# Transport Assessment Addendum

**Beaches Yard,**
**Horton Road,**
**West Drayton**

**Prepared for**
**Harvest Land Management**

**By**

**Stuart Michael Associates Limited**

**February 2023**


STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

T: 01635 867711
F: 01635 861715
E: mail@stuartmichael.co.uk
W: www.stuartmichael.co.uk


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STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS



*Stuart Michael Associates Ltd. Registered in England and Wales. Registration Number: 3739154*
*Registered Office: Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF.*
*Telephone: 01635 867711 Facsimile: 01635 861715.*

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## DRAWINGS

## 1.0 INTRODUCTION

1.1 Stuart Michael Associates (SMA) has prepared this Transport Assessment Addendum (TAA) to support a Planning Application for the redevelopment of mixed-use storage and residential site into a warehouse development on land at Horton Road, West Drayton, on behalf of Harvest Land Management (the 'Applicant'). The plans showing the proposed site layout is attached as **Appendix A**.

1.2 A number of documents have been prepared by SMA to support the Application. The most recent versions of these documents were submitted for review by TFL and Hillingdon Council (HC) in January 2023. Further comments from the HC Highways Officer have been received (dated: 06/02/2023) and have requested clarifications on a number of points, revised information and improved safety measures for access. A copy of the Officer's comments are attached as **Appendix B**.

1.3 This TAA has been prepared to address HC's comments, a summary of the points covered is provided below:

- Information regarding the basement car park:
- Further clarification of the development generated trip rates and anticipated daily HGV movements;
- Further measures to ensure the safety of pedestrians at the site access and on the private road and adjoining footways; *and*
- Further information regarding the proposed HGV turntable.

## 2.0 PROPOSED DEVELOPMENT

2.1 Copies of the proposed site layout are attached as **Appendix A**. The development proposes the redevelopment of the site to create a single commercial warehouse building with a GIA of 6847.3m$^2$.

2.2 The site will provide a basement car parking area, with 45 car parking spaces accessed via a ramp from the private access road. The plans of the proposed car park including cycle parking and provisions of EVs and disabled spaces is attached as **Appendix A**.

### Anticipated Trip Generation

2.3 At this time no occupant for the site has been confirmed, as such assumptions on the likely trip generation for the site have had to be made. It has been deemed prudent that the industry standard TRICS database is used to assess the possible impact of the development in terms of vehicle trips on the local highways network.

2.4 Operating hours and shift patterns cannot be confirmed at this time (as the occupant has yet to be confirmed) it has therefore been necessary to assume that the trip generation for the site will follow similar patterns to the sites included in the TRICs database.

2.5 However due to the nature of the site the occupant, once appointed, will be limited to 4 OGV deliveries/ collections at any one time, as only 4 loading bays are to be provided within the site. This will be managed by the scheduling of deliveries/ collections to ensure that HGVS can drive straight into the site and not have to wait on the access road or nearby highway network.

2.6 At this time it has also been necessary to assume that the all OGVs will be articulated HGVs to assume a worst case scenario. It is possible however that deliveries/ collections from the site will be made by a range of large vehicle types, such as rigid HGVs.

2.7 The proposed Trip Generation for the site has previously been set out in the TA. Sites with similar characteristics to the development proposals have been selected from the TRICS database. The TRICs outputs are displayed in **Appendix C** and the anticipated multimodal trip rates for the development in the AM and PM Commuter Peak Periods, along with the total trips for period between 07:00 - 21:00 are summarised in **Table 2.1**.

**Table 2.1 – Trip Rates – Commercial Warehousing**

| Mode of Travel | 08:00-09:00 | | | 17:00-18:00 | | | Daily – 07:00 - 21:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Walk | 0.038 | 0.012 | 0.050 | 0.014 | 0.046 | 0.060 | 0.248 | 0.256 | 0.504 |
| Cycle | 0.010 | 0.000 | 0.010 | 0.004 | 0.011 | 0.015 | 0.066 | 0.062 | 0.128 |
| Public Transport | 0.092 | 0.005 | 0.097 | 0.052 | 0.092 | 0.144 | 0.391 | 0.384 | 0.775 |
| Car | 0.265 | 0.026 | 0.291 | 0.096 | 0.373 | 0.469 | 1.358 | 1.520 | 2.878 |
| OGVs | 0.031 | 0.037 | 0.068 | 0.030 | 0.037 | 0.067 | 0.511 | 0.503 | 1.014 |

2.8 The site has a GIA of 6847.3m$^2$ as such anticipated trip generation for the development has been calculated based on this area. The anticipated multi-modal trip generation for the site is summarised for the AM and PM peak periods and the 07:00 – 21:00 period, in **Table 2.2**.

**Table 2.2 – Trip Generation – Proposed Development**

| Mode of Travel | 08:00-09:00 | | | 17:00-18:00 | | | Daily – 07:00 - 21:00 | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Walk | 3 | 1 | 3 | 1 | 3 | 4 | 17 | 18 | 35 |
| Cycle | 1 | 0 | 1 | 0 | 1 | 1 | 5 | 4 | 9 |
| Public Transport | 6 | 0 | 7 | 4 | 6 | 10 | 27 | 26 | 53 |
| Car | 18 | 2 | 20 | 7 | 26 | 32 | 93 | 104 | 197 |
| OGVs | 2 | 3 | 5 | 2 | 3 | 5 | 35 | 34 | 69 |

2.9 The TRICS Database does not include any surveys that cover an entire 24hr period, although the sites that have been selected are operational outside of the surveyed period. As such it has been necessary to calculate trip rates for the 21:00 - 07:00 period. To assess this possible trip generation for the hours not covered in the TRICS data, the trip rates for the time period 07:00-07:30 have been used to generate anticipated trip rates. The potential trip generation for 21:00 - 07:00 is summarised in **Table 2.3**.

**Table 2.3 – Trip Generation – 21:00-07:00**

| Mode of Travel | 07:00-07:30 Trip Rates | | | 21:00-07:00 Calculated Trip Rates (07:00-07:30 Trip Rates x 20 half hour periods) | | | 21:00-07:00 Trip Generation | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way | Arrivals | Departures | Two-way |
| Walk | 0.002 | 0.002 | 0.004 | 0.04 | 0.04 | 0.08 | 3 | 3 | 6 |
| Cycle | 0.002 | 0.002 | 0.004 | 0.04 | 0.04 | 0.08 | 3 | 3 | 5 |
| Public Transport | 0.009 | 0.009 | 0.018 | 0.18 | 0.18 | 0.36 | 12 | 12 | 24 |
| Car | 0.042 | 0.021 | 0.063 | 0.84 | 0.42 | 1.26 | 58 | 29 | 86 |
| OGVs | 0.012 | 0.021 | 0.033 | 0.24 | 0.42 | 0.66 | 16 | 29 | 45 |

2.10 Based on the assumed 21:00-07:00 Trip generation it is possible to calculate the anticapred 24hr trip generation for the site this is summarised in **Table 2.4** below.

