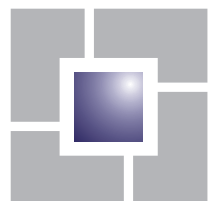


Proposed Premier Inn, Bakers Road,
Uxbridge

Transport Assessment



david tucker associates
transport planning consultants



Proposed Premier Inn
Bakers Road
Uxbridge

Transport Assessment

10 January 2019
SKP/JLA/RD/20299-01a_TA

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Prepared For:

**Bourne Wood Partnership and
Premier Inn**

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Table of Contents

1.0 INTRODUCTION	1
2.0 TRANSPORT POLICY CONTEXT	3
3.0 EXISTING CONDITIONS	6
4.0 DEVELOPMENT PROPOSALS	12
5.0 TRAFFIC GENERATION AND IMPACT	15
6.0 CONCLUSIONS	17

Appendices

Appendix A	Indicative Masterplan
Appendix B	LBH Highways Comments
Appendix C	Road Accident Data
Appendix D	PTAL Report
Appendix E	Swept Path Analyses
Appendix F	TRICS Reports

1.0 INTRODUCTION

- 1.1 This report has been prepared by David Tucker Associates on behalf of Bourne Wood Partnership and Premier Inn to assess the traffic and transport implications of the redevelopment of office space on Bakers Road, Uxbridge to create a new Premier Inn hotel. The site location is shown in **Appendix A**.
- 1.2 The proposals will require the demolition of the existing office block and construction of a new Premier Inn hotel facilitating 140 rooms and general common hotel facilities (reception, café bar and lobby). The proposed masterplan is attached at **Appendix A**. It is proposed 50 car parking spaces within an existing leased underground car park will be dedicated to the hotel.
- 1.3 Similar proposals (119 bed hotel) at the same site have been subject to a formal pre-application process with the London Borough of Hillingdon (LBH). This included consideration of a Design and Access Statement (Gaunt Francis Architects document) and relevant floor plans.
- 1.4 Highways comments were received within the pre-app dated 10/05/17 and a copy is included at **Appendix B**. There is a request for further information in respect of car parking provision and the potential impact of the dedicated 50 parking spaces.
- 1.5 This Transport Assessment (TA) has been carried out in accordance with the NPPF, which states that all developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment and Travel Plan. Therefore, this report follows the requirements of the "Travel Plans, transport assessment and statements in decision-taking" Planning Practice Guidance as well as DfT Circular 02/2013 – "The strategic road network and the delivery of sustainable development". It will also consider the Hillingdon Local Plan. This report considers the transport and highways implications associated with the proposals and is structured as follows:

Chapter 1:	Introduction
Chapter 2:	Transport Policy Context
Chapter 3:	Existing Conditions
Chapter 4:	Development Proposals
Chapter 5:	Traffic Generation and Impact
Chapter 6:	Conclusions

- 1.6 The report considered the location of the site with respect to existing transport infrastructure. The site has excellent public transport connections with a PTAL level of 6a as well as good pedestrian and cycle links. The site is well located with respect to the strategic road network being within 2km of the A40/M40 Junction 1.
- 1.7 The proposals provide an appropriate level of car parking and servicing has been designed in accordance with the end-user's requirements.
- 1.8 Trip generation will be modest and as already acknowledged by the Local Authority within the pre-app response, traffic generation will not be a major issue.
- 1.9 Overall it is considered that the proposals are acceptable in transport terms and consistent with relevant transport policies.

2.0 TRANSPORT POLICY CONTEXT

Local Policy

2.1 Hillingdon Local Plan - November 2016

2.1.1 The Hillingdon Local Plan is the key strategic planning document for Hillingdon and will support the delivery of the spatial elements of the Sustainable Community Strategy. It sets out the long-term vision and objectives for the Borough, what is going to happen, where, and how this will be achieved.

2.1.2 Policy E4 of the Local Plan: Part 1 (November 2012) states that the Council will strengthen the status of Uxbridge Town Centre as a Metropolitan Centre by delivering growth and promoting Uxbridge as a suitable location for retail, offices, hotels, recreation and leisure, entertainment and culture, evening and night-time economy, education, community services, and mixed-use development.

2.2 Mayor's Transport Strategy – Hillingdon's Local Implementation Plan 2011

2.2.1 Hillingdon's Local Implementation Plan (LIP) sets out how the council proposes to implement the Mayor's Transport Strategy (MTS) and provides details on transport strategy, projects, proposals and programmes from 2011. The LIP allows the council to plan strategically to meet current and future transport challenges and achieve the council's overriding ambitions to be an attractive and sustainable borough. The LIP transport policies, programme and long-term aspirations address demands on the existing transport network to not only maintain the existing network but improve mobility and access to employment, retail and leisure opportunities. The key objectives according to the Transport Strategy are;

- **Objective 1:** Improve condition of principal roads and increase satisfaction levels with network condition
- **Objective 2:** Reduce the negative impacts of transport on air quality and noise
- **Objective 3:** Promote healthy travel behaviour

- **Objective 4:** Improve the safety and security of the transport system, including reducing the number of collisions
- **Objective 5:** Ensure the transport system enables sustainable access to health, education, employment, leisure and social opportunities

2.3 **Emerging Hillingdon Local Plan: Part 2 - Development Management Policies (Revised Proposed Submission Version, Oct 2015)**

- 2.3.1 The Council published the emerging Local Plan Part 2: Development Management Policies, Proposed Submission version in 2015.
- 2.3.2 The Development Management Policies are used to determine applications for planning permission in Hillingdon alongside strategic and spatial policies in the Core Strategy and other policies within the Development Plan.

Policy DMT 6: Vehicle Parking

Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

- i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*
- ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

2.4 **London Plan**

- 2.4.1 London Plan policies 2.15 and 4.7 regarding town centres state that development in centres should sustain and enhance the vitality and viability of the town centre function, accommodate economic and housing growth through intensification and contribute to an enhanced environment. Retail, commercial and leisure development

should be focused within town centres and should be appropriately related in scale to the size, role and function of a town centre and its catchment.

2.4.2 This document has been prepared in line with the policy and guidance stated above.

3.0 EXISTING CONDITIONS

3.1 Site Location

- 3.1.1 The site is currently an office building. The site is bound by Bakers Road to the east, Belmont Road to the north, High Street to the west and retail properties to the south. The site is based in a predominantly commercial area consisting of many A1 and B1(a) units. The site location is illustrated in **Appendix A**.
- 3.1.2 The existing building currently provides B1 office floor-space. Below the existing buildings is an underground car park with 112 spaces with a ramped access from Bakers Road. The car park is operated by Excell. Bakers Road and the surrounding area are subject to a CPZ.

3.2 Local Highway Network

- 3.2.1 The site is accessed from Bakers Road at the site's eastern boundary. There are 3 access points adjacent to each other. One of these provides access to the underground car park, and the other two are at-grade access points. The carriageway of Bakers Road measures around 13m in width (including bus stops on both sides of the road) and has footways measuring 3m and 5m on both sides. Bakers Road has an approximate northwest - southeast alignment. On-street parking restrictions are commonplace in the area, with double yellow lines on Bakers Road a typical example. Street lighting is good in the area. There is a pedestrian island with lowered tactile paving on Bakers Road at the junction with Belmont Road. Bakers Road forms the minor arm of a T-junction with Belmont Road.
- 3.2.2 The carriageway of Belmont Road measures around 9m in width. Belmont Road has footways measuring 3m or more in width on both sides of the carriageway. There is limited on-street parking on the southern side of the carriageway. Parking restrictions are mixed, with some spaces available for permit holders only between 8am and 6.30pm Monday-Saturday, and the rest pay and display with a max stay of 2 hours. There is good street lighting and the road is subject to a 30mph speed limit. There is a signalled control crossing facility for pedestrians approximately 80m to the west of Bakers Road, on the corner of High Street.
- 3.2.3 To the west of the site is High Street. High Street is pedestrianised and has a high number of retailers. Pedestrian traffic levels are high, and one of the links between Bakers Street

and High Street is along the southern boundary.

3.2.4 To the south of the site, Cox's Yard provide a pedestrian route through beneath the existing office building from Bakers Road to the pedestrian area on High Street.

3.2.5 The site is well-located with respect to the Strategic Road Network. Junction 1 of the M40/A40 is located 2km to the north west via Oxford Road.

3.3 **Road Safety**

3.3.1 Personal Injury Collision (PIC) data has been obtained from Transport for London for the most recent five-year period, which is the 5-year period leading up to 30th September 2017. The PIC output plan is attached as **Appendix C** and shows there have been 17 accidents in the surveyed area which incorporated Bakers Road and High Street and Belmont Road within around 200m of the site, including any junctions within that range. Of the accidents, 2 were serious and 15 were slight in nature.

3.3.2 The first serious accident occurred at the Bakers Road junction with Belmont Road. It occurred when a pedestrian crossed without looking was not near a pedestrian crossing.

3.3.3 The second serious accident occurred on High Street around 200m north west of the site. A motorcyclist fell off his bike after losing control while exiting a poor turn or manoeuvre in a hurry.

3.3.4 None of the slight accidents included a pedestrian or a cyclist. Reasons cited include a failure to judge another person's path or speed, a poor turn or manoeuvre, a failure to look properly and loss of control. Importantly, no accidents were recorded at the site frontage or on Bakers Road.

3.3.5 All of the accidents were the result of human behaviour. There were no deficiencies in the highway layout or design which were attributed to the accidents and no clear accident blackspots.

3.4 **Public Transport Accessibility Level (PTAL)**

3.4.1 PTAL assessments are the recognised method used to measure accessibility to the public transport network within London. The assessment provides an indication of the relative

density of the public transport network at specific locations. PTALs take into account a combination of factors including walking times, distance and the frequency of services. PTAL scores range from 1 to 6 with a score of 6 representing a high level of accessibility and 1 a low level. Levels 1 and 6 have both been subdivided into two sub-levels to provide greater clarity.

3.4.2 A site specific PTAL has therefore been calculated using TfL's Planning Information Database. This PTAL assessment calculation tool made available by TfL through the website <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>. The use of this calculation tool is suggested by the 'Transport Assessment best practice guidance document'.

3.4.3 The PTAL assessment has been undertaken through the TfL Planning Information Database and has indicated that the proposed site has a PTAL 6A, the highest rating possible. The full output of this assessment has been included at **Appendix D**.

