6x4.8m + 1.2 side zone)	2
Total	**28**

3.6 LB Hillingdon's current car parking standards are contained in Hillingdon Local Plan: Part 2 Development Management Policies, Adopted January 2020. The Council has no specific parking standards that can be applied for this scale of proposed C1 use and extension and each proposal is assessed on its own merits.

3.7 A TRICS assessment of hotels with restaurant facilities provides a similar profile to the guests and customers frequenting the hotel facilities. An average hourly arrivals and departures table is included in the TRICS assessment which is based upon five hotels with restaurants (**Appendix C**).

3.8 **Table 3.2** shows the TRICS estimated average car parking accumulation throughout a typical weekday. **Table 3.2** shows a maximum parking accumulation of 19no vehicles within the now larger 28no space car park. Parking accumulation throughout the day is dependent upon the number of spaces occupied before 07:00hrs. **Table 3.2** assumes 50% occupancy before 07:00hrs (11no vehicles).

3.9 We would expect business guests, more often than not, to leave the car park early in the day, before 07:00hrs, increasing the parking availability at the start of the day, thereby providing more spaces throughout the day. The increased car park provision by an additional 9no spaces will help to ensure that parking demand is contained within the site envelope rather than on-street which could otherwise cause undesirable injudicious parking in the evenings when local on-street parking restrictions are relaxed:

Table 3.2 Estimated Average Daily Car Park Accumulation Using TRICS 5no Hotel Sample

	Use C1 (5 TRICS hotels - Average)				
	Trip Rate/bedroom		Vehicles		Accum
Time of day	in	out	in	out	vehs
Hotel					11
0700-0800	0.070	0.164	3	7	7
0800-0900	0.126	0.231	5	9	3
0900-1000	0.085	0.132	3	5	1
1000-1100	0.123	0.137	5	5	1
1100-1200	0.114	0.108	5	4	1
1200-1300	0.330	0.158	13	6	8
1300-1400	0.249	0.316	10	13	5
1400-1500	0.173	0.205	7	8	4
1500-1600	0.178	0.234	7	9	2
1600-1700	0.269	0.117	11	5	8
1700-1800	0.395	0.281	16	11	12
1800-1900	0.430	0.263	17	11	19
1900-2000	0.301	0.295	12	12	19
2000-2100	0.146	0.237	6	9	15
2100-2200	0.117	0.178	5	7	13
	0.117		**124**	**122**	

3.10 All car parking spaces have a dimension of 2.4x4.8m. The 2no disabled bays are located at the northern end of the car park near to the hotel entrance. These two spaces do not have a 6m metre deep manoeuvring area in front and as such, to improve manoeuvrability, the width of the disabled bays have been further increased from 2.4 metres to 3.6 metres with an additional 1.2m zone to one side of the car parking space. Generally, apart from the disabled bays, aisle widths in front of parking bays have been set at a minimum 6.0m wide.

Cycle Parking

3.11 There are no dedicated cycle parking spaces currently provided by the hotel. The proposal includes secure and covered cycle parking for 4no. cycles to serve both long-stay (staff and guests) and short stay (customers and visitors). The cycle parking provision is compliant with the cycle parking standards:

Motorcycle Parking

3.12 Hillingdon Local Plan: Part 2 2020, Appendix C, Table 1 (a) 13 states that *'In addition to car and bicycle parking, parking spaces for motorised two wheelers (motorcycles, moped and scooters) must be provided at a rate of 5% of car parking spaces'*. The motorcycle parking standard equates to 2no motorcycle parking spaces in proportion to the number of car parking spaces (28x0.05). Space is provided for 3no motorcycles in a single marked area west of car parking space no.19.

Refuse Collection, Servicing & Taxi

3.13 A turning area at the entry to the site is included in the car park layout to provide for general servicing and taxi drop off/pick up which can be carried out within the site. Vehicles will be able to turn on site and leave in forward gear.

4.0 PLANNING POLICY GUIDANCE

4.1 National and local transport Planning policy and guidance relevant to the proposed development are included in the following documents:

i) National Planning Policy Framework (NPPF), July 2021
ii) Hillingdon's Local Plan: Part 2 -Development Management Policies, January 2020

4.2 The common themes running through these documents are:

- To reduce the growth in the length and number of motorised journeys
- To encourage alternative means of travel which have less environmental impact; and hence
- To reduce reliance on the private car and offer a realistic choice of access by a choice of transport modes and where one journey can fulfil a number of purposes

4.3 Promoting brownfield development in urban areas near to major transport corridors and residential areas will provide an effective sustainable alternative to out of town development reducing the need for, and length of, car trips and will promote healthy alternatives to the car.

National Planning Policy Framework (NPPF, July 2021)

4.4 Para 111 (NPPF) states:

'111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'.