**Table 2.4 – 24 Hour Trip Generation**

| Mode of Travel | **24 Hour Trip Generation** (Table 2.2 + Table 2.3) | | |
|---|---|---|---|
| | Arrivals | Departures | Two-way |
| Walk | 20 | 21 | 41 |
| Cycle | 8 | 7 | 15 |
| Public Transport | 39 | 38 | 77 |
| Car | 151 | 133 | 284 |
| OGVs | 51 | 63 | 114 |

2.11 To understand the likely impact of the development on the local highway network throughout a typical week day the following tables summarise the anticipated Car and OGV vehicle movements for each hour.

**Table 2.5 – Anticipated OGV Movements**

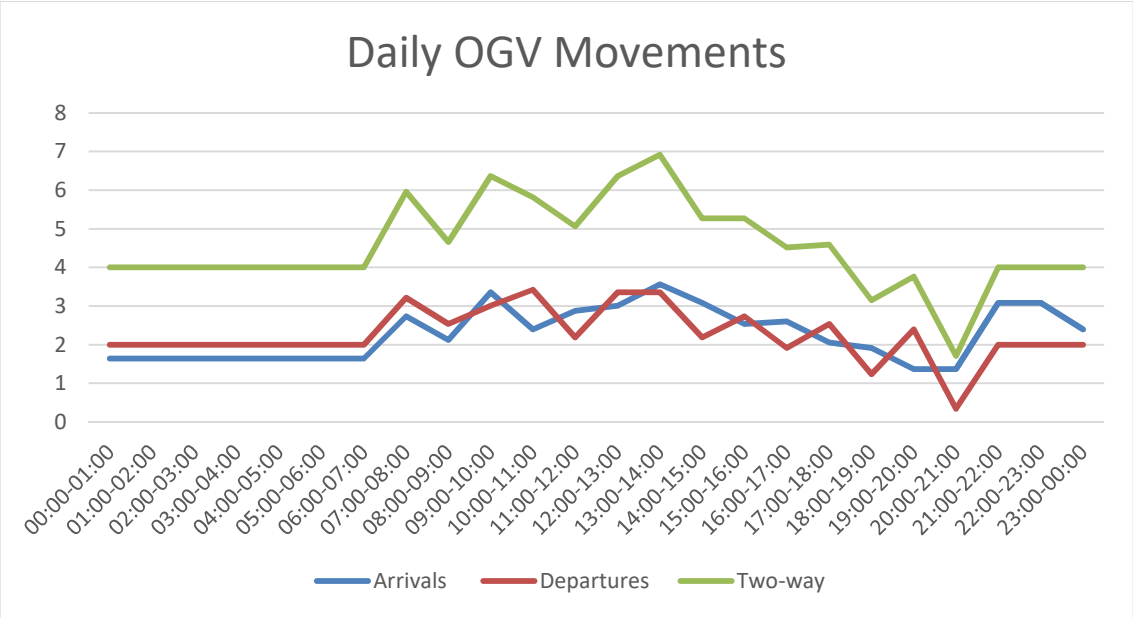



**Table 2.6 – Anticipated Car Movements**

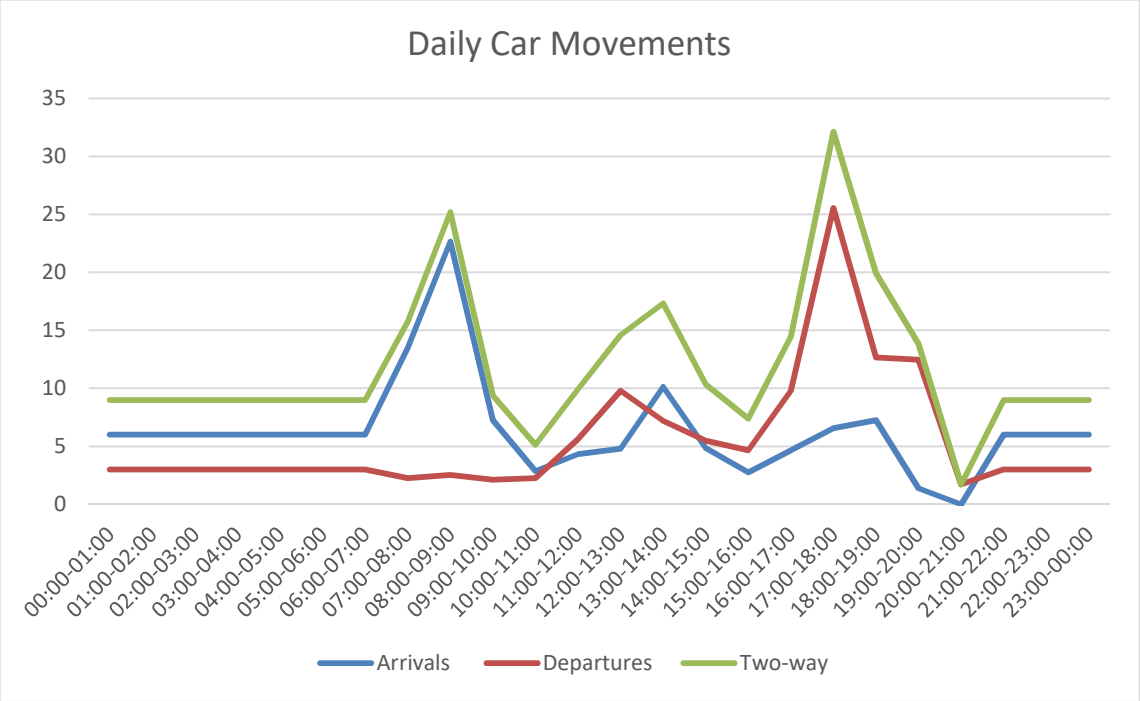
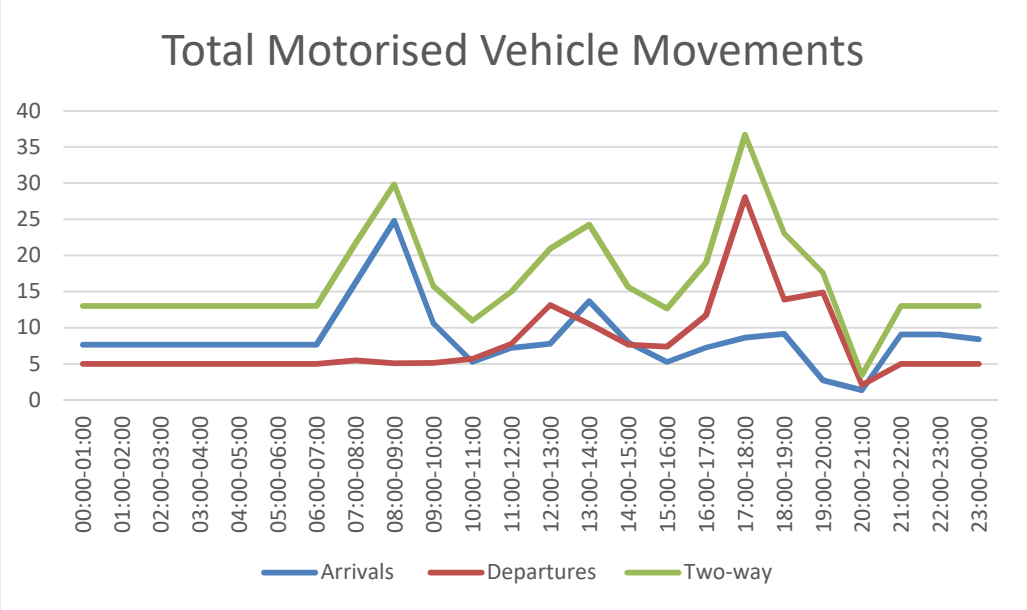