3.5 **Public Transport**

3.5.1 As indicated by the high PTAL rating, there are a number of bus services that can be accessed locally. The nearest bus stops are around 20m to the south of the site on Bakers Road. There are more stops around 50m to the south of the site at the frontage to Uxbridge Bus Depot. There are regular bus services to Slough, Iver Heath, High Wycombe, Beaconsfield, Chesham, Ruislip, Harlow, Heathrow Airport, Houslow, Ealing and more. The services are summarised in **Table 1**.

Table 1 – Summary of Local Bus Services

Service No.	Route	Journey Time	Frequency		
			Mon-Fri	Sat	Sun
3	Slough – Langley – Iver – Iver Heath	30mins	Every 30mins (06:22 – 20:02)	Every 20-40mins (07:12 – 20:02)	Every 1 hour (08:17 – 19:17)
583	Hedgerley – Slough	1hr 10mins	09:49, 12:20, 15:40	N/A	N/A
U2	Towards Brunel University	28mins	Every 9-13mins (07:00 – 20:00)	Every 9-13mins (09:00 – 19:00)	Every 20mins (09:00 – 00:00)
U3	Towards Heathrow Central Bus Station	48mins	Every 10-13mins (07:00 – 19:00)	Every 9-12mins (09:00 – 18:00)	Every 20mins (05:00 – 23:00)
U4	Towards Prologis Park	44mins	Every 8-13mins (07:00 – 19:00)	Every 10-12mins (09:00 – 19:00)	Every 10-15mins (08:00 – 00:00)
U5	Towards Blyth Road, Hayes	45mins	Every 10-12mins (06:00 – 20:00)	Every 50mins past the hour (07:50 – 17:50)	Every 20-30mins (07:00 – 00:00)
U10	Towards Glenhurst Avenue	38mins	Every 50mins past the hour (06:50 – 18:50)	Every 50mins past the hour (07:50 – 17:50)	N/A
222	Towards Hounslow Bus Station	58mins	Every 8-12mins (07:00 – 23:00), Every 30mins (01:00 – 06:00)	Every 9-12mins (08:00 – 23:00), Every 30mins (01:00 – 07:00)	Every 12-13mins (09:00 – 23:00), Every 30mins (23:00 – 07:00)
A10	Towards Heathrow Central Bus Station	27mins	Every 15mins (04:30 – 00:00)	Every 15mins (04:30 – 00:00)	Every 30mins (04:30 – 00:00)

3.5.2 The closest underground railway station to the site is Uxbridge Underground Station approximately 60m south east of the site on Bakers Road. This equates to a walk time of around 1 minute. The station is the terminus of the Piccadilly line and the Uxbridge branch of the Metropolitan line. The next station towards London is Hillingdon. The station is in

Travelcard Zone 6.

3.6 **Walking and Cycling**

- 3.6.1 The majority of local roads have pedestrian walkways with raised kerbs, pedestrian crossings, streetlights, and 30mph speed limits. In the immediate vicinity of the site, there are a number of major roads. However, there are a number of crossings which overcome the potential for severance. All roads in the site vicinity have footways on both sides. There are many instances where pedestrian islands or pedestrian controlled signals are used to help with crossing. The majority of footways have lowered tactile paving at these crossings accompanied with excellent street lighting and, where appropriate, protective barriers. High Street to the west of the site is also entirely pedestrianised. There is an unbroken link from the site to the local bus stops and tube station. The footway network is important to the site as it allows for better pedestrian integration in the surrounding area, and access to local facilities, bus and train services.
- 3.6.2 To the south of the site, Cox's Yard provide a pedestrian route through beneath the existing office building from Bakers Road to the pedestrian area on High Street.
- 3.6.3 Short trips can be made by cycle rather than by car, particularly for hotel staff. The 5km radius area encompasses a large number of areas including Northolt, Ickenham Ruislip, Hillingdon, Denham, Iver Heath, Cowley, and West Drayton. London benefits from an extensive network of local cycle routes. The roads around the site have excellent street lighting and 30mph speed limits. Cycling is therefore a viable form of transport to and from the site.

3.7 **Accessibility Conclusions**

- 3.7.1 The site is very well located in terms of public transport. Hotel guests and staff are extremely well served by the proximity of the local underground station within a short walking distance to the site. Regular bus services are also conveniently located at the nearby bus depot.
- 3.7.2 The bus services are liable to be more attractive to hotel staff, the predominant number of which will reside in the local area.



- 3.7.3 Walking and cycling routes to these facilities are good. Pedestrian routes in the area are very good with footways generally between 2.5m and 4.0m and there is a good provision of street lighting and pedestrian crossing facilities.
- 3.7.4 The site is well located for a hotel with exceptional links to the rail network, bus services, pedestrian routes and safe and access to the local and strategic highway network.

4.0 DEVELOPMENT PROPOSALS

4.1 Introduction

- 4.1.1 The development proposals are for a 140-bed hotel on land to the west of Bakers Road, Uxbridge. The development will require the demolition of an existing office building.
- 4.1.2 The existing vehicular accesses from Bakers Road to the east of the site will be retained. There are 3 existing accesses including a service entrance, service exit and access to the basement car park.

4.2 Car Parking

- 4.2.1 The existing basement car park benefits from 112 spaces all of which are leased to Excell, a car park operator, on an annual basis. Excell currently sub-let 25 of these spaces to private businesses with 87 currently operating on a pay and display basis, but under private ownership.
- 4.2.2 Car parking standards for Hillingdon are set out in their Emerging Local Plan (2015) which states that hotels should be considered on an individual basis with operational parking requirements in addition to car parking requirements as follows:
 - (a) Provision for taxi pick up and set down to be provided
 - (b) One coach parking space is required per 50 rooms
- 4.2.3 If necessary, there are sections of the main carriageway on Bakers Road at the site frontage to allow for dropping off or picking up for both taxis and coaches.
- 4.2.4 Paragraph 8.32 of the Local Plan states that, car parking must accommodate spaces for wheelchair users and for those with restricted mobility and be designed in accordance with the relevant standards as outlined in the Accessible Hillingdon SPD and BS 8300. In addition to "blue badge" parking, the Council also operates a "brown badge" scheme for older residents with restricted mobility. In accordance with the Accessible Hillingdon SPD, 10% of car parking spaces must be for blue badge holders and 5% for brown badge

holders, with at least one accessible on or off street parking bay designated for blue badge holders. 5 blue badge spaces will be provided. Brown badge spaces are dedicated parking spaces for those over the age of 65. It is unlikely that brown badge holders will be working or staying in the hotel.

- 4.2.5 Within Table 1 of Appendix C of the Local Plan, parking for electric vehicles should be provided at a current minimum of 5% of car parking spaces with 5% passive provision to meet the Mayor's targets. This equates to 3 spaces with a further 3 passive provision. A total of 10 EV charging points will be provided.
- 4.2.6 Cycle parking provision is included in Table 1 of Appendix C of the Local Plan and states a maximum of 1 space per 10 staff should be provided. The site will employ 45 staff. On this basis, 5 spaces should be provided. A total of 15 cycle parking spaces will be provided.
- 4.2.7 As part of the proposals, 9 of the privately owned spaces will be lost due to structural changes in the basement and to allow for vehicle tracking, with 50 of the parking spaces designated for use by Premier Inn. On the basis that the 25 spaces leased to local businesses continues, this leaves 28 spaces remaining as pay and display spaces.
- 4.2.8 Overall, there will be a reduction in the availability of pay and display spaces, however these are privately managed and therefore there will be no impact on the availability of public pay and display spaces managed by the Local Highway Authority.

4.3 **Servicing**

- 4.3.1 Based on Premier Inn's operational practices it is forecast that the following servicing movements will be generated:

- Linen
 - o 7 deliveries per week which takes 30 minutes to complete
- Food
 - o 3 deliveries per week which takes 40 minutes to complete
- Beer
 - o 1 delivery per week which takes 45 minutes to complete

- Refuse Collection
 - o 3 times a week which takes 20 minutes to complete
- 4.3.2 There will therefore typically be 14 deliveries per week which equates to around 2 deliveries per day (2 movements in, 2 movements out).
- 4.3.3 Whilst servicing trips could take place anytime between 06:30 and 18:00, trips would generally take place during the inter-peak period.
- 4.3.4 The new hotel will be serviced with a 12T rigid vehicle. A swept path assessment has been undertaken and are attached in **Appendix E**. Minor kerb modifications are required to accommodate the vehicle.
- 4.3.5 In accordance with Building Regulation B5, under the Building Regulation 2000 approved document, the site will provide good permeability for emergency vehicles to ensure the building can be adequately accessed and to enable fire appliances to gain access where appropriate. As the site has been tracked with a 12T rigid vehicle at **Appendix E**, it can clearly accommodate a fire service vehicle.

5.0 TRAFFIC GENERATION AND IMPACT

5.1 Development Generated Traffic

- 5.1.1 The traffic generation of the proposed hotel has been assessed using the TRICS database. To estimate the traffic generation potential of the proposed development, the database was interrogated for hotel sites. All sites were selected from Greater London. The resulting sample included 5 sites.
- 5.1.2 A summary of the trip generation rates, expressed in vehicle movements per bedroom, are summarised in **Table 2** below and the full trip generation is shown in **Table 3**. Full details are attached in **Appendix F**.

Table 2 – Trip Rates per Hotel Bedroom

Time Range	Vehicular Trip Rate		
	Arrivals	Departures	Total
08:00-09:00	0.057	0.103	0.160
17:00-18:00	0.046	0.050	0.096
Daily Trip Rates:	0.949	1.044	1.993

Table 3 – Trip Generation for 140 Hotel Bedrooms

Vehicular Trip Generation			
Time Range	Arrivals	Departures	Total
08:00-09:00	8	14	22
17:00-18:00	6	7	13
Daily Trip Rates:	133	146	279

- 5.1.3 **Table 3** shows that the site is estimated to generate in the region of 22 and 13 trips during the AM and PM peak hours respectively. This is just over 1 vehicle every 2-3 minutes. Even without discounting the trips that could be generated by the existing office use, this is not significant and is well within daily variations of background traffic flow on the local network.

5.2 Car Parking Assessment

- 5.2.1 A parking assessment has been prepared based on the TRICS sites within Greater London. The parking provision and maximum capacity of the car parking for each site has been reviewed. Each of the sites are within areas of good sustainable transport links with the exception of the Novotel in West Drayton which has a PTAL score of 1b and has therefore

been excluded as it is not representative. **Table 4** shows the parking data for each of the sites within the TRICS database.