The proposal is for enhanced facilities for the existing hotel with a marginal increase in car parking provision. The assessment shows that the car parking provision is sufficient to contain normal car park usage for the proposed uses without undue demand on on-street parking outside the site boundary. Any marginal increase in traffic is considered insignificant.

4.5 The traffic impact on the local highway as a result of the proposed development is considered negligible and is not considered '*severe*' as referred to in the National Planning Policy Framework document. Overall, the proposed improvements to the site parking will provide a safer operation of the site with no significant adverse transport impacts on the local environment.

Hillingdon Local Plan: Part 2 (Jan 2020)

4.6 The document 'Development Management Policies' has detailed transport policies in Chapter 8. The key policies are summarised as follows:

- Policy DMT 1: Managing Transport Impacts. This policy requires that development proposals are accessible by public transport, promote walking and cycling, provide equal access for all people, address delivery and service requirements, and have no significant adverse transport impacts on the local environment (in particular the strategic road network).
- Policy DMT 2: Highways Impacts. This policy requires safe and efficient vehicular access to the highway network, minimising impact on the local environment and facilities for pedestrians and cyclists.
- Policy DMT 5: Pedestrians and Cyclists. This policy requires development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network.
- Policy DMT 6: Vehicle Parking. Developments are to comply with parking standards in order to facilitate sustainable development and address congestion.

4.7 The aim of the transport policies is to provide a sustainable transport system that addresses the length of journeys, reduces car dependency, supports the economy, encourages active travel and improves quality of life. The policies also aim to reduce congestion and smooth traffic flow.

Summary

4.8 With regards transport, the proposed development will accord with the relevant transport policies at a national, regional and local level. The proposals have been assessed in the light of current local and national transport policy and are fully compliant with policy objectives.

5.0 SUMMARY & CONCLUSIONS

5.1 The Redwood Partnership has been appointed by Mr G Sethi to provide transport and highway advice and prepare a Transport Statement to accompany a planning application at the Tudor Lodge Hotel, 50 Field End Road, Hillingdon, HA5 2QN.

5.2 The planning application proposes an enhanced business offer for hotel guests and visitors as shown on **J79 Studio Drg No. A100-P1** and **J79 Studio Drg No. A101-P1** and other design details including:

- Resurface and rearrangement of existing car parking spaces;
- Increase the number of car parking from 19no to 28no spaces;
- Secure & covered cycle parking for 4no cycles.
- 3no motorcycle parking spaces;
- Various landscaping to surface and planting;
- new timber pergola with a green roof;
- Replacement of existing sheds with a new store/wc;

3.2 The proposals will include a re-arrangement of the existing car park layout, removing sub-standard sized spaces and inefficient angled parking, providing 28no re-arranged 2.4x4.8m parking spaces including 2no disabled spaces both with increased width dimensions. Re-surfacing and re-marking of the car parking spaces has already been undertaken to provide a safer and more efficient use of the car park. The increase in parking spaces will support the proposals included in this application.

5.3 The existing site consists of a 40-bedroom hotel known as the Tudor Lodge Hotel located at the north-east corner of the junction of Field End Road and Bridle Road, London, HA5 2QN. The site is located within the outer London Borough of Hillingdon. The existing hotel has a parking provision of 19no spaces.

5.4 The Institution of Highways and Transportation (IHT) publication “Guidelines for providing for journeys on foot” (2000) suggests walking up to 2km (slightly over one mile) as being the maximum distance which the general public would consider if walking is a consideration. A significant local population live within a 15-minute (1200 metre) walk isochrone. The site’s location will benefit those who wish to walk to and from the site, namely staff and local residents wishing to enjoy the new facilities of the hotel.

5.5 The hotel is located in an urban area and has the benefit of surfaced footways adjacent to the site to encourage walking and bus trips. The existing hotel has a single gated pedestrian access from Field End Road. Pedestrian access can also be achieved via the shared surface of the vehicular access. The hotel does not have covered cycle parking.

5.6 Most local bus services are high frequency and operate throughout the day passing directly next to the site. The frequency and timing of bus services provide a realistic opportunity for guests, staff and customers to consider bus travel as a mode of transport to the site. The site location is within 150 metres walk distance of the three nearest bus stops.

5.7 Eastcote Underground station is located 800 metres (10-minutes) walk distance south of the site and is within the preferred maximum walking distance. With regular, comprehensive services on the Metropolitan and Piccadilly Lines, the station provides an attractive travel choice for staff and potentially guests and customers accessing the site.

5.8 The PTAL assessment taken from the TfL's WebCAT planning tool indicates that the site entrance is located in an area with a 'poor' PTAL score of 2 reflecting the relatively lower local rail and bus accessibility compared to other areas of London. The surrounding area is predominantly residential in character and the locality is within a controlled parking zone (CPZ) operating from Monday to Saturday - 9am to 6.30pm.