**Table 2.7 – Anticipated Total Motorised Vehicle Movements**




2.12 As **Table 2.5** confirms no more than 7 total two-way OGV movements are anticipated within an hour period; it is therefore considered that this amount of vehicle movements would be absorbed into the daily fluctuations on the highway network.

2.13 **Table 2.6** indicated that's the car movements will typically coincide with beginning and ending of shifts. However a development of the proposed size will not generate more than 32 movements in any one hour period.

2.14 **Table 2.7** summarises the anticipated total vehicle movements to the site in an hour period. The table confirms that no more than 37 motorised vehicle trips are anticipated in any hour this equates to a movement every 97 seconds which cannot be considered to cause a detrimental impact on the highway network.

**HGV Turntable**

2.15 To maximise operational space within the site it is proposed that a HGV turntable facility is provided. The development proposes that an Ø15m 44 tonne capacity turntable will be installed. An area of Ø18m is required to safely rotate the vehicles and not have any trapping hazards.

2.16 HGV turntables are an increasingly frequent measure provided in commercial facilities as the value of land increases. An example of a nearby turntable is the Waitrose in Gerrards Cross, which has been operational since May 2012, with no known operational issues.

2.1 Further examples of turntables in the UK are summarised at https://truckturntables.co.uk/press-case-studies/. These include examples in London and the south east as well as further afield.

2.2 It can be considered that HGVs are a modern solution to the rising scarcity of space and the implications this has on the design of commercial properties. By providing a turntable in the development, space is saved that would otherwise have to be reserved for HGVs to reverse. Also the turntables will increase the safety of operatives as large vehicles will not be required to reverse great lengths.

2.3 The use of the turntable will overseen by trained operatives and all HGVs will be made aware that a turntable will be used before arriving at the site. It is therefore considered that there are no safety implications from using a turntable at this development.

2.4 The Applicant has undertaken some initial discussions with a turntable manufacture to understand suitability for the site. Basic information regarding these discussions is provided below, however due to commercial confidentiality no drawings or operational information is provided in this report.

2.5 It is proposed that two drive units for the turntable will be provided both capable of moving the turntable on their own. Having 2 will ensure that neither drive is close to being used at full capacity in normal operation. However in the event of one drive failing it will be possible to isolate one unit and run the other ensuring the turntable remains operational.

2.6 In the event of a turntable or power failure with a vehicle stuck in a position from which it cannot exit the turntable it will be possible to rotate the turntable to recover the vehicle using either man power or batteries. As such no HGV will ever have to reverse in or out of the site.

2.7 The turntable will be located indoors as to prevent exposure to the elements and to prevent standing water entering in the pit. These measures will ensure optimal operational conditions for turntable.

2.8 To ensure that the turntable is operational at all times a management plan will be in place. This management plan will include but not be limited to the following measures:

- Regular maintenance from the manufacturer – approximately 6 times per year;
- Full training for all staff who will operate the turntable;
- Regular checks by on site staff to ensure any damage to the turntable is recorded and fixed promptly; *and*
- Good housekeeping to prevent items and liquids etc. being left on or around the turntable.

2.9 As such the design of the turntable and the proposed measures that will be implemented will ensure that the turntable is continually operational and will not result in HGVs having to reverse in or out of the site.

**Access Measures**

2.10 To ensure the safety of all users of the site and those members of the public on the local access road the following safety measures are proposed at the Car and HGV accesses.

2.11 A black and yellow rubber speed ramp will be provided on exit of the vehicle ramp, to slow cars leaving the car park. Additional STOP road marking will also be provided to stop cars encouraging onto the footway. Bollards will also be provided to ensure that cars do not mount the kerb.

2.12 The HGV access will have STOP markings on exit of the site. Bollards will be provided to ensure HGVs stay within the access area.

2.13 The proposed measures are shown on **Drawing 6969.001F**. The indivisibility between cars and HGVs entering/ exiting the site is shown on **Drawing 6969.012**.

2.14 Access to the car park for pedestrians is internally via the main access. Access to the cycle parking area will be via the ramp from the private access road, access to cycle parking will not be possible from the car park.

**Improvements for Pedestrian Safety**

2.15 To ensure the safety of pedestrians on Horton Road and those crossing the junction with the access road, it is proposed that access road is widened and the road markings are realigned to better suit the widened access. The proposed widening and line markings are shown on **Drawing 6969.001F**. Autotrack Swept Paths for a range of vehicles at this junction are shown on **Drawing 6969.002F** and **6969.003F**.