Table 4 – TRICS database

Site	Location	Parking Spaces	Beds	Parking Spaces/Beds	Parking Capacity
BE-06-A-02	Holiday Inn, Bexley	158	107	1.48	65%
GR-06-A-03	Novotel, Greenwich	36	151	0.24	72%
HO-06-A-01	Days Hotel, Hounslow	15	96	0.16	87%
HO-06-A-02	Etap Hotel, Hounslow	34	148	0.23	--
			Average	0.53	75%

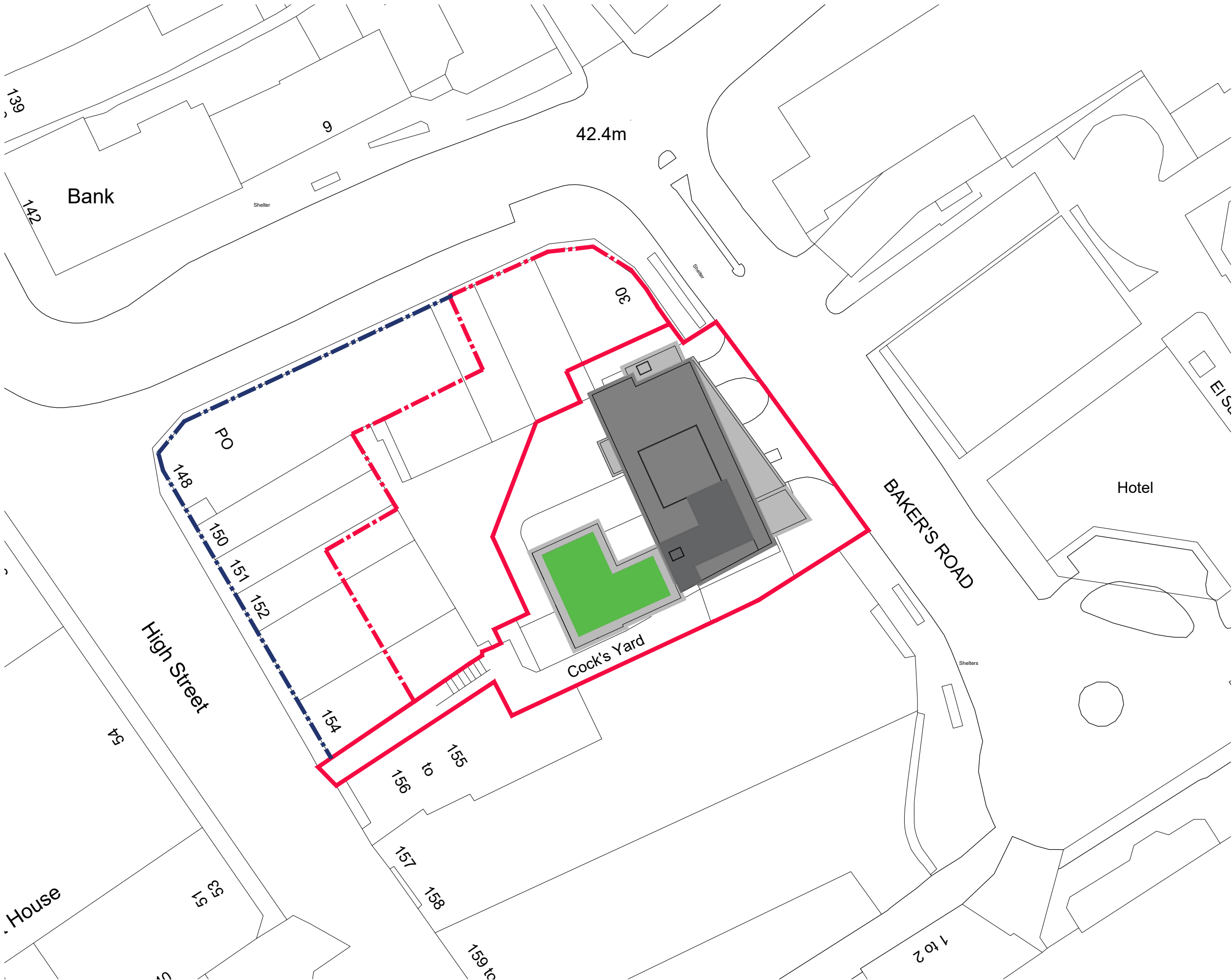
- 5.2.2 Applying the average number of parking spaces per bedroom to the proposed site equates to 74 parking spaces. Maximum capacity recorded across the TRICS sites is an average of 75%. Assuming 74 spaces, this would equate to around 55 parking spaces occupied. This is similar to the proposed level of dedicated parking at 50 spaces.
- 5.2.3 Notwithstanding the excellent sustainable credentials of the site, the hotel is very well located with regards to proximity to the strategic road network linking the A40 with direct access within close proximity to the M40 and M25 making it an attractive location for visitors driving to the site compared to those elsewhere in Greater London. On balance, therefore, and taking into account parking data at similar sites, the level of car parking is appropriate given the location and nature of the site. The 50 dedicated parking spaces are shown in **Appendix A**.
- 5.2.4 The hotel will manage the car parking spaces to meet the operational requirements of the site. Parking may therefore be restricted during scheduled servicing periods to facilitate manoeuvring of large vehicles. A Car Park Management Plan will be provided and subject to a planning condition.

6.0 CONCLUSIONS

- 6.1 This report has been prepared by David Tucker Associates on behalf of Bourne Wood Partnership and Premier Inn to assess the traffic and transport implications of their proposal for the removal of office space at Bakers Road to construct a new 140 room Premier Inn hotel. The current office space will be demolished as a result of the proposals.
- 6.2 The report considered the location of the site with respect to existing transport infrastructure. The site has excellent public transport connections with a PTAL level of 6a as well as good pedestrian and cycle links. The site is well located with respect to the strategic road network close to the A40 and Junction 1 of the M40.
- 6.3 Parking has been provided on site in accordance with the relevant standards and design guidance. The proposals provide an appropriate level of car parking and servicing and have been designed in accordance with the end-users requirements.
- 6.4 Even without discounting the existing permitted office use, the proposed development is forecast to give rise to a modest number of trips generated during the peak hour periods.
- 6.5 It is therefore concluded that the proposed development can be developed in full accordance with Government and Local Plan Policies and on this basis there should be no highways reason for refusal.



APPENDIX A



rev	date	initials	revision	checked
A	05/09/18	KT	First Issue for Planning	KT
B	25/09/18	KT	Second Issue for Planning	KT
	24/10/18	KT	Red Dotted Line changed	KT

Planning

KEY

Application boundary
(ground floor level and above)

Additional area, basement only,
where the car parking will be
refurbished (ground floor and
above unaffected)

Other land in the applications
ownership

This drawing is unapproved. All rights reserved in Copyright. Designs and Patents Act 1988 have generally been reserved. All dimensions for the structure on site. Do not scale. Any discrepancy between this drawing and other information is the responsibility of the client. The client is responsible for the accuracy of the data.

Client
HSBC Bank Pension Trust (UK) Ltd

Project
Bakers House
25 Bakers Road, Uxbridge

Proposed New Hotel Development

Title
Site Plan

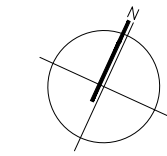
Drawing No	Rev	Drawn	Date	Scale
12024 /PL-P 002	B	KT	05/09/18	1:500 @ A3

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SITE PLAN

BASEMENT - Car Park

rev	date	initials	re-vision	checked
*	04/09/18	MH	First Issue for Planning	KT
A	25/09/18	KT	Second Issue for Planning	KT
B	03/10/18	KT	Parking Types Key added	KT
C	19/10/18	KT	Disabled parking positions changed	KT
D	24/10/18	KT	Disabled parking positions changed	KT



Planning

- NB.
- All proposed plans are subject to:
- Planning
 - Engineers coordination (some plant areas, risers, etc. may alter)
 - Rights of light.

PARKING TYPES KEY

- 50

Premier Inn Allocated Standard Parking Space
- M/C

Premier Inn Allocated Motorcycle Parking Space
- 10

Premier Inn Allocated Electrical Charging Parking Space
- BYC

Premier Inn Allocated Bicycle Parking Space
- DIS

Disabled Parking Space

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Client
HSBC Bank Pension Trust (UK) Ltd

Project
Bakers House
25 Bakers Road, Uxbridge
Proposed New Hotel Development

Title
Basement Plan
Car Park

Drawing No	Rev	Drawn	Date	Scale
12024 /PL-P 098	D	MH	04/09/18	1:200 @ A2

GAUNT FRANCIS
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1/1/2024 - High St & Broomfield Road, Uxbridge GFA PROJECT WORK/DRAWINGS - G - TITLED DWG/PROPOSED HOTEL



APPENDIX B



HILLINGDON

LONDON

Lucy Turner
Montagu Evans
5 Bolton Street
London
W1J 8BA

Planning Applications Team
London Borough of Hillingdon,
Civic Centre, High Street,
Uxbridge, UB8 1UW

Tel: 01895 558384
Case Officer: Mandip Malhotra (nee Dhillon)
Email address:
mmalhotra@hillington.gov.uk

Date: 10th May 2017
Our Ref: 72722/PRC/2017/48

Dear Ms Turner

RE: Pre-application proposals for a 12 storey hotel
SITE: 25-30 Bakers Road, Uxbridge

I refer to your request for pre-application planning advice received on 28th March 2017 and our subsequent meeting on 26th April relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

- Design and Access Statement by Gaunt Francis Architects
- Plan Ref. 12024/EX099 - Site Location Plan;
- Plan Ref. EP(0)099 – Basement;
- Plan Ref. EP(0)100 - Ground Floor Plan;;
- Plan Ref. EP(0)101 - First Floor Plan;
- Plan Ref. EP(0)102 - Second Floor Plan;
- Plan Ref. EP(0)103 - Roof Plan;
- Plan Ref. EE(0)104 - Elevations C&D;
- Plan Ref. EE(0)105 - Elevations B&H;
- Plan Ref. AE(0)100 - Bakers Road Elevation;
- Plan Ref. AE(0)101 - Cocks Yard Elevation;
- Plan Ref. AE(0)102 - Service Yard Elevation;
- Plan Ref. AE(0)103 - North West Elevation;
- Plan Ref. AP(0)198 - Basement - Car Park;
- Plan Ref. AP(0)199 - Basement - Hotel Lobby;
- Plan Ref. AP(0)200 - Ground Floor Plan;
- Plan Ref. AP(0)201 - First Floor Plan;
- Plan Ref. AP(0)202 - Second Floor Plan;
- Plan Ref. AP(0)203 - Third to 10th Floor Plan;
- Plan Ref. AP(0)204 - 11th Floor Plan – Plant Room; and
- Plan Ref. AP(0)205 - Roof Plan.