5.9 The hotel currently had 19no car parking spaces set out in a haphazard arrangement as identified by the topographical survey. The car park has been resurfaced and remarked to provide a more traditional parallel layout with 28no spaces including 2no over-sized disabled spaces. A turning area is included in the car park layout to provide for general servicing and taxi drop off/pick up which can be carried out within the site. Vehicles will be able to turn on site and leave in forward gear.

5.10 A TRICS assessment of hotels with restaurant facilities provides a similar profile to the guests and customers frequenting the proposed development and reflects the extended dwell time likely to be observed in the proposed car park. TRICS estimates an average parking accumulation of up to 19no vehicles within the 28no space car park. The increased car park provision will help to ensure that parking demand is contained within the site envelope rather than on-street which could otherwise cause undesirable injudicious parking in the evenings when local on-street parking restrictions are relaxed:

5.11 There are no dedicated cycle parking spaces currently provided by the hotel. The proposal includes secure and covered cycle parking for 4no. cycles to serve both long-stay (staff and guests) and short stay (customers and visitors). The cycle parking provision is compliant with the cycle parking standards:

5.12 The traffic impact on the local highway as a result of the proposed development is considered negligible and is not considered '*severe*' as referred to in the National Planning Policy Framework document. Overall, with the proposed improvements to the site parking facilities will provide for a safer operation of the site and will have no significant adverse transport impacts on the local environment.

DRAWINGS

REFER TO DRAWING 101

LEGEND

POD	TIMBER POD WITH GLASS ROOF	RWP	RAINWATER GOODS TO MATCH EXISTING
PLT 1	REFER TO STUDIO LOCI PLANTING PLAN	LGT 1	EXTERNAL WALL DOWNLIGHTER
PLT 2	REFER TO STUDIO LOCI PLANTING PLAN	LGT 2	EXTERNAL PATH DOWNLIGHTER
PLT 3	REFER TO STUDIO LOCI PLANTING PLAN	MG	METAL DRAINAGE GRATING
PLT 4	REFER TO STUDIO LOCI PLANTING PLAN	TNS1	11X11M GARDEN PERGLOA WITH LIVING MEADOW
PLT 5	REFER TO STUDIO LOCI PLANTING PLAN	TF	TIMBER FEATURE TO MATCH EXISTING
PLT 6	REFER TO STUDIO LOCI PLANTING PLAN		EXISTING STRUCTURE
TF 1	2M IVY FENCE		SITE BOUNDARY
TD	PAINTED TIMBER DECKING		EXISTING WALL
PP	PERMEABLE STONE PAVER		PROPOSED WALL
EV	ELECTRICAL VEHICULAR CHARGER		SITE & BUILDING ENTRANCE
PVG	PERMEABLE PAVING	PS	TIMBER CLAD PREP STORE
PW	PROPOSED WINDOW TO MATCH EXISTING	WC	TIMBER CLAD WC / STORE
PD	PROPOSED DOOR TO MATCH EXISTING	RT	ROOF TILE TO MATCH EXISTING
BS	SHELTERED BIKE STAND WITH GREENROOF	PB	BRICK WALL TO MATCH EXISTING BUILDING