**Management of Access Road**

2.16 The development proposes the provision of double yellow lines on the private access road. Currently vehicles park on this section of road, but SMA understands they are vehicles owned by the current land owner.

2.17 Once the site is operational it is proposed a private management company will tow any vehicles who park illegally on the double yellow lines. The appropriate signage will be provided to ensure that members of the public no that towing is enforced in this area.

## 3.0 SUMMARY AND CONCLUSION

### Summary

3.1 This Transport Assessment Addendum (TAA) has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Harvest Land Management (the 'Applicant') in support of a Planning Application for the construction of proposed warehouse development in the form of a warehouse on land off Horton Road, West Drayton. The proposed site layout is shown in **Appendix A**.

3.2 This TAA has been prepared to address comments raised by the Hillingdon Council Highways Officer (**Appendix B**), including car parking, measures to improve pedestrian safety, the anticipated trip generation for the site and measures to ensure the HGV turntable will be fully operational.

3.3 This TAA has confirmed that from a Transport and Highway perspective there are no issues that should prevent the granting of planning for the proposed development.

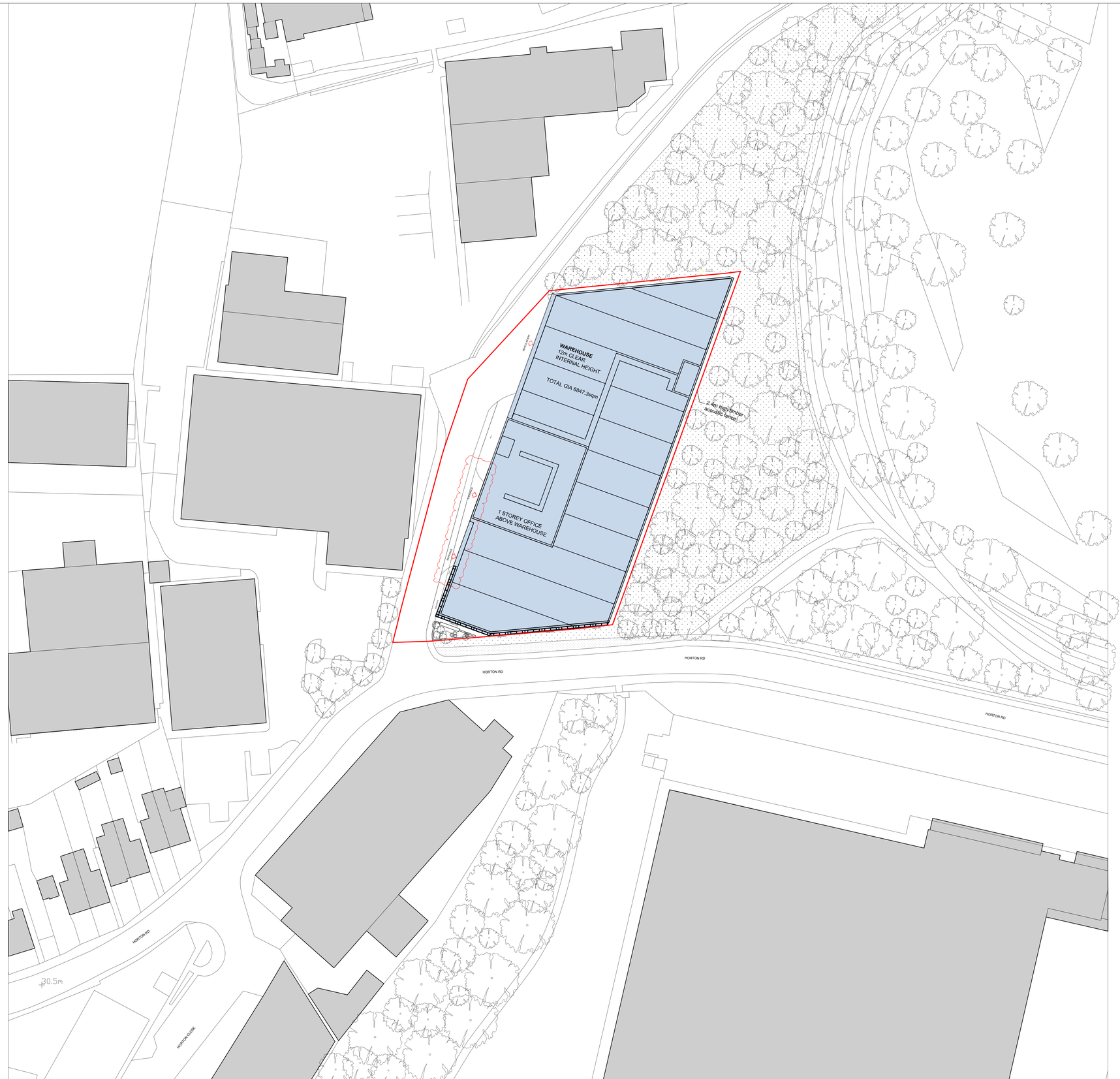
# APPENDICES

**Appendix A Proposed Site Layout**

**Appendix B Hillingdon Council Officer Comments**

**Appendix C TRICS Outputs**

# APPENDIX A




# Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com

Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

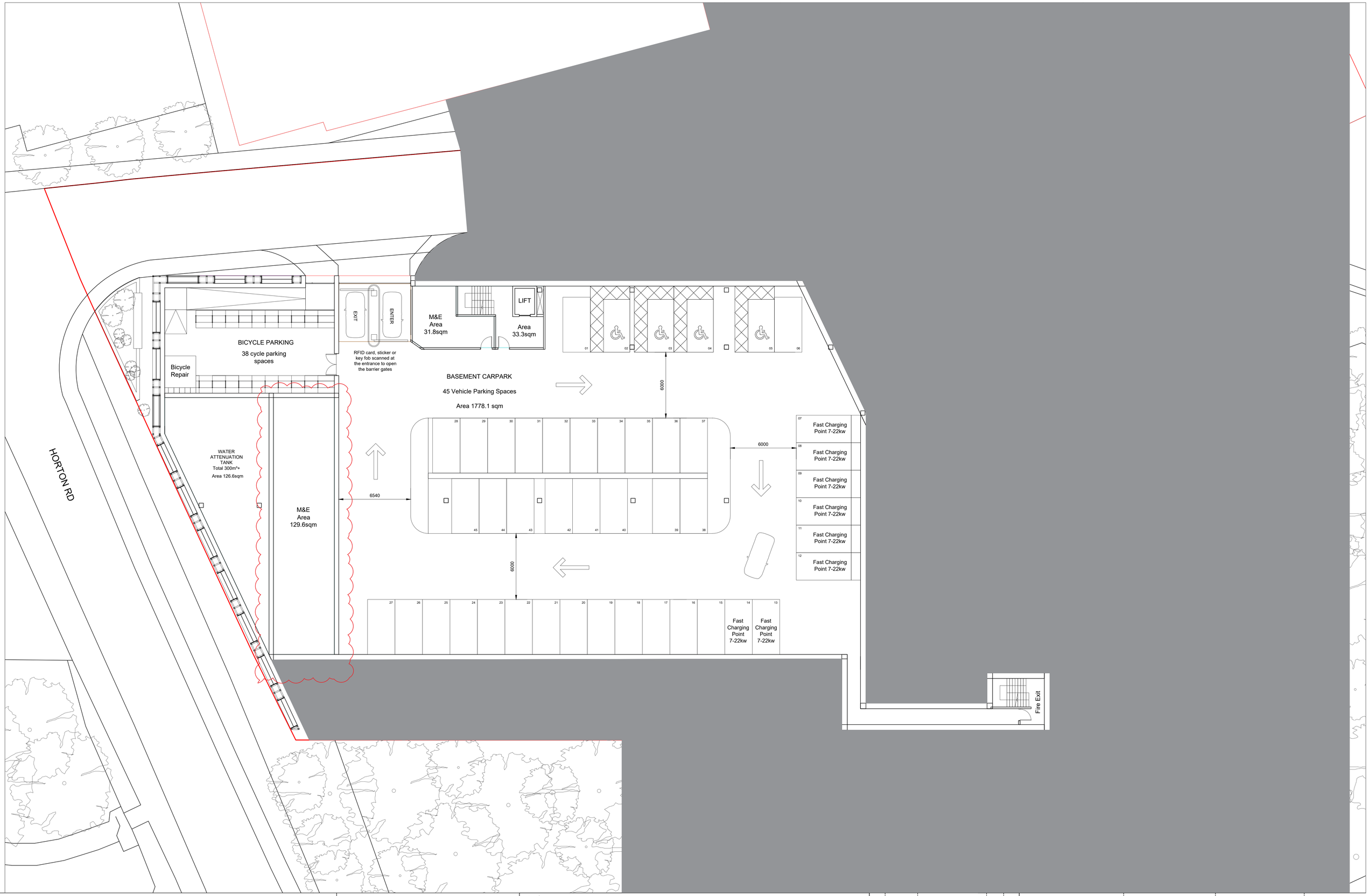
Scale 1:500

0 10 50 100m

N

| Rev | Date | Description | By |
|---|---|---|---|
| | 23/01/24 | site boundary/entrance | NW |

| Project | Project description | Scale | Job No |
|---|---|---|---|
| Beaches Yard | Warehouse | 1:50@A1<br>1:500@A3 | 0203 |
| **Title** | **Stage** | **Drawing No** | **Rev** |
| Site Layout Plan | Planning | 003 | 02 |





# Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com


Notes:

Scaling for planning purposes only

Scale:

0 10 20m

N

| Rev | Date | Description | By |
|---|---|---|---|
| 04 | 23/02/22 | Basement layout | NW |
| 03 | 23/01/19 | Basement layout | |
| 02 | 22/12/21 | cycle parking | |
| 01 | 22/07/27 | Parking layout | |

| Project | Project description | Stage | Job N |
|---|---|---|---|
| Beaches Yard | Warehouse | Planning | 0203 |
| **Title** | **Scale** | **Drawing No** | **Rev** |
| BASEMENT CARPARK | 1:150@A1 | 008 | 04 |

ENTRANCE

PAVING

PLANTING

FOOTPATH

PLANTING

GREEN WALL

Seat

Paved

LIFT

M&E
Area
9.4sqm

Area
64.9sqm

VEHICULAR ENT

REFUSE

Vehicle Turning
16m

2.4m HIGH TIMBER
ACOUSTIC FENCE

LOADING BAY
Area 717.5sqm

HORTON RD

FOOTPATH

GREEN WALL

WAREHOUSE
Area 2446.9sqm

LOADING/UNLOADING
Area 222.1sqm

Charging

ST Area 14.9sqm

Area 60.1sqm

LIFT

LIFT

SHWR

ST

Area 42.9

WC

ACC
WC

TEA ROOM

Gate

2.4m HIGH TIMBER
ACOUSTIC FENCE


# Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com


Notes:

All dimensions to be confirmed by contractor on site.
Do not scale from drawings.