Major Applications Team
Resident's Services
T.01895 250 230
www.hillingdon.gov.uk



INVESTOR IN PEOPLE

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The site is located in the centre of Uxbridge and forms part of a larger urban block which is bound by Belmont Road, Bakers Road, Bakers Yard and the High Street.

The site itself comprises a mid-terrace building arranged over ground and two upper floors. The buildings primary access is from Bakers Road. Bakers Road provides pedestrian access up to the upper floors, as well as vehicular undercroft access into the basement level car park and ground level service yard.

At present the existing building overhangs Cocks Yard which is a pedestrian link to the High Street.

A new gym facility has opened within the block at ground floor level.

At basement level, whilst the car park is operated as a public car park with 130 spaces, there are a number of 'Reserved' spaces dedicated to local business employee parking.

The Proposal

The proposed development seeks to provide a new hotel accommodating 117 rooms over 12 storeys. Whilst the works will comprise demolition of the building on this site, access to the basement level will be retained in its current format. Due to the retention of this undercroft, only a lobby will be provided at ground floor level, with the hotel reception at first floor level.

At basement level, 50 car parking spaces would be dedicated to hotel users. The basement level car park currently serves as a public pay and display car park, therefore 50 of these spaces would be given over to the hotel user.

Please note that whilst reference is made in your supporting statement to potential works to the High Street frontage of this site, as no detail of these works is provided, comments within this letter relate solely to the hotel proposals.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon Local Plan: Part 1, Saved Unitary Development Plan policies, the London Plan 2011, the NPPF and supplementary planning guidance prepared by both LB Hillingdon and the GLA.

Main Planning Issues

1. Principle of development

The site has no strategic designation in the London Plan. It does however fall within the boundary of the Uxbridge town centre, primary shopping area, which is identified in Annex 2 (Table A2.1) of the London Plan and Policy E4 of the Hillingdon Local Plan Part 1 (November 2012) as having 'medium growth' and a suitable location to accommodate medium growth. The site is allocated within the Emerging Local Plan art 2; Site Allocations and Designations (2015), albeit this

document carries no weight as yet. The relevant reference is Policy SA26 of the emerging plan which seeks to allocate the site for residential led mixed-use development.

London Plan policies 2.15 and 4.7 regarding town centres state that development in centres should sustain and enhance the vitality and viability of the town centre function, accommodate economic and housing growth through intensification and contribute to an enhanced environment. Retail, commercial and leisure development should be focused within town centres and should be appropriately related in scale to the size, role and function of a town centre and its catchment. The Mayor's draft Town Centres SPG provides further detailed guidance on the implementation of these policies.

Policy E4 of the Local Plan: Part 1 (November 2012) states that the Council will strengthen the status of Uxbridge Town Centre as a Metropolitan Centre by delivering growth and promoting Uxbridge as a suitable location for retail, offices, hotels, recreation and leisure, entertainment and culture, evening and night-time economy, education, community services, and mixed-use development.

Whilst the site occupies a strategically important location within the town centre, it essentially fronts onto the bus interchange area, where there are limited primary retail units. The development does however present a significant opportunity to revitalise this part of the town centre. The development has the potential to attract further investment in the centre to promote further growth, as identified in Annex 2 of the London Plan. The proposal is supported in principle, as it provides a suitable town centre use in a sustainable town centre location.

There are concerns relating to the impact of the proposal on designated heritage assets. These issues are covered in the following sections of this letter and relate mainly to the height, scale, massing and design of the new building.

2. Design

The Town and Country Planning (Listed Building and Conservations Areas) Act 1990 contains the key statutory provision in respect of development in conservation areas. Section 72(1) of that Act states: "In the exercise [of planning functions], with respect to any buildings or other land in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area'.

Further, Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (1), applies to all decisions concerning listed buildings. The Council must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The NPPF (paragraphs 56 and 57), the London Plan (Policies 7.1 to 7.8) and Saved Policies BE3, BE4, BE8, BE9, BE10, BE11 and BE12 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), place great emphasis on the importance of good design. Policy at all levels require buildings, streets and spaces to respond in a manner which promotes inclusive and sustainable development and contributes positively to the relationship between urban and natural environments and the general character of the location.

The NPPF also states that, in determining planning applications where heritage assets are involved, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets, as well as the desirability of new development making a positive contribution to local character and distinctiveness. The London Plan also requires, at Policy 7.8, that development affecting heritage assets conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

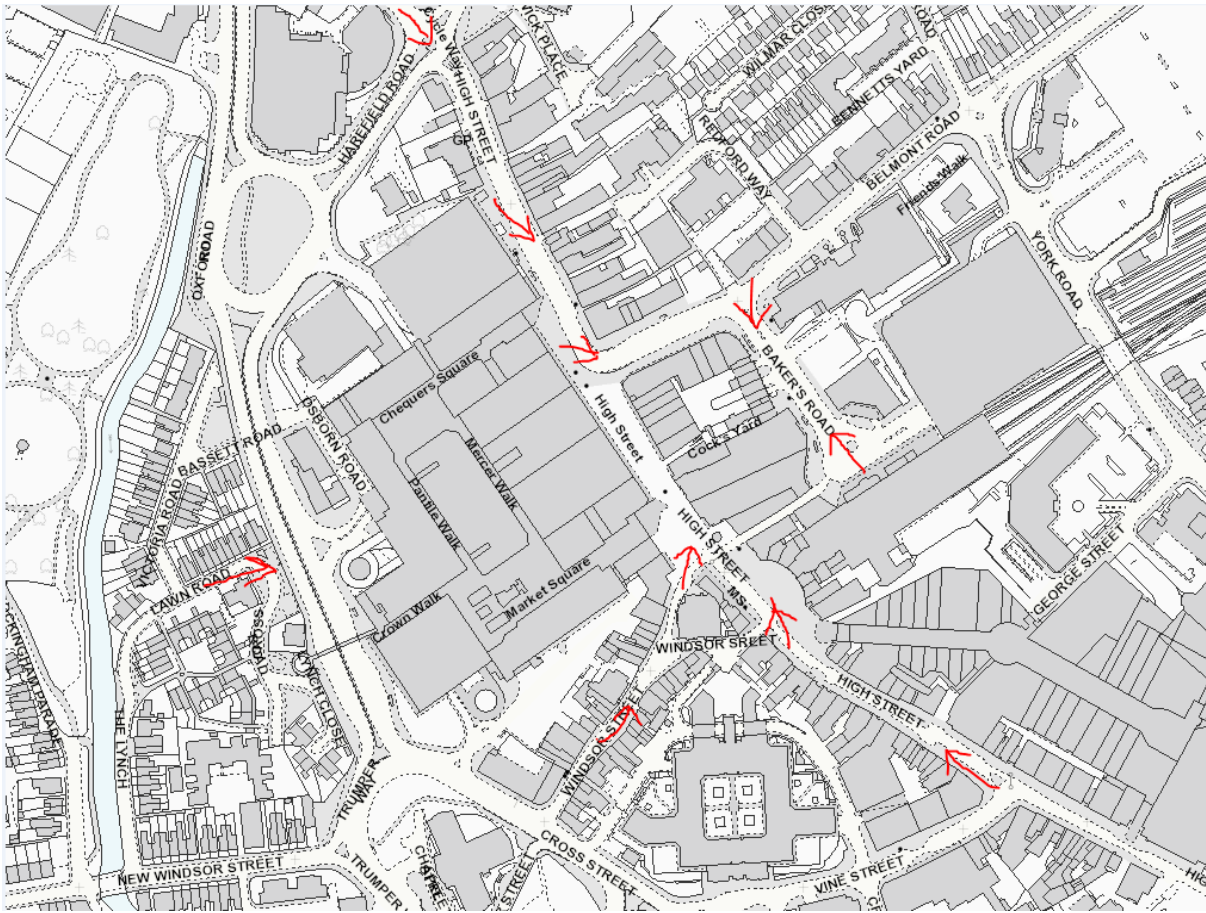
Local Plan Part 1 Policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) seek to ensure that new development complements or improves the character and amenity of the area, whilst Part 2 Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals. Part 2 Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of town centres as a focus for shopping and leisure activity.

This site lies close to the Old Uxbridge Windsor Street Conservation Area, near to the Grade II Listed Uxbridge Underground Station and within the Uxbridge Archaeological Priority Area. With regards to the latter, it is advised that the applicant contact GLAAS for advice on what would be required re archaeological investigation/information to support an application that would require works at basement level, including new deeper footings.

There would be no objection in principal to the demolition of the existing structure, which appears to have little historic or architectural interest. However, given the position of the site, adjacent to historically sensitive buildings and areas, the height, massing and overall design of any proposed structure would need to be carefully considered in order to avoid a negative impact on these features and their wider setting.

In terms of height, any proposed building should step down in scale towards the High Street, the bulk of which should ideally be between 5-6 storeys above ground, although there may be scope for a partial and set back 7th floor. As noted at the meeting, it would be helpful to understand what is being proposed for the remainder of the site and to consider this within the context of other emerging proposals for adjacent sites. The highest elements should, however, be positioned closest to the approved taller structures along Baker's Road, which we believe are a maximum of 9 storeys in height. These building should be shown in proposals drawings to allow a meaningful height comparison to be made). Twelve storeys as proposed is considered to be too tall for this location.

Given the width of the site and the potential for the upper floors to be visible from sensitive locations within the town centre, a varied roofline should be considered. The impact of the height and massing of any proposal on sensitive locations should be fully considered in a views analysis in line with current good practice (see the documents noted on last page of this advice). These should cover winter and summer and also daylight/night time views. Viewing points have been marked up on the map below, the impact on medium and longer views from the main approach roads into the town centre and from adjacent open spaces will need to be considered (particularly from spaces to the west, north and east of the site). Locations to be considered should include the open space around New Denham and views from the M40, Hillingdon Station, Hillingdon Hill, Uxbridge Common and the former RAF Uxbridge site (Hillingdon House).