N

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REPLANNING APP 01

FOR CLIENT

CONFIRM ALL DESIGN WITH CLIENT ON SITE
BUILDING CONTROL APPROVAL TBC
ALL DIMENSIONS TO BE CHECKED ON SITE

Rev	Date	Note
P1	13-07-23	PLANNING ISSUE

PROJECT
Tudor lodge Hotel, 50 Field End Road HA5 2QN

DRAWING TITLE
PROPOSED GF PLAN 1 OF 2

STATUS
PLANNING APPLICATION

DRAWN BY Author CHECKED BY Checker

PROJECT NO.	DATE	SCALE
1921	JAN 2023	1:200 @ A3

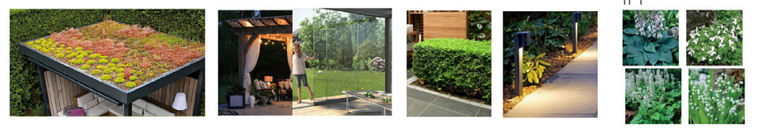
DRAWING NO. A100 REVISION P1

EXTERNAL AREA PLANNING APPLICATION
JULY 2023

01 PROPOSED GF PLAN 1/2
1:200 @ A3

PLT 1 - REFER TO STUDIO LOCI FOR LANDSCAPE DESIGN / PLANTING

TF 1



LEGEND

POD	TIMBER POD WITH GLASS ROOF	RWP	RAINWATER GOODS TO MATCH EXISTING
PLT1	REFER TO STUDIO LOCI PLANTING PLAN	LGT 1	EXTERNAL WALL DOWNLIGHTER
PLT 2	REFER TO STUDIO LOCI PLANTING PLAN	LGT 2	EXTERNAL PATH DOWNLIGHTER
PLT 3	REFER TO STUDIO LOCI PLANTING PLAN	MG	METAL DRAINAGE GRATING
PLT 4	REFER TO STUDIO LOCI PLANTING PLAN	TNS1	11X11M GARDEN PERGLOA WITH LIVING MEADOW
PLT 5	REFER TO STUDIO LOCI PLANTING PLAN	TF	TIMBER FEATURE TO MATCH EXISTING
PLT 6	REFER TO STUDIO LOCI PLANTING PLAN		EXISTING STRUCTURE
TF 1	2M IW FENCE		SITE BOUNDARY
TD	PAINTED TIMBER DECKING		EXISTING WALL
PP	PERMEABLE STONE PAVER		PROPOSED WALL
EV	ELECTRICAL VEHICULAR CHARGER		SITE & BUILDING ENTRANCE
PVG	PERMEABLE PAVING	PS	TIMBER CLAD PREP STORE
PW	PROPOSED WINDOW TO MATCH EXISTING	WC	TIMBER CLAD WC / STORE
PD	PROPOSED DOOR TO MATCH EXISTING	RT	ROOF TILE TO MATCH EXISTING
BS	SHELTERED BIKE STAND WITH GREENROOF	PB	BRICK WALL TO MATCH EXISTING BUILDING