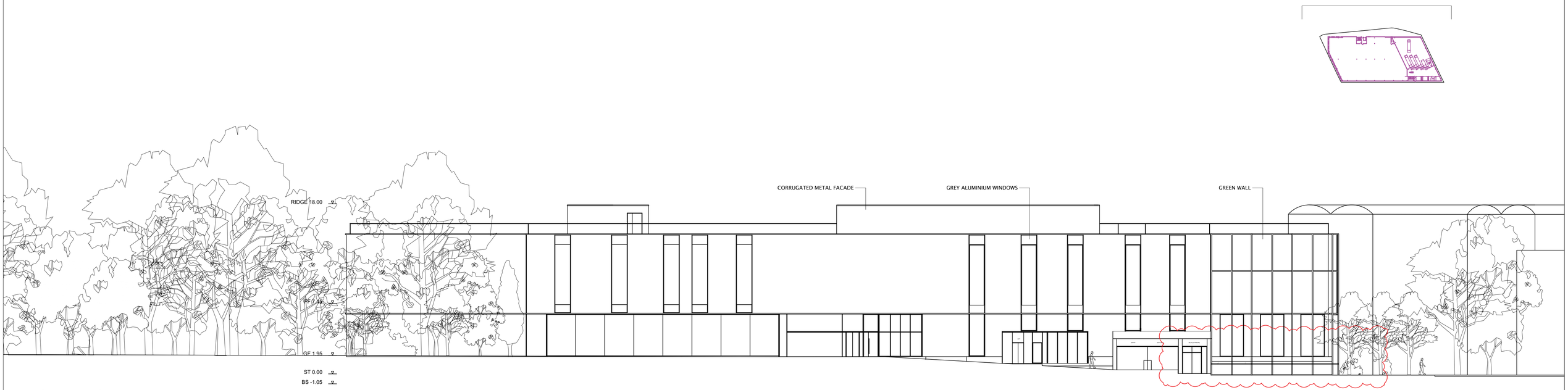
Scale 1:50

0 10 20 40m

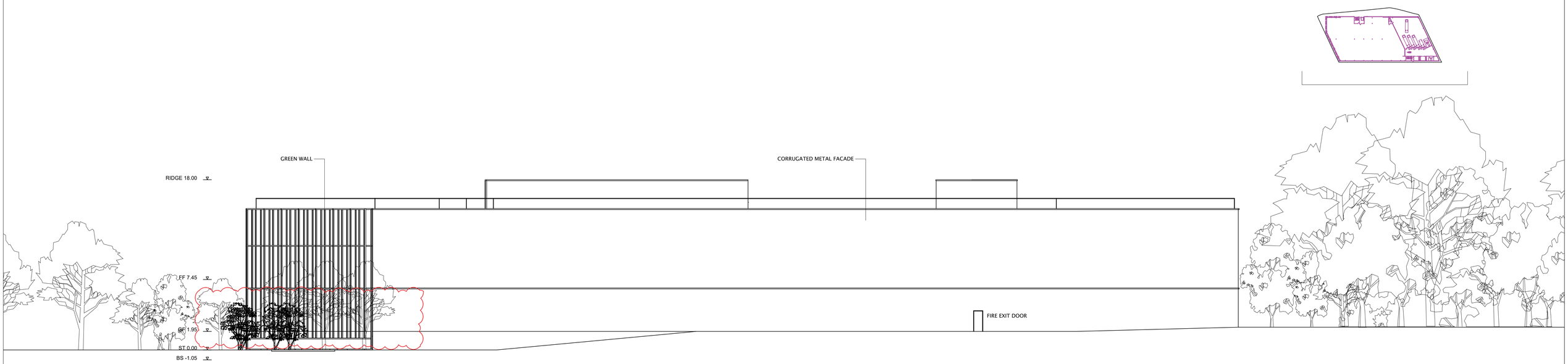
N

| Rev | Date | Description | By | NW |
|---|---|---|---|---|
| 04 | 23/02/22 | Footpath & vegetation | | |
| 03 | 23/02/21 | Footpath | | |
| 02 | 22/12/21 | Ramp to cycle parking | | |

| Project | Project description | Scale | Job No |
|---|---|---|---|
| Beaches Yard | Warehouse | 1:50@A1<br>1:150@A3 | 0203 |
| **Title** | **Stage** | **Drawing No** | **Rev** |
| Ground Floor Plan | Planning | 004 | 04 |




WEST ELEVATION




EAST ELEVATION


# Nick Willson Architects

G2 Hoxton Works
128 Hoxton Street
London N1 6SH
+44 (0)20 7012 1674
www.nickwillsonarchitects. com


N

Notes:

Scaling for planning purposes only

Scale:

0 5 10 20

| Rev | Date | Description | By | |
|---|---|---|---|---|
| 03 | 230220 | Green wall rev | cad | NW |
| 02 | 230119 | Car entrance rev | cad | NW |
| 01 | 230108 | Cycle entrance rev | cad | NW |

| | | | |
|---|---|---|---|
| Project: Beaches Yard | Project description: Warehouse | Stage: Planning | Job N: 0203 |
| Title: Proposed West & East Elevation | Scale: 1:200@A1 | Drawing No: 101 | Rev: 03 |

# APPENDIX B

**Development:** Redevelopment of the site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with associated HGV loading and servicing bay, car and cycle parking, access arrangements, landscaping and infrastructure.

**Location:** BEACHES YARD HORTON ROAD YIEWSLEY

**Reference:** 75221/APP/2022/2968

**Highways Officer:** Joshua O'Donnell

**Date:** 06/02/2023

**Comments:**

An application has been received seeking planning permission to redevelop an existing site to provide a flexible warehouse facility (Use Class B2/B8) and ancillary office space, with an associated Heavy Goods Vehicle (HGV) loading and servicing bay. Furthermore, car, cycle parking, access arrangements, landscaping and infrastructure will be created. On the planes provision has been made for 53no. on-site basement parking space, though all other references are made to 45no., 4no. will be disabled parking spaces. There will be 38no. on-site cycle spaces with this being located on the ground level. 7no. active electric vehicle charging points will be provided. The basement car park will be accessed via a ramp which will have sperate entry/exit. Pedestrians will be able to access the basement car park via a lift and stairwell, the entrance will be on the private road ground level. The development will see 40no. full-time staff employed when completed, though the shift patterns or rotas have not been decided upon at this stage. The loading/service bay will support 4no. HGVs, a mechanical vehicle turntable will allow the HGVs to make all manoeuvres within the bay. Evidence has not been submitted on how the level of HGVs for the site has been calculated. The site will front onto a private road which has a width of c.6.2 metres at its narrowest point, this road connects with Horton Road. This private road also provides access to an Addison Lee vehicle park and Uxbridge Football Club's football ground Parking along the private road is largely unrestricted though there are sections of double yellow lines. Yet it is evident that vehicles are currently parking on the site. It is still not fully understood how enforcement of parked vehicles on the private road will be managed once development has finished. The proposal site has a PTAL rating of 2 indicating that its access to public transport is moderate when compared to London as a whole suggesting that there will be some reliance on the private car for trip-making to and from the site. However, the site is located a considerable distance from West Drayton Station by foot with the journey time being a c.15-minute walk. Nevertheless, the bus ride is only c.10-minute and by bike is c.4 minutes. Regardless the development would only be supported by the 350-bus route which operates a c.20-minute service.

Two sperate sets of Highway comments have been provided previously stating that due to the developments locations the Local Plan would be used over the London Plan, this is because it will allow for a higher threshold of on-site parking for staff. According to the published London Borough of Hillingdon Local Plan Part 2 Development Management Policies 2020 parking standards states that development proposals must comply with the relevant parking standards. Therefore, for a development of this type to be within policy 2 spaces plus 1 per 500 sqm of gross floor space which would be 71no. spaces would be required. It is found that the revision of parking provision to 53no. would be in accordance with policy. However, as mentioned already the plans show 53no. whereas the Parking servicing and Management plan firmly states 45no. being provided. The Highway Authority would require the developer to send amended plans showing 45no. on-site parking spaces, instead of 53no. shown on the plans.