In terms of detailed design, a building of outstanding contemporary design will be sought, although it will need to be appropriate to its location, particularly in terms of the materials used. Whilst the industrial heritage of the site can be celebrated, particularly with regards to visitor interpretation of the site, the materials should reflect the more traditional materials found within the town centre, ie brick/render/stone. At present the overall design of the elevations appears regimented and looks rather heavy and solid, ideally a design that incorporates more glazing and a more lively fenestration pattern/elevational detailing should be developed. The glazed restaurant feature is, however, welcomed. Plant, services and other elements such as PVs should be incorporated into the overall design of the structure.

The building should have an active street frontage, although it is noted that this may be difficult to achieve given that the three existing access points are retained. Where possible, the frontage should incorporate as much glazing as possible and there may be potential to increase/extend these areas below the canopy. The elevation onto Cocks Yard should also include windows and access points to increase activity and encourage self policing along this footpath. The gates and shutters to the frontage access points need to be semi permeable in terms of visibility and could include design features to improve their appearance. Solid metal roller shutters should, for example, be avoided. The frontage could also be given a unified appearance through a carefully considered scheme of hard landscaping ie a shared surface using good quality modern materials. Where possible soft landscape should be included, in particular, tree planting on the frontage /pavement areas which would help in "greening" the street.

The treatment of the underside of the canopy will be important, as will signage and lighting, which should be integrated with the design of the building.

The site is located within an archaeological priority area, the applicant is advised to contact the Greater London Archaeology Advisory Service (GLAAS) before a detailed proposal is drawn.

ACCESS FOR PEOPLE WITH DISABILITIES

The London Borough of Hillingdon is committed to achieving the highest standards of access and inclusion. All buildings that are open to the public must be constructed according to the policies and design details as outlined in the SPG Hillingdon Design and Accessibility Statement (HDAS) Accessible Hillingdon.'

The Design & Access Statement should demonstrate that all relevant standards have been incorporated into the scheme, including details of reference material used to inform design, and would need to be revised accordingly.

SUSTAINABLE DESIGN

Officers expect sustainability considerations and servicing to be integrated into the design. This includes plant, lift over runs, PVs, mechanical ventilation. Details of which should be provided when an application is made.

3. Amenity

During the pre-application meeting, officers were advised that there are small residential flats above the existing retail units which front onto the High Street. The Hillingdon Design and Accessibility Statement (HDAS) provides a range of design guidelines, addressing setbacks, overlooking and shadowing and separation distances and this document can be found on the Hillingdon website. The applicants are advised to ensure that they take note of the guidelines in order to progress plans for the potential renovation and extensions to the remainder of the site.

Whilst the hotel proposals raise limited amenity issues in their own right, the applicants are advised to ensure that the proposals do not cause blight to their own site and those sites which surround it. This will be considered in more detail during the course of a planning submission.

4. Highways

Bakers Road is a local road within the central part of Uxbridge. The applicant owns the whole 'island' site of Bakers Road, High Street and Belmont Road but the proposed development is to replace the office component that is located on Bakers Road.

Bakers Road is a busy road as there is the Bus Station at the end of the road. There is no on-street car parking but loading facilities do exist. The site has a PTAL value of 6a (excellent) as a result of bus and train services close by. The existing office use has an underground car park with 122 spaces with a ramped access from Bakers Road. Bakers Road and the surrounding area are subject to a CPZ.

The current proposal has a hotel with 117 rooms located in place of the existing Bakers Road office use but retaining the existing access and basement car parking with 50 spaces set aside for the hotel use. The on-site car parking will eventually require a Car Parking Management Plan to establish how car parking will be provided for guests/visitors/staff and other users of the wider block.

It is unlikely that traffic generation will be a major issue with this development but this topic will be included in a Transport Assessment (TA). This site with its high PTAL and CPZ could support a car free development so an approximate 1 space per 2 bedrooms is a high parking ratio. The proposal shown in the initial plans uses the existing basement car park with 50 spaces allocated to the hotel and presumably the remainder to other uses on the site or public use, full details of the existing usage and the potential impact of these dedicated bays will need to be set out in the TA. This should also take account of the other uses on the site and potential future re-development.

There will have to be secure cycle parking at least for employees along with a couple of motorcycle bays and EV charging. The existing basement access is being utilised so there is a need to treat the Bakers Road frontage and integrate with Town Centre schemes. The operation of hotel servicing needs to be identified in a Transport Assessment(TA) at the planning application stage along with other issues, and this should consider the site as a whole and the other users. The Highways Officer would be happy to review a scoping report prior to submission of a TA.

Further discussions with TfL and the Bus Operators is also encouraged to avoid a delay during the course of the application as they will be consulted on this scheme.

5. Other

SUSTAINABLE URBAN DRAINAGE (SUDS)

All new development should incorporate sustainable drainage systems. The proposals need to include a clear drainage strategy that is reflected within the designs of the development. Policy 5.13 of the London Plan sets out a hierarchy to work towards, it also requires a greenfield run-off rate to be met. This means that simply suggesting that the run-off rate will not be increased is not sufficient.

You will need to demonstrate a greenfield run-off rate in a 1:100 year (+ climate change) storm event. This needs to set out quantities of run-off and pre and post development and include the methods of attenuation to reduce it down to a greenfield rate. If infiltration methods of SUDS are proposed, you will need to demonstrate the receiving subsoils will be adequate. You will also need to set out adoption and maintenance regimes which may require consideration within a subsequent Section 106 legal agreement.

CRIME PREVENTION

The design and layout should also have regard to secure by design principals. You may wish to contact Ray Goodlett of the Metropolitan Police on (ph# 0208 733 3703 or 07825103933) or by e-mail: DOCOMailbox.NW@met.police.uk and raycharles.c.goodlett@met.pnn.police.uk to discuss means of ensuring community safety by design. An early involvement by the Crime Prevention Adviser is encouraged.

The siting of bin stores and secure cycle storage is fundamental to security. They should not block sight lines or provide refuges for anti social behaviour. Cycle parking and refuse enclosures should be incorporated into the buildings where possible.

CONTAMINATED LAND

Applications for sensitive developments should be supported by a desk top study confirming known or potential contamination issues. The level of information required at this stage will vary dependent on the LPA's concerns. Further information can be found in the Councils Supplementary Planning Guidance 'Land Contamination', which is available on the Council's website. Clarification, if required, can be sought from the Council's Environmental Protection Unit (Mick Brough, ph 01895 277 440). Applications will be distributed to the Council's Environmental Protection Unit and for comment, and conditions recommended applied in the event of an approval.

AIR QUALITY

The NPPF at para. 123 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local

areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

The site is located within an Air Quality Management Area and as such, an air quality assessment should be provided as part of any application. This will be assessed by the Council's Environmental Protection Unit in conjunction with the submitted transport assessment.

WASTE MANAGEMENT

Policy 5.17 of the London Plan sets out the Mayor's Spatial Policy for Waste Management including the requirements for new developments to provide appropriate facilities for the storage of refuse and recycling. Accordingly it would be necessary for the development to provide adequate waste storage on site. Bin stores which should have external access. The facilities should be convenient for use and appropriate for servicing. Any refuse or recycling stores should be located within an appropriate distance of the vehicle collection point to enable easy servicing by refuse vehicles.

RENEWABLE ENERGY / SUSTAINABILITY

Applicants are advised to consult the Mayor's Supplementary Planning Guidance on Sustainable Design and Construction (available at http://www.london.gov.uk/mayor/strategies/sds/sustainable_design.jsp) to assist in achieving a sustainable development.

ENERGY

The development needs to meet Policy 5.2 of the London Plan and set out a 35% reduction in CO2 emissions using 2013 Part L as the baseline. We would expect to see a full energy assessment which incorporates a strategy (or strategies) as to how the 35% reduction would be achieved. It is acceptable to set out a couple of different options for reaching the 35% reduction, provided that there is clear analysis of their applicability within the development. The 35% reduction must be set against a clearly defined 2013 Building Regulation baseline, measured in kWh and KgCO2. This should be a total for the whole development. The designs of the development must clearly incorporate the identified measures. For example if PVs are proposed, we would expect to see a roof plan setting out the location, orientation, pitch and the appropriate amount.

WATER CONSERVATION

The Borough is in a seriously water stressed area and we would expect to see proposals that achieve 105 litre per person per day in accordance with Policy 5.15 of the London plan. We would also expect the initial proposals to demonstrate the inclusion of water collection and reuse measures to reduce the demand on potable water.

Further guidance on Energy and Sustainability on an updated scheme can be provided on request by the Council's Sustainability Officer (Ian Thynne -ian.thynne@hillingdon.gov.uk) who will be able to advise you on energy issues.

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), requires that where developments generate the need for additional facilities, financial contributions will be sought.

The proposed development is likely to generate requirements for planning obligations in respect of:

- Public Realm contributions (Cocks Yard and Bakers Road).
- Air Quality Monitoring
- Travel Plan
- Construction Management and delivery/Service Plans
- Construction Training: in line with the s106 SPD a contribution towards or an in-kind scheme delivered during the construction phase will be sought as a result of this proposal. The formula is: £2,500 for every £1m construction cost + $43/160 \times £71,675$ = total contribution.
- Highways: subject to the details contained within the TA.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £35 per square metre. The London Borough of Hillingdon is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable will be £95 per square metre. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme.

7. Application Submission

- List of documents to be submitted

Design and Access Statement (inc details of refuse and recycling and Impact of Local Heritage Assets)

Energy Assessment

Sustainability Appraisal

Details of Proposed Plant and equipment

Landscaping Plan

Lighting Scheme

Planning Statement

TA (inc details of delivery and servicing)

Travel Plan

Air Quality Assessment

Drainage Statement

Land Contamination Report

Archaeological Survey

8. Conclusion

The principle of the proposed redevelopment of the site is considered acceptable in this sustainable location within the town centre. As per the discussion at the meeting, there is work to

be done in terms of justifying the increase in scale, massing and height. The proposed development ought to be read as a transition between the scale of the High Street and the peripheral area and the relationship between the proposed development and the setting of the listed buildings and the conservation area requires further thought.

The applicant is advised to enter into a Planning Performance Agreements (PPAs) for this proposal. The key advantage to entering into a PPA is the council will have the resources in place making sure the application proceeds through the process in a timely fashion and results in a high quality development.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

The applicant is also advised to engage with the local community before an application is made, given the site's sensitivity and prominence, this may attract a level of local interest.

Please do get in touch if there are queries relating to the advice in this letter.

9. Follow Up Pre-application Meeting

The applicant is encouraged to enter into further pre-application discussions to seek address some of the points raised within this letter. The follow up fee for this would be £1,140. Should you wish to seek further advice, please do not hesitate to come back to me and I would be happy to arrange a further meeting.