N

0 1 1:200@A3 5M

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REPLANNING APP 01

FOR CLIENT

CONFIRM ALL DESIGN WITH CLIENT ON SITE
BUILDING CONTROL APPROVAL TBC
ALL DIMENSIONS TO BE CHECKED ON SITE

Rev	Date	Note
P1	13-07-23	PLANNING ISSUE

PROJECT
Tudor lodge Hotel, 50 Field End Road HA5 2QN

DRAWING TITLE
PROPOSED GF PLAN 2 OF 2

STATUS
PLANNING APPLICATION

DRAWN BY Author CHECKED BY Checker

PROJECT NO.	DATE	SCALE
1921	JAN 2023	1:200 @ A3

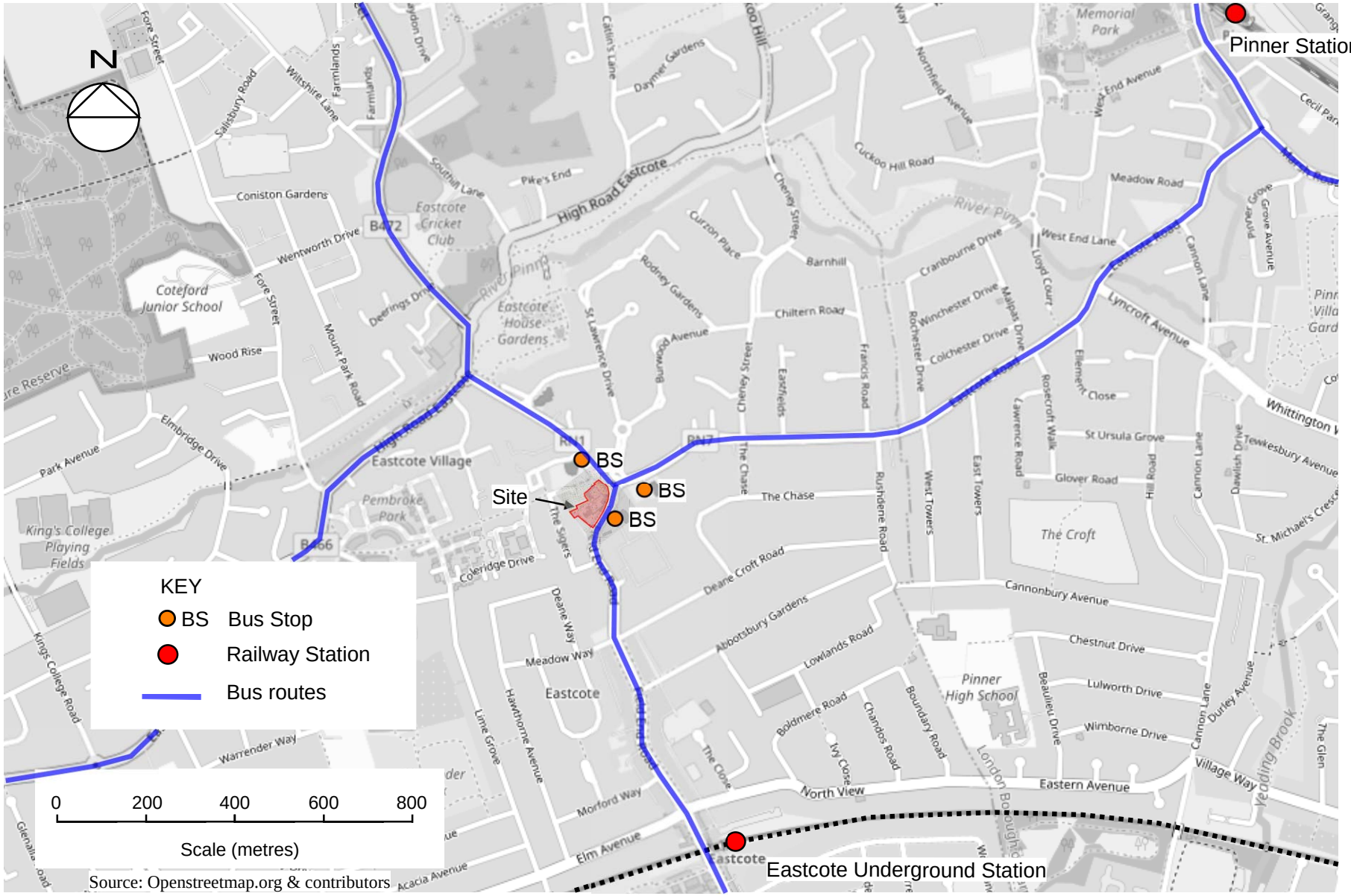
DRAWING NO. A101 REVISION P1

REFER TO DRAWING 100

EXTERNAL AREA PLANNING APPLICATION
JULY 2023

01 PROPOSED GF PLAN 1/2
1:200 @ A3

APPENDIX A

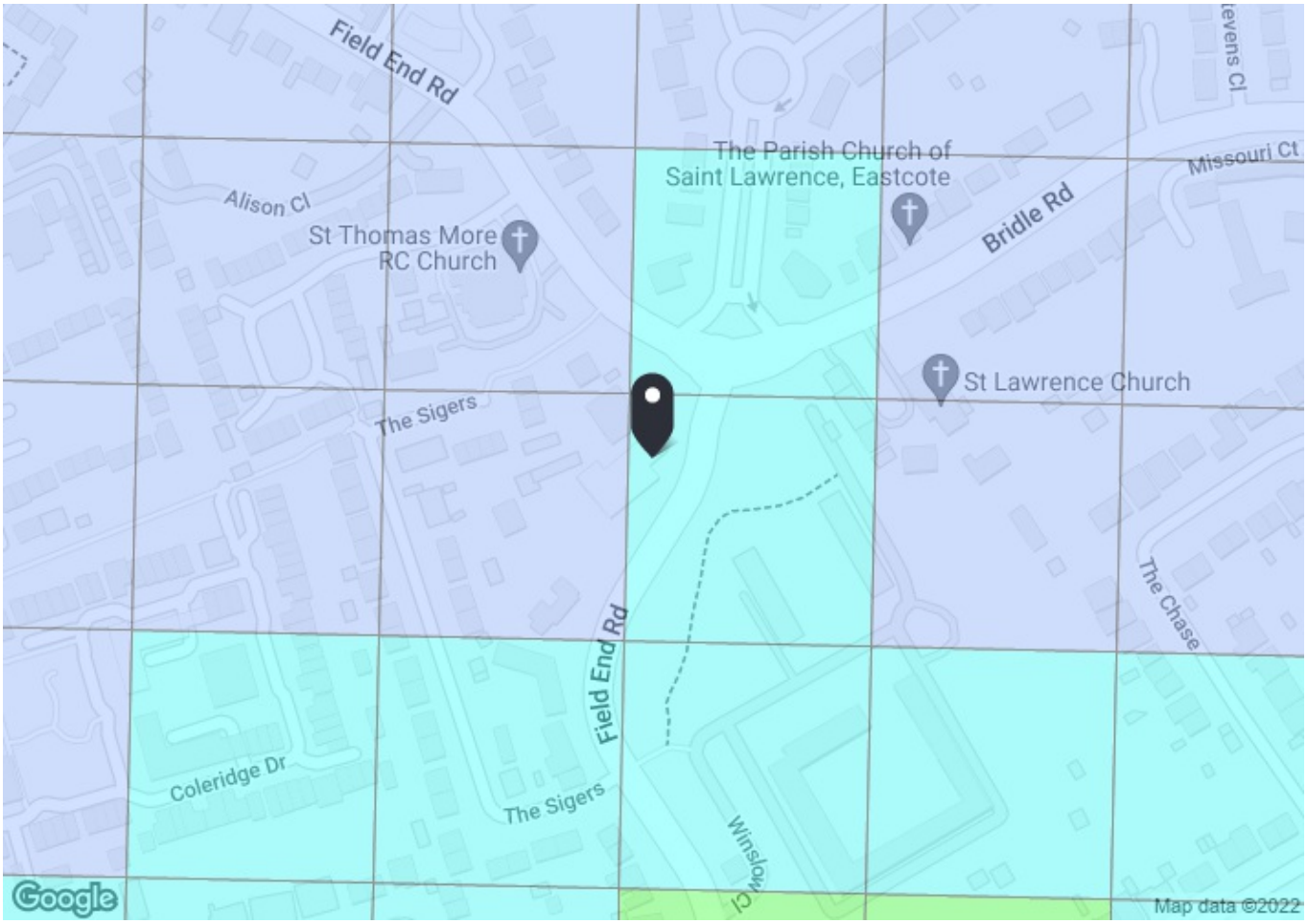


Tudor lodge Hotel, 50 Field End Road, Hillingdon, HA5 2QN
Site Location & Public Transport Plan

FIGURE A1

APPENDIX B

TRANSPORT FOR LONDON



PTAL output for Base Year
2

Tudor Lodge Hotel, 50 Field End Rd, Pinner HA5 2QN, UK
Easting: 510906, Northing: 188368

Grid Cell: 122342

Report generated: 12/12/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FIELD END ROAD/BRIDLE RD	H13	72.92	3	0.91	12	12.91	2.32	0.5	1.16
Bus	FIELD END ROAD/BRIDLE RD	282	72.92	5	0.91	8	8.91	3.37	1	3.37
LUL	Eastcote	'Uxbridge-AldSlow'	849.86	5.33	10.62	6.38	17	1.76	1	1.76
LUL	Eastcote	'BkStr-UxbridgeSFast'	849.86	2.33	10.62	13.63	24.25	1.24	0.5	0.62
LUL	Eastcote	'Uxbridge-BStreetSl'	849.86	3.67	10.62	8.92	19.55	1.53	0.5	0.77
LUL	Eastcote	'HarrowHill-Uxbridge'	849.86	0.67	10.62	45.53	56.15	0.53	0.5	0.27
LUL	Eastcote	'Uxbridge-Cockfosters'	849.86	3.67	10.62	8.92	19.55	1.53	0.5	0.77
LUL	Eastcote	'Ruislip-Cockfosters'	849.86	2.33	10.62	13.63	24.25	1.24	0.5	0.62
LUL	Eastcote	'ArnosGrove-Uxbridge'	849.86	1	10.62	30.75	41.37	0.73	0.5	0.36
LUL	Eastcote	'Oakwood-Uxbridge'	849.86	0.33	10.62	91.66	102.28	0.29	0.5	0.15
LUL	Eastcote	'Oakwood-Ruislip'	849.86	0.33	10.62	91.66	102.28	0.29	0.5	0.15