Amended plans now indicate that the private road outside of the development are within the applicant control through the new red boundary line that is seen on plans. It is good to see that some enforcement will be made by preventing cars from parking on the road through the installation of double yellows. Nevertheless, the Highway Authority would require that more improvements be made to the road that would improve road safety and make it more suitable for HGV use. It is noted that the footpath will be widened on the side of the development, though this does not lead anywhere for pedestrians to go. Furthermore, nothing has been proposed to restrict vehicles from exiting both the basement car park and loading bay that ensures that drivers check to approaching vehicles. Finally, the Highway Authority would require that the applicant demonstrate how further improvements can be made to the road which increase road safety. This contradicts the published London Plan 2021 Policy T4 Assessing and mitigating transport impacts which states that *'development proposals should not increase road danger'.*

The Highway Authority would require that all pedestrian access into the basement car park be moved onto Horton Road or internally. This would negate the need for a footpath when the road is already narrow and would mean that pedestrians do not interact with entering/exiting vehicles.

As mentioned above the loading bay will include a vehicle turntable which will rotate the HGVs within the site. There is still the high risk that this can malfunction which will lead to vehicles being unable to turnaround within the development. HGVs should be able to turn on plot without the necessity of machinery, as HGVs are the fundamental use of the site. The Highway Authority will be unable to support any application that see's the implementation of a vehicle turntable. Swept path drawings have been again submitted, though they still indicate that HGVs turning left from Horton Road onto the private road would be very close to the footpath and over sweeping it. This contradicts the published London Plan 2021 Policy T7 Deliveries, servicing and construction which states that development proposal for new consolidation and distribution facilities should *'reduce road danger, noise and emission from freight trips'.*

Trip generation has been provided as part of the Transport Assessment, though several pieces of information seem to be missing that allow a proper determination to be made. All trip generation has been based on a site with an operational area of 7282.2m with the data being collected from TRICS. It is noted that the site will only cover a gross floor area of 6847.3m and will have a much lower trip rate then the included example. Yet, the hours of operation are not known with only the peak times being given, this does not present a full picture of the sites activity over a normal operational day.

There are Highway objections to this proposal because it would not be in accordance with the published London Plan Policies T4 Assessing and mitigating transport impacts and T7 Deliveries.

If the application was potentially approved the Highway Authority would require the contribution of £159,315 secured through the way of an s.106 agreement for highway improvements identified in the submitted Active Travel Zone. This is a requirement of the published London Plan 2021 Policy T2 Healthy Streets that requires that development proposals should *"demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance".*

# APPENDIX C

Calculation Reference: AUDIT-812401-221125-1141

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
**MULTI-MODAL TOTAL VEHICLES**

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| **01** | **GREATER LONDON** | | |
| | BE | BEXLEY | 1 days |
| | HD | HILLINGDON | 1 days |
| | HO | HOUNSLOW | 1 days |

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

**Primary Filtering selection:**

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

| | |
|---|---|
| Parameter: | Gross floor area |
| Actual Range: | 8673 to 20400 (units: sqm) |
| Range Selected by User: | 8673 to 20400 (units: sqm) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 27/09/18

*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:*

| | |
|---|---|
| Wednesday | 1 days |
| Thursday | 2 days |

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

*Selected survey types:*

| | |
|---|---|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

*Selected Locations:*

| | |
|---|---|
| Suburban Area (PPS6 Out of Centre) | 1 |
| Edge of Town | 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:*

| | |
|---|---|
| Industrial Zone | 3 |

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

**Secondary Filtering selection:**

*Use Class:*

| | |
|---|---|
| n/a | 1 days |
| B8 | 2 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.):**

*Filter by Site Operations Breakdown:*
All Surveys Included

*Population within 500m Range:*
All Surveys Included
*Population within 1 mile:*

| | |
|---|---|
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 2 days |

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

*Population within 5 miles:*

| | |
|---|---|
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 2 days |

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.6 to 1.0 | 2 days |
| 1.1 to 1.5 | 1 days |

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

*Travel Plan:*

| | |
|---|---|
| Yes | 2 days |
| No | 1 days |

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

*PTAL Rating:*

| | |
|---|---|
| 1a (Low) Very poor | 1 days |
| 1b Very poor | 1 days |
| 2 Poor | 1 days |

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

*LIST OF SITES relevant to selection parameters*

**1** **BE-02-F-01** **FRESH FRUIT DISTRIBUTOR** **BEXLEY**
THAMES ROAD
CRAYFORD

Edge of Town
Industrial Zone
Total Gross floor area: 20400 sqm
*Survey date: THURSDAY* *20/09/18* *Survey Type: MANUAL*

**2** **HD-02-F-01** **FOOD DISTRIBUTOR** **HILLINGDON**
NINE ACRES CLOSE
HAYES

Edge of Town
Industrial Zone
Total Gross floor area: 8673 sqm
*Survey date: THURSDAY* *27/09/18* *Survey Type: MANUAL*

**3** **HO-02-F-01** **LOGISTICS AND FREIGHT** **HOUNSLOW**
ASCOT ROAD
FELTHAM

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 13500 sqm
*Survey date: WEDNESDAY* *23/11/16* *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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL TOTAL VEHICLES