Thank you for entering into the Council's pre-application advice service and I trust you have found this service of assistance.

Yours sincerely

Mandip Malhotra
Pre-applications Manager
London Borough of Hillingdon

Planning Guarantee.

For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

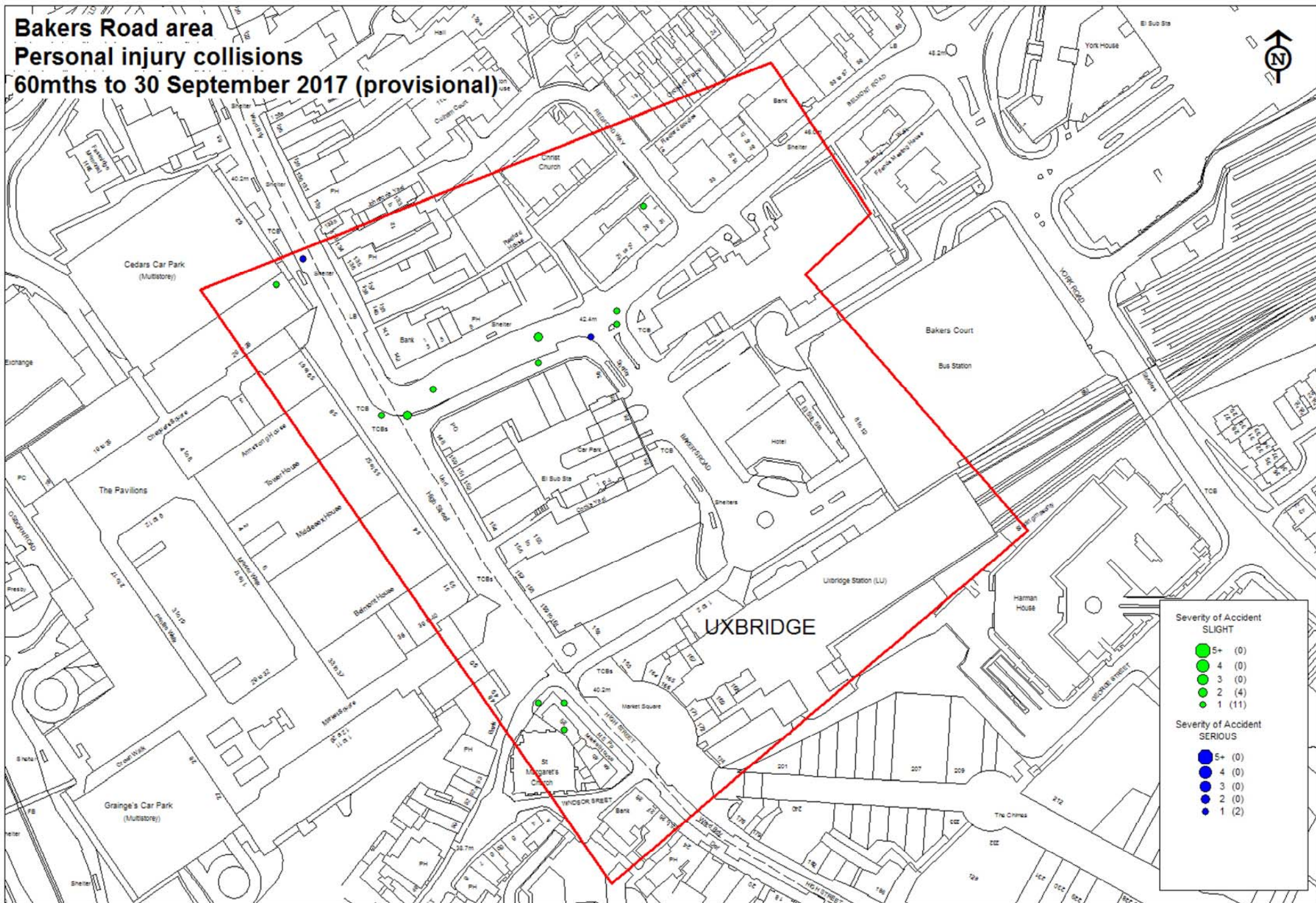
Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all planning performance agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.



APPENDIX C

Bakers Road area Personal injury collisions 60mths to 30 September 2017 (provisional)





Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
SC01 GIS AREA B26 Bakers Road area (P)	60 MTS TO SEP-2017	17

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation



Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)

SC01 GIS AREA B26 Bakers Road area (P)	60 MTS TO SEP-2017 SORTED BY DATE
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1	0112XH30606	MON 08/10/12 13:01	LIGHT	WINDSOR STREET J/W HIGH STREET	26	CELL 505500/184000	505530 / 184120
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POLICE - AT SCENE ROAD-WET RAINING ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED STEPPED OUT INTO THE PATH OF V1.

CASUALTY 001 (001) (80 Yrs - F SL0) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) TAXI (40 Yrs - M UB3) TURNING RIGHT SW TO SE JCT MID
BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

2	0113XH30511	THU 07/11/13 15:00	LIGHT	BELMONT ROAD J/W HIGH STREET	26	LINK 157-159	505470 / 184230
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POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR

PEDS CROSSED ROAD INTO PATH OF V1

CASUALTY 001 (001) (14 Yrs - F UB3) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE

CASUALTY 002 (001) (15 Yrs - F UB4) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (67 Yrs - F UB9) MOVING OFF NE TO SW
BT - NOT REQUESTED FRONT HIT FIRST

C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C001 A 802 (FAILED TO LOOK PROPERLY)

C002 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C002 A 802 (FAILED TO LOOK PROPERLY)

3	0113XH30622	TUE 17/12/13 07:35	DARK	BELMONT ROAD J/W BAKER'S ROAD.	26	LINK 157-159	505520 / 184260
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POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED. CROSSED THE ROAD IN PATH OF ON-COMING V.1. V.1 HIT PED.

CASUALTY 001 (001) (52 Yrs - M UB9) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - M UNKN) GOING AHEAD OTHER SW TO NE JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

**Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)**

SC01 GIS AREA B26 Bakers Road area (P)										60 MTS TO SEP-2017 SORTED BY DATE	
4	0113XH30626	FRI 27/12/13 16:57	DARK	BELMONT ROAD J/W HIGH STREET				26	NODE 157	505460 / 184230	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR											
V1 HIT PED C1 WHILST PED C1 WAS ON A CROSSING, V1 APPARANTLY HAD A GREEN ATS TO PROCEED											
CASUALTY 001 (001) (74 Yrs - F UB9) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE											
VEHICLE 001 (000) CAR (71 Yrs - M UB8) GOING AHEAD RIGHT BEND NE TO NW JCT MID											
BT - NEGATIVE FRONT HIT FIRST											
C001 B 802 (FAILED TO LOOK PROPERLY)						C001 B 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)					
V001 B 405 (FAILED TO LOOK PROPERLY)						V001 B 603 (NERVOUS/UNCERTAIN/ PANIC)					
5	0114XH30059	MON 13/01/14 17:10	DARK	BAKER'S ROAD J/W BELMONT ROAD				26	LINK 157-159	505540 / 184260	
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
PED CROSSED ROAD INTO PATH OF V1											
CASUALTY 001 (001) (55 Yrs - F UNKN) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS O/SIDE											
VEHICLE 001 (000) BUS/COACH (50 Yrs - M UB3) TURNING RIGHT SW TO SE JNY PART OF WORK JCT MID											
BT - NEGATIVE FRONT HIT FIRST											
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)					
6	0114XH30407	MON 30/06/14 08:50	LIGHT	BELMONT ROAD J/W BAKER'S ROAD				26	LINK 157-159	505520 / 184260	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
THE PED STEPPED OUT AND INTO V1'S PATH											
CASUALTY 001 (001) (60 Yrs - F) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS O/SIDE MSK											
VEHICLE 001 (000) CAR (53 Yrs - F UB10) GOING AHEAD OTHER NE TO SW COMM TO/FROM WORK JCT CLEARED											
BT - NOT REQUESTED FRONT HIT FIRST											
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)						C001 A 802 (FAILED TO LOOK PROPERLY)					

**Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)**

SC01 GIS AREA B26 Bakers Road area (P)										60 MTS TO SEP-2017 SORTED BY DATE	
7	0114XH30612	SAT 04/10/14 12:45	LIGHT	BELMONT ROAD J/W BAKERS ROAD				26	LINK 157-159	505550 / 184270	
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
PED RAN OUT FROM INBETWEEN PARKED CARS INTO PATH OF V1											
CASUALTY 001 (001) (12 Yrs - M UB8) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS N/SIDE											
VEHICLE 001 (000) CAR (20 Yrs - F SL9) GOING AHEAD OTHER NE TO SW JCT APP											
BT - NOT REQUESTED FRONT HIT FIRST											
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)											
C001 A 808 (CARELESS/RECKLESS/IN A HURRY) V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))											
8	0114XH30740	WED 19/11/14 15:30	LIGHT	BAKER'S RD J/W BELMONT RD				26	LINK 157-159	505550 / 184265	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V1 TURNED LEFT FROM A CAR PARK LOSING CONTROL AND COLLIDING WITH PED. V1 THEN WENT INTO SCAFFOLDING OF A BUILDING.											
CASUALTY 001 (001) (22 Yrs - F UB8) SLIGHT PEDESTRIAN SE BOUND FROM DRIVERS N/SIDE											
VEHICLE 001 (000) CAR (83 Yrs - M UB10) TURNING LEFT SW TO NW ENTERING MAIN RD											
BT - NEGATIVE FRONT HIT FIRST											
LEFT CWY AHEAD AT JUNCTN HIT OTH OBJECT											
V001 A 410 (LOSS OF CONTROL) V001 A 403 (POOR TURN OR MANOEUVRE)											
V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)											
9	0114XH30868	SUN 28/12/14 14:05	LIGHT	BELMONT ROAD J/W HIGH STREET				26	NODE 157	505480 / 184240	
POLICE - AT SCENE ROAD-FROST/ICE WEATHER-FINE SINGLE CWY OTHER JUN GIVE WAY/UNCONT PELICAN OR SIMILAR											
PASSENGER FELL AS V1 MOVED OFF - [PASSENGER LOST BALANCE (C001)]											
CASUALTY 001 (001) (? Yrs - F UB2) SLIGHT PASSENGER STANDING ON PSV											
VEHICLE 001 (000) BUS/COACH (41 Yrs - M TW15) MOVING OFF NE TO SW JNY PART OF WORK JCT APP											
BT - NOT REQUESTED DID NOT IMPACT											
C001 A 999 (OTHER FACTOR)											

**Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)**

SC01 GIS AREA B26 Bakers Road area (P)										60 MTS TO SEP-2017 SORTED BY DATE	
10	0115XH30313	FRI 24/04/15 23:00	DARK	BELMONT ROAD, J/W BAKERS ROAD				26	LINK 157-159	505540 / 184260	
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT		NO XING FACILITY IN 50M			
V1 HAS TURNED RIGHT ACROSS PATH OF V2 CAUSING COLLISION											
CASUALTY 001 (002)		(21 Yrs - F SO0)		SLIGHT	PASSENGER	FRONT SEAT					
VEHICLE	001 (002)	CAR	(17 Yrs - F HP13)		TURNING RIGHT		SW TO SE		JCT APP		
		BT - NOT REQUESTED				FRONT HIT FIRST					
VEHICLE	002 (001)	CAR	(19 Yrs - M SL0)		GOING AHEAD OTHER		NE TO SW		JCT APP		
		BT - NOT REQUESTED				FRONT HIT FIRST					
V001 A 403 (POOR TURN OR MANOEUVRE)					V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						
V001 A 605 (INEXPERIENCED OR LEARNER DRIVER/RIDER)					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						
11	0115XH30336	THU 21/05/15 21:30	LIGHT	HIGH STREET 64M NORTH J/W BELMONT ROAD				26	LINK 156-157	505430 / 184290	
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M				
RIDER V1 MOVED OFF AT SPEED AND LOST CONTROL											
CASUALTY 001 (001)		(21 Yrs - M UB9)		SERIOUS		DRIVER/RIDER					
VEHICLE	001 (000)	M/C 125-500CC	(21 Yrs - M UB9)		MOVING OFF		N TO S				
		BT - DRV NOT CONTACTED				N/S HIT FIRST					
V001 A 403 (POOR TURN OR MANOEUVRE)					V001 A 410 (LOSS OF CONTROL)						
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)											
12	0115XH30378	TUE 09/06/15 15:55	LIGHT	HIGH STREET 127M SOUTH EAST OF J/W HAREFIELD RD				26	LINK 156-157	505420 / 184280	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACILITY IN 50M				
AS V1 PULLED IN PED WALKING ALONG PAVEMENT WAS STRUCK BY THE N/S WING MIRROR.											
CASUALTY 001 (001)		(39 Yrs - M CO5)		SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE		NW BOUND			
VEHICLE	001 (000)	BUS/COACH	(44 Yrs - M TW14)		SLOWING OR STOPPING		SE TO NW		JNY PART OF WORK		
		BT - NOT REQUESTED				N/S HIT FIRST					
C001 A 802 (FAILED TO LOOK PROPERLY)					V001 A 405 (FAILED TO LOOK PROPERLY)						
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)											

**Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)**

SC01 GIS AREA B26 Bakers Road area (P)										60 MTS TO SEP-2017 SORTED BY DATE	
13	0115XH30463	MON 06/07/15 15:30	LIGHT	BELMONT RD 25M SOUTH WEST OF J/W BAKER'S ROAD				26	LINK 157-159	505520 / 184250	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE		SINGLE CWY	NO JUN IN 20M		PELICAN OR SIMILAR			
PED IN CWY - NOT INJ											
2 PED'S STOOD IN RD TALKING. V1 REVERSED, COLLIDING WITH ONE OF THEM.											
CASUALTY		001 (001)	(? Yrs - F UB8)	SLIGHT	PEDESTRIAN		IN ROAD - NOT CROSSING		STANDING IN RD NOT CROSSING		
VEHICLE		001 (000)	CAR	(? Yrs - M SL0)		REVERSING		SW TO NE			
		BT - DRV NOT CONTACTED						BACK HIT FIRST			
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 405 (FAILED TO LOOK PROPERLY)					
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)					
14	0116XH30247	MON 18/04/16 22:07	DARK	REDFORD WAY, J/W BELMONT ROAD				26	LINK 157-159	505560 / 184310	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT		NO XING FACILITY IN 50M		
IT APPEARS V1 HAS LOST CONTROL AFTER TURNING INTO JCN, MOUNTED PAVEMENT & HIT PARKED V2 CAUSING RIDER V1 TO FALL											
CASUALTY		001 (001)	(22 Yrs - M NW9)	SLIGHT	DRIVER/RIDER						
VEHICLE		001 (002)	M/C 50-125CC	(22 Yrs - M NW9)		TURNING LEFT		SW TO NW		JCT CLEARED	
		BT - NOT REQUESTED						FRONT HIT FIRST			
		LEFT CWY OFFSIDE				HIT PARKED VEH					
VEHICLE		002 (001)	CAR	(31 Yrs - M PARKED)		PARKED		P TO P		JCT CLEARED	
		BT - NOT REQUESTED						FRONT HIT FIRST			
								FOOTWAY			
V001 A 403 (POOR TURN OR MANOEUVRE)						V001 A 410 (LOSS OF CONTROL)					
V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					
15	0116XH30305	MON 09/05/16 15:06	LIGHT	BELMONT ROAD, J/W HIGH STREET				26	NODE 157	505470 / 184230	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE		SINGLE CWY	OTHER JUN	GIVE WAY/UNCONT		PELICAN OR SIMILAR		
IT APPEARS C1 HAS CROSSED ROAD AGAINST RED MAN SIGNAL & BEEN HIT BY V1 MOVING OFF ON GREEN ATS											
CASUALTY		001 (001)	(81 Yrs - F UB8)	SLIGHT	PEDESTRIAN		CROSSING ROAD ON PED XING		N BOUND FROM DRIVERS N/SIDE		
VEHICLE		001 (000)	CAR	(24 Yrs - F UB8)		MOVING OFF		NE TO SW		TAKING PUPIL TO/FROM SC	
		BT - NOT REQUESTED						FRONT HIT FIRST		JCT APP	
V001 B 405 (FAILED TO LOOK PROPERLY)						C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)					
C001 A 802 (FAILED TO LOOK PROPERLY)						C001 A 808 (CARELESS/RECKLESS/IN A HURRY)					

**Bakers Road area - personal injury collisions - 60mths to 30 September 2017 (provisional)**

SC01 GIS AREA B26 Bakers Road area (P)	60 MTS TO SEP-2017 SORTED BY DATE
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16	01170022032	WED 01/03/17 12:30	LIGHT	WINDSOR STREET J/W HIGH STREET	26	CELL 505500/184000	505520 / 184120
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(73 Yrs - F UNKN)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	N BOUND	FROM DRIVERS O/SIDE
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VEHICLE	001 (000)	CAR	(18 Yrs - M RH11)	WAITING TO TURN RIGHT	E TO S	JCT APP
		BT - NOT REQUESTED			BACK HIT FIRST	

V001 B 410 (LOSS OF CONTROL)

C001 A 802 (FAILED TO LOOK PROPERLY)

17	01170031389	MON 10/04/17 11:10	LIGHT	HIGH STREET 25M E OF J/W WINDSOR STREET	26	CELL 505500/184000	505530 / 184110
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(68 Yrs - F UB7)	SLIGHT	DRIVER/RIDER
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VEHICLE	001 (000)	CAR	(68 Yrs - F UB7)	GOING AHEAD OTHER	W TO E
		BT - NOT REQUESTED			FRONT HIT FIRST

VEHICLE	002 (000)	OTH MOT VEH	(? Yrs - U)	HIT PARKED VEH	P TO P
		BT - DRV NOT CONTACTED		PARKED	BACK HIT FIRST

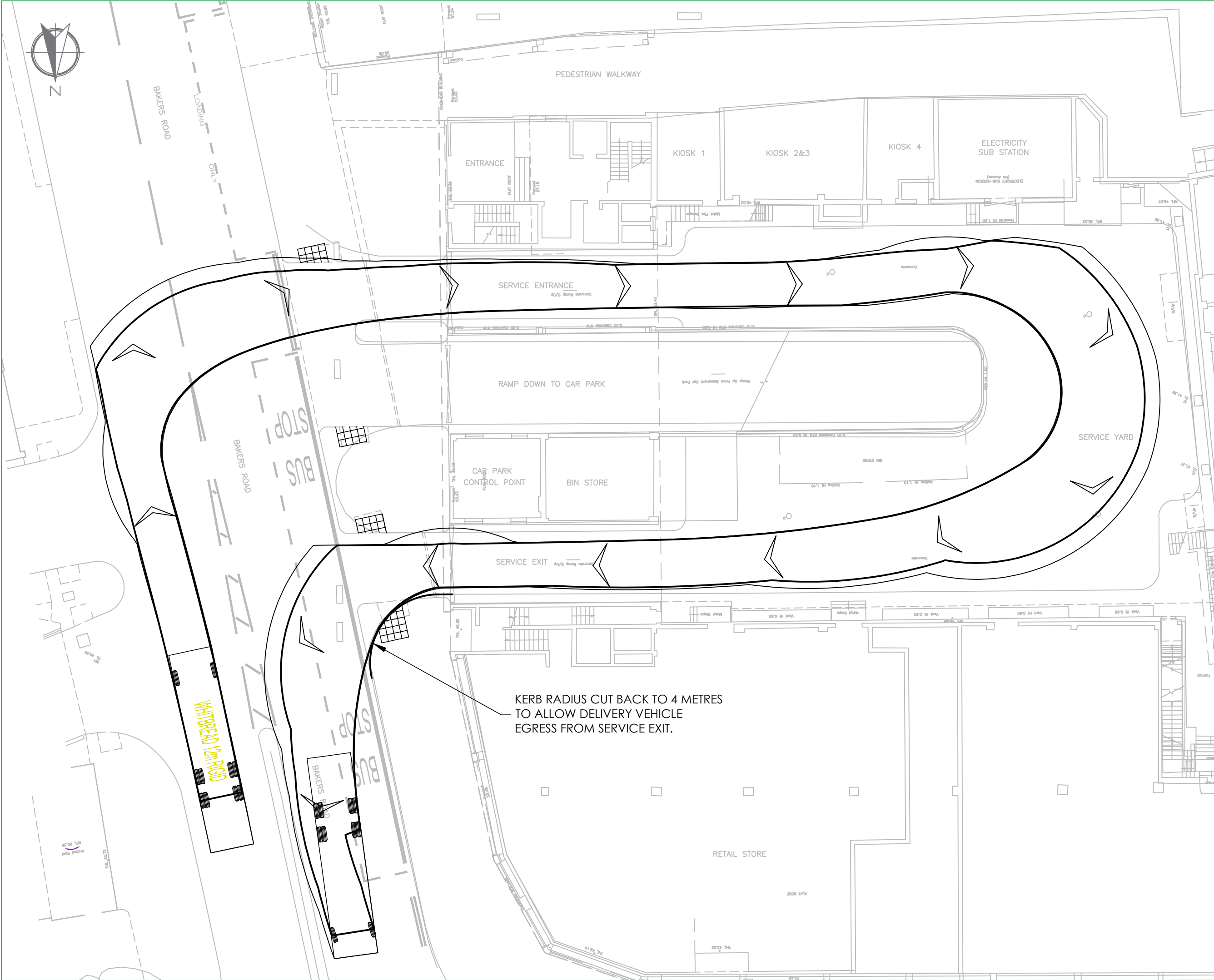
V001 A 410 (LOSS OF CONTROL)