									Total Grid Cell AI:	**10**

APPENDIX C

Calculation Reference: AUDIT-641801-221214-1204

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : H - PUB/RES + HOTEL
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HV	HAVERING	1 days
02	SOUTH EAST		
	MK	MILTON KEYNES	1 days
03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days

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

Primary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 35 to 133 (units:)
Range Selected by User: 9 to 133 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 06/11/21

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

Selected survey days:

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

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	3
Retail Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

n/a	5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

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

Travel Plan:

No	5 days

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

PTAL Rating:

No PTAL Present	4 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 DY-06-H-01 PUB/RES + HOTEL DERBY
KINGSWAY
DERBY
ROWDITCH
Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Number of bedrooms: 35
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

2 HV-06-H-01 PREMIER INN & CARVERY HAVERING
WHALEBONE LANE NTH
ROMFORD
CHADWELL HEATH
Edge of Town
Residential Zone
Total Number of bedrooms: 44
Survey date: TUESDAY *07/10/14* *Survey Type: MANUAL*

3 MK-06-H-02 TOBY CARVERY & LODGE MILTON KEYNES
BURCHARD CRESCENT
MILTON KEYNES
SHENLEY CHURCH END
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 42
Survey date: FRIDAY *03/10/14* *Survey Type: MANUAL*

4 NF-06-H-01 PREMIER INN & B. FAYRE NORFOLK
NORTH RIVER ROAD
GREAT YARMOUTH
RUNHAM
Edge of Town
No Sub Category
Total Number of bedrooms: 88
Survey date: THURSDAY *10/05/18* *Survey Type: MANUAL*

5 WL-06-H-01 PREMIER INN & TABLE TABLE WILTSHIRE
PEARCE WAY
SALISBURY
BISHOPDOWN
Edge of Town
Residential Zone
Total Number of bedrooms: 133
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.096	5	68	0.237	5	68	0.333
08:00 - 09:00	5	68	0.155	5	68	0.292	5	68	0.447
09:00 - 10:00	5	68	0.140	5	68	0.173	5	68	0.313
10:00 - 11:00	5	68	0.152	5	68	0.190	5	68	0.342
11:00 - 12:00	5	68	0.173	5	68	0.158	5	68	0.331
12:00 - 13:00	5	68	0.371	5	68	0.202	5	68	0.573
13:00 - 14:00	5	68	0.330	5	68	0.374	5	68	0.704
14:00 - 15:00	5	68	0.216	5	68	0.269	5	68	0.485
15:00 - 16:00	5	68	0.213	5	68	0.257	5	68	0.470
16:00 - 17:00	5	68	0.307	5	68	0.140	5	68	0.447
17:00 - 18:00	5	68	0.459	5	68	0.336	5	68	0.795
18:00 - 19:00	5	68	0.488	5	68	0.304	5	68	0.792
19:00 - 20:00	5	68	0.342	5	68	0.310	5	68	0.652
20:00 - 21:00	5	68	0.184	5	68	0.281	5	68	0.465
21:00 - 22:00	5	68	0.149	5	68	0.205	5	68	0.354
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.775			3.728			7.503

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

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

Parameter summary

Trip rate parameter range selected:	35 - 133 (units:)
Survey date date range:	01/01/14 - 06/11/21
Number of weekdays (Monday-Friday):	5
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.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.006	5	68	0.006	5	68	0.012
08:00 - 09:00	5	68	0.012	5	68	0.012	5	68	0.024
09:00 - 10:00	5	68	0.009	5	68	0.009	5	68	0.018
10:00 - 11:00	5	68	0.006	5	68	0.006	5	68	0.012
11:00 - 12:00	5	68	0.009	5	68	0.009	5	68	0.018
12:00 - 13:00	5	68	0.015	5	68	0.012	5	68	0.027
13:00 - 14:00	5	68	0.026	5	68	0.026	5	68	0.052
14:00 - 15:00	5	68	0.023	5	68	0.023	5	68	0.046
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.003	5	68	0.003	5	68	0.006
17:00 - 18:00	5	68	0.009	5	68	0.009	5	68	0.018
18:00 - 19:00	5	68	0.020	5	68	0.020	5	68	0.040
19:00 - 20:00	5	68	0.006	5	68	0.006	5	68	0.012
20:00 - 21:00	5	68	0.020	5	68	0.020	5	68	0.040
21:00 - 22:00	5	68	0.026	5	68	0.026	5	68	0.052
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.187			0.377

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.006	5	68	0.012	5	68	0.018
08:00 - 09:00	5	68	0.003	5	68	0.006	5	68	0.009
09:00 - 10:00	5	68	0.020	5	68	0.018	5	68	0.038
10:00 - 11:00	5	68	0.003	5	68	0.006	5	68	0.009
11:00 - 12:00	5	68	0.006	5	68	0.003	5	68	0.009
12:00 - 13:00	5	68	0.006	5	68	0.012	5	68	0.018
13:00 - 14:00	5	68	0.009	5	68	0.009	5	68	0.018
14:00 - 15:00	5	68	0.003	5	68	0.003	5	68	0.006
15:00 - 16:00	5	68	0.003	5	68	0.003	5	68	0.006
16:00 - 17:00	5	68	0.006	5	68	0.003	5	68	0.009
17:00 - 18:00	5	68	0.012	5	68	0.009	5	68	0.021
18:00 - 19:00	5	68	0.000	5	68	0.006	5	68	0.006
19:00 - 20:00	5	68	0.000	5	68	0.000	5	68	0.000
20:00 - 21:00	5	68	0.003	5	68	0.003	5	68	0.006
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.093			0.173

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.000	5	68	0.000	5	68	0.000
08:00 - 09:00	5	68	0.000	5	68	0.000	5	68	0.000
09:00 - 10:00	5	68	0.006	5	68	0.000	5	68	0.006
10:00 - 11:00	5	68	0.000	5	68	0.006	5	68	0.006
11:00 - 12:00	5	68	0.000	5	68	0.000	5	68	0.000
12:00 - 13:00	5	68	0.000	5	68	0.000	5	68	0.000
13:00 - 14:00	5	68	0.000	5	68	0.000	5	68	0.000
14:00 - 15:00	5	68	0.000	5	68	0.000	5	68	0.000
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.000	5	68	0.000	5	68	0.000
17:00 - 18:00	5	68	0.000	5	68	0.000	5	68	0.000
18:00 - 19:00	5	68	0.000	5	68	0.000	5	68	0.000
19:00 - 20:00	5	68	0.000	5	68	0.000	5	68	0.000
20:00 - 21:00	5	68	0.000	5	68	0.000	5	68	0.000
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.003	5	68	0.006	5	68	0.009
08:00 - 09:00	5	68	0.003	5	68	0.000	5	68	0.003
09:00 - 10:00	5	68	0.000	5	68	0.000	5	68	0.000
10:00 - 11:00	5	68	0.000	5	68	0.003	5	68	0.003
11:00 - 12:00	5	68	0.003	5	68	0.000	5	68	0.003
12:00 - 13:00	5	68	0.003	5	68	0.006	5	68	0.009
13:00 - 14:00	5	68	0.000	5	68	0.000	5	68	0.000
14:00 - 15:00	5	68	0.000	5	68	0.006	5	68	0.006
15:00 - 16:00	5	68	0.000	5	68	0.000	5	68	0.000
16:00 - 17:00	5	68	0.003	5	68	0.003	5	68	0.006
17:00 - 18:00	5	68	0.003	5	68	0.006	5	68	0.009
18:00 - 19:00	5	68	0.000	5	68	0.006	5	68	0.006
19:00 - 20:00	5	68	0.003	5	68	0.000	5	68	0.003
20:00 - 21:00	5	68	0.000	5	68	0.000	5	68	0.000
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.036			0.057