End of Accidents for SC01 GIS AREA B26 Bakers Road area (P)

End of Report

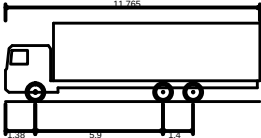


APPENDIX D



NOTES

A3



WHITBREAD 12m RIGID	
Overall Length	11.765m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.972m

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Project
Premier Inn Bakers Road

Drawing Title
Delivery Swept Path Analysis

Scale	1:200	Drawn By	GSE	Checked By	SAJ	Approved By	PJB
Date	Jan 2017	Drawing No.	2016/1331/001	Rev.	-		



APPENDIX E

Calculation Reference: AUDIT-623801-180920-0950

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
GR	GREENWICH	1 days
HD	HILLINGDON	1 days
HO	HOUNSLOW	2 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
 Actual Range: 96 to 178 (units:)
 Range Selected by User: 82 to 289 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 29/11/13

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

Tuesday	1 days
Wednesday	2 days
Friday	2 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 undertaken using machines.*Selected Locations:

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

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

Commercial Zone	1
Residential Zone	2
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:

C1 5 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 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
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

1b Very poor	1 days
3 Moderate	1 days
4 Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	BE-06-A-02	HOLIDAY INN		BEXLEY
	SOUTHWOLD ROAD BEXLEY			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of bedrooms:		107	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
2	GR-06-A-03	NOVOTEL		GREENWICH
	GREENWICH HIGH ROAD GREENWICH			
	Edge of Town Centre No Sub Category			
	Total Number of bedrooms:		151	
	Survey date: FRIDAY		22/11/13	Survey Type: MANUAL
3	HD-06-A-02	NOVOTEL		HILLINGDON
	CHERRY LANE WEST DRAYTON			
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of bedrooms:		178	
	Survey date: TUESDAY		15/05/12	Survey Type: MANUAL
4	HO-06-A-01	DAYS HOTEL		HOUNSLOW
	LAMPTON ROAD HOUNSLOW			
	Edge of Town Centre Commercial Zone			
	Total Number of bedrooms:		96	
	Survey date: WEDNESDAY		16/06/10	Survey Type: MANUAL
5	HO-06-A-02	ETAP HOTEL		HOUNSLOW
	STAINES ROAD HOUNSLOW			
	Edge of Town Centre Retail Zone			
	Total Number of bedrooms:		148	
	Survey date: WEDNESDAY		16/06/10	Survey Type: MANUAL

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

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

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	107	0.047	1	107	0.168	1	107	0.215
07:00 - 08:00	5	136	0.043	5	136	0.094	5	136	0.137
08:00 - 09:00	5	136	0.057	5	136	0.103	5	136	0.160
09:00 - 10:00	5	136	0.059	5	136	0.068	5	136	0.127
10:00 - 11:00	5	136	0.062	5	136	0.056	5	136	0.118
11:00 - 12:00	5	136	0.079	5	136	0.053	5	136	0.132
12:00 - 13:00	5	136	0.046	5	136	0.043	5	136	0.089
13:00 - 14:00	5	136	0.040	5	136	0.049	5	136	0.089
14:00 - 15:00	5	136	0.035	5	136	0.065	5	136	0.100
15:00 - 16:00	5	136	0.081	5	136	0.057	5	136	0.138
16:00 - 17:00	5	136	0.046	5	136	0.050	5	136	0.096
17:00 - 18:00	5	136	0.046	5	136	0.050	5	136	0.096
18:00 - 19:00	5	136	0.065	5	136	0.054	5	136	0.119
19:00 - 20:00	5	136	0.101	5	136	0.054	5	136	0.155
20:00 - 21:00	5	136	0.060	5	136	0.034	5	136	0.094
21:00 - 22:00	5	136	0.082	5	136	0.046	5	136	0.128
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.949			1.044			1.993

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

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

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Parameter summary

Trip rate parameter range selected:	96 - 178 (units:)
Survey date date range:	01/01/10 - 29/11/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	107	0.000	1	107	0.000	1	107	0.000
07:00 - 08:00	5	136	0.003	5	136	0.003	5	136	0.006
08:00 - 09:00	5	136	0.006	5	136	0.004	5	136	0.010
09:00 - 10:00	5	136	0.007	5	136	0.009	5	136	0.016
10:00 - 11:00	5	136	0.015	5	136	0.015	5	136	0.030
11:00 - 12:00	5	136	0.009	5	136	0.009	5	136	0.018
12:00 - 13:00	5	136	0.000	5	136	0.000	5	136	0.000
13:00 - 14:00	5	136	0.001	5	136	0.001	5	136	0.002
14:00 - 15:00	5	136	0.003	5	136	0.003	5	136	0.006
15:00 - 16:00	5	136	0.006	5	136	0.004	5	136	0.010
16:00 - 17:00	5	136	0.003	5	136	0.004	5	136	0.007
17:00 - 18:00	5	136	0.004	5	136	0.004	5	136	0.008
18:00 - 19:00	5	136	0.006	5	136	0.006	5	136	0.012
19:00 - 20:00	5	136	0.015	5	136	0.015	5	136	0.030
20:00 - 21:00	5	136	0.004	5	136	0.004	5	136	0.008
21:00 - 22:00	5	136	0.015	5	136	0.015	5	136	0.030
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.097			0.096			0.193

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

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

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

OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	107	0.009	1	107	0.009	1	107	0.018
07:00 - 08:00	5	136	0.003	5	136	0.003	5	136	0.006
08:00 - 09:00	5	136	0.000	5	136	0.000	5	136	0.000
09:00 - 10:00	5	136	0.001	5	136	0.001	5	136	0.002
10:00 - 11:00	5	136	0.001	5	136	0.001	5	136	0.002
11:00 - 12:00	5	136	0.001	5	136	0.000	5	136	0.001
12:00 - 13:00	5	136	0.004	5	136	0.004	5	136	0.008
13:00 - 14:00	5	136	0.000	5	136	0.001	5	136	0.001
14:00 - 15:00	5	136	0.000	5	136	0.000	5	136	0.000
15:00 - 16:00	5	136	0.000	5	136	0.000	5	136	0.000
16:00 - 17:00	5	136	0.001	5	136	0.001	5	136	0.002
17:00 - 18:00	5	136	0.001	5	136	0.001	5	136	0.002
18:00 - 19:00	5	136	0.000	5	136	0.000	5	136	0.000
19:00 - 20:00	5	136	0.001	5	136	0.001	5	136	0.002
20:00 - 21:00	5	136	0.000	5	136	0.000	5	136	0.000
21:00 - 22:00	5	136	0.000	5	136	0.000	5	136	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

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

PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	107	0.000	1	107	0.000	1	107	0.000
07:00 - 08:00	5	136	0.003	5	136	0.003	5	136	0.006
08:00 - 09:00	5	136	0.003	5	136	0.004	5	136	0.007
09:00 - 10:00	5	136	0.000	5	136	0.000	5	136	0.000
10:00 - 11:00	5	136	0.001	5	136	0.000	5	136	0.001
11:00 - 12:00	5	136	0.000	5	136	0.000	5	136	0.000
12:00 - 13:00	5	136	0.000	5	136	0.000	5	136	0.000
13:00 - 14:00	5	136	0.000	5	136	0.000	5	136	0.000
14:00 - 15:00	5	136	0.000	5	136	0.000	5	136	0.000
15:00 - 16:00	5	136	0.000	5	136	0.000	5	136	0.000
16:00 - 17:00	5	136	0.001	5	136	0.000	5	136	0.001
17:00 - 18:00	5	136	0.000	5	136	0.000	5	136	0.000
18:00 - 19:00	5	136	0.000	5	136	0.001	5	136	0.001
19:00 - 20:00	5	136	0.000	5	136	0.000	5	136	0.000
20:00 - 21:00	5	136	0.000	5	136	0.000	5	136	0.000
21:00 - 22:00	5	136	0.004	5	136	0.001	5	136	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.009			0.021

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

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

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

CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	107	0.000	1	107	0.000	1	107	0.000
07:00 - 08:00	5	136	0.004	5	136	0.000	5	136	0.004
08:00 - 09:00	5	136	0.000	5	136	0.000	5	136	0.000
09:00 - 10:00	5	136	0.000	5	136	0.000	5	136	0.000
10:00 - 11:00	5	136	0.000	5	136	0.001	5	136	0.001
11:00 - 12:00	5	136	0.000	5	136	0.001	5	136	0.001
12:00 - 13:00	5	136	0.000	5	136	0.000	5	136	0.000
13:00 - 14:00	5	136	0.001	5	136	0.001	5	136	0.002
14:00 - 15:00	5	136	0.000	5	136	0.000	5	136	0.000
15:00 - 16:00	5	136	0.000	5	136	0.000	5	136	0.000
16:00 - 17:00	5	136	0.000	5	136	0.000	5	136	0.000
17:00 - 18:00	5	136	0.000	5	136	0.001	5	136	0.001
18:00 - 19:00	5	136	0.000	5	136	0.000	5	136	0.000
19:00 - 20:00	5	136	0.000	5	136	0.000	5	136	0.000
20:00 - 21:00	5	136	0.000	5	136	0.000	5	136	0.000
21:00 - 22:00	5	136	0.000	5	136	0.000	5	136	0.000
22:00 - 23:00	1	107	0.000	1	107	0.000	1	107	0.000
23:00 - 24:00	1	107	0.000	1	107	0.000	1	107	0.000
Total Rates:			0.005			0.004			0.009

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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