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
CARS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.070	5	68	0.164	5	68	0.234
08:00 - 09:00	5	68	0.126	5	68	0.231	5	68	0.357
09:00 - 10:00	5	68	0.085	5	68	0.132	5	68	0.217
10:00 - 11:00	5	68	0.123	5	68	0.137	5	68	0.260
11:00 - 12:00	5	68	0.114	5	68	0.108	5	68	0.222
12:00 - 13:00	5	68	0.330	5	68	0.158	5	68	0.488
13:00 - 14:00	5	68	0.249	5	68	0.316	5	68	0.565
14:00 - 15:00	5	68	0.173	5	68	0.205	5	68	0.378
15:00 - 16:00	5	68	0.178	5	68	0.234	5	68	0.412
16:00 - 17:00	5	68	0.269	5	68	0.117	5	68	0.386
17:00 - 18:00	5	68	0.395	5	68	0.281	5	68	0.676
18:00 - 19:00	5	68	0.430	5	68	0.263	5	68	0.693
19:00 - 20:00	5	68	0.301	5	68	0.295	5	68	0.596
20:00 - 21:00	5	68	0.146	5	68	0.237	5	68	0.383
21:00 - 22:00	5	68	0.117	5	68	0.178	5	68	0.295
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.106			3.056			6.162

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
LGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.015	5	68	0.056	5	68	0.071
08:00 - 09:00	5	68	0.015	5	68	0.041	5	68	0.056
09:00 - 10:00	5	68	0.020	5	68	0.015	5	68	0.035
10:00 - 11:00	5	68	0.020	5	68	0.035	5	68	0.055
11:00 - 12:00	5	68	0.044	5	68	0.038	5	68	0.082
12:00 - 13:00	5	68	0.018	5	68	0.020	5	68	0.038
13:00 - 14:00	5	68	0.047	5	68	0.020	5	68	0.067
14:00 - 15:00	5	68	0.018	5	68	0.038	5	68	0.056
15:00 - 16:00	5	68	0.029	5	68	0.020	5	68	0.049
16:00 - 17:00	5	68	0.029	5	68	0.015	5	68	0.044
17:00 - 18:00	5	68	0.038	5	68	0.035	5	68	0.073
18:00 - 19:00	5	68	0.038	5	68	0.015	5	68	0.053
19:00 - 20:00	5	68	0.032	5	68	0.009	5	68	0.041
20:00 - 21:00	5	68	0.015	5	68	0.020	5	68	0.035
21:00 - 22:00	5	68	0.006	5	68	0.000	5	68	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.384			0.377			0.761

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/H - PUB/RES + HOTEL
MOTOR CYCLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	68	0.000	5	68	0.000	5	68	0.000
08:00 - 09:00	5	68	0.000	5	68	0.003	5	68	0.003
09:00 - 10:00	5	68	0.000	5	68	0.000	5	68	0.000
10:00 - 11:00	5	68	0.000	5	68	0.000	5	68	0.000
11:00 - 12:00	5	68	0.000	5	68	0.000	5	68	0.000
12:00 - 13:00	5	68	0.003	5	68	0.000	5	68	0.003
13:00 - 14:00	5	68	0.000	5	68	0.003	5	68	0.003
14:00 - 15:00	5	68	0.000	5	68	0.000	5	68	0.000
15:00 - 16:00	5	68	0.003	5	68	0.000	5	68	0.003
16:00 - 17:00	5	68	0.000	5	68	0.003	5	68	0.003
17:00 - 18:00	5	68	0.006	5	68	0.003	5	68	0.009
18:00 - 19:00	5	68	0.000	5	68	0.000	5	68	0.000
19:00 - 20:00	5	68	0.003	5	68	0.000	5	68	0.003
20:00 - 21:00	5	68	0.000	5	68	0.000	5	68	0.000
21:00 - 22:00	5	68	0.000	5	68	0.000	5	68	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.012			0.027

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.*