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.45

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 14191 | 0.063 | 3 | 14191 | 0.047 | 3 | 14191 | 0.110 |
| 07:30 - 08:00 | 3 | 14191 | 0.195 | 3 | 14191 | 0.047 | 3 | 14191 | 0.242 |
| 08:00 - 08:30 | 3 | 14191 | 0.155 | 3 | 14191 | 0.045 | 3 | 14191 | 0.200 |
| 08:30 - 09:00 | **3** | **14191** | **0.251** | 3 | 14191 | 0.056 | 3 | 14191 | 0.307 |
| 09:00 - 09:30 | 3 | 14191 | 0.136 | 3 | 14191 | 0.049 | 3 | 14191 | 0.185 |
| 09:30 - 10:00 | 3 | 14191 | 0.073 | 3 | 14191 | 0.066 | 3 | 14191 | 0.139 |
| 10:00 - 10:30 | 3 | 14191 | 0.045 | 3 | 14191 | 0.033 | 3 | 14191 | 0.078 |
| 10:30 - 11:00 | 3 | 14191 | 0.092 | 3 | 14191 | 0.103 | 3 | 14191 | 0.195 |
| 11:00 - 11:30 | 3 | 14191 | 0.063 | 3 | 14191 | 0.096 | 3 | 14191 | 0.159 |
| 11:30 - 12:00 | 3 | 14191 | 0.110 | 3 | 14191 | 0.089 | 3 | 14191 | 0.199 |
| 12:00 - 12:30 | 3 | 14191 | 0.078 | 3 | 14191 | 0.160 | 3 | 14191 | 0.238 |
| 12:30 - 13:00 | 3 | 14191 | 0.110 | 3 | 14191 | 0.094 | 3 | 14191 | 0.204 |
| 13:00 - 13:30 | 3 | 14191 | 0.139 | 3 | 14191 | 0.103 | 3 | 14191 | 0.242 |
| 13:30 - 14:00 | 3 | 14191 | 0.099 | 3 | 14191 | 0.089 | 3 | 14191 | 0.188 |
| 14:00 - 14:30 | 3 | 14191 | 0.087 | 3 | 14191 | 0.082 | 3 | 14191 | 0.169 |
| 14:30 - 15:00 | 3 | 14191 | 0.052 | 3 | 14191 | 0.073 | 3 | 14191 | 0.125 |
| 15:00 - 15:30 | 3 | 14191 | 0.068 | 3 | 14191 | 0.092 | 3 | 14191 | 0.160 |
| 15:30 - 16:00 | 3 | 14191 | 0.075 | 3 | 14191 | 0.078 | 3 | 14191 | 0.153 |
| 16:00 - 16:30 | 3 | 14191 | 0.073 | 3 | 14191 | 0.106 | 3 | 14191 | 0.179 |
| 16:30 - 17:00 | 3 | 14191 | 0.075 | 3 | 14191 | 0.108 | 3 | 14191 | 0.183 |
| 17:00 - 17:30 | 3 | 14191 | 0.052 | 3 | 14191 | 0.204 | 3 | 14191 | 0.256 |
| 17:30 - 18:00 | 3 | 14191 | 0.113 | **3** | **14191** | **0.254** | **3** | **14191** | **0.367** |
| 18:00 - 18:30 | 3 | 14191 | 0.070 | 3 | 14191 | 0.150 | 3 | 14191 | 0.220 |
| 18:30 - 19:00 | 3 | 14191 | 0.096 | 3 | 14191 | 0.096 | 3 | 14191 | 0.192 |
| 19:00 - 19:30 | 1 | 20400 | 0.025 | 1 | 20400 | 0.181 | 1 | 20400 | 0.206 |
| 19:30 - 20:00 | 1 | 20400 | 0.020 | 1 | 20400 | 0.049 | 1 | 20400 | 0.069 |
| 20:00 - 20:30 | 1 | 20400 | 0.010 | 1 | 20400 | 0.025 | 1 | 20400 | 0.035 |
| 20:30 - 21:00 | 1 | 20400 | 0.010 | 1 | 20400 | 0.005 | 1 | 20400 | 0.015 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.435 | | | 2.580 | | | 5.015 |

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

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

**Parameter summary**

| | |
|---|---|
| Trip rate parameter range selected: | 8673 - 20400 (units: sqm) |
| Survey date date range: | 01/01/14 - 27/09/18 |
| Number of weekdays (Monday-Friday): | 3 |
| 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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL OGVS

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 14191 | 0.012 | 3 | 14191 | 0.021 | 3 | 14191 | 0.033 |
| 07:30 - 08:00 | 3 | 14191 | 0.028 | 3 | 14191 | 0.026 | 3 | 14191 | 0.054 |
| 08:00 - 08:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.016 | 3 | 14191 | 0.021 |
| 08:30 - 09:00 | 3 | 14191 | 0.026 | 3 | 14191 | 0.021 | 3 | 14191 | 0.047 |
| 09:00 - 09:30 | 3 | 14191 | 0.028 | 3 | 14191 | 0.023 | 3 | 14191 | 0.051 |
| 09:30 - 10:00 | 3 | 14191 | 0.021 | 3 | 14191 | 0.021 | 3 | 14191 | 0.042 |
| 10:00 - 10:30 | 3 | 14191 | 0.007 | 3 | 14191 | 0.012 | 3 | 14191 | 0.019 |
| 10:30 - 11:00 | 3 | 14191 | 0.028 | **3** | **14191** | **0.038** | **3** | **14191** | **0.066** |
| 11:00 - 11:30 | 3 | 14191 | 0.016 | 3 | 14191 | 0.023 | 3 | 14191 | 0.039 |
| 11:30 - 12:00 | 3 | 14191 | 0.026 | 3 | 14191 | 0.009 | 3 | 14191 | 0.035 |
| 12:00 - 12:30 | 3 | 14191 | 0.023 | 3 | 14191 | 0.026 | 3 | 14191 | 0.049 |
| 12:30 - 13:00 | 3 | 14191 | 0.021 | 3 | 14191 | 0.023 | 3 | 14191 | 0.044 |
| 13:00 - 13:30 | **3** | **14191** | **0.033** | 3 | 14191 | 0.026 | 3 | 14191 | 0.059 |
| 13:30 - 14:00 | 3 | 14191 | 0.019 | 3 | 14191 | 0.023 | 3 | 14191 | 0.042 |
| 14:00 - 14:30 | 3 | 14191 | 0.026 | 3 | 14191 | 0.016 | 3 | 14191 | 0.042 |
| 14:30 - 15:00 | 3 | 14191 | 0.019 | 3 | 14191 | 0.016 | 3 | 14191 | 0.035 |
| 15:00 - 15:30 | 3 | 14191 | 0.016 | 3 | 14191 | 0.019 | 3 | 14191 | 0.035 |
| 15:30 - 16:00 | 3 | 14191 | 0.021 | 3 | 14191 | 0.021 | 3 | 14191 | 0.042 |
| 16:00 - 16:30 | 3 | 14191 | 0.019 | 3 | 14191 | 0.016 | 3 | 14191 | 0.035 |
| 16:30 - 17:00 | 3 | 14191 | 0.019 | 3 | 14191 | 0.012 | 3 | 14191 | 0.031 |
| 17:00 - 17:30 | 3 | 14191 | 0.016 | 3 | 14191 | 0.021 | 3 | 14191 | 0.037 |
| 17:30 - 18:00 | 3 | 14191 | 0.014 | 3 | 14191 | 0.016 | 3 | 14191 | 0.030 |
| 18:00 - 18:30 | 3 | 14191 | 0.012 | 3 | 14191 | 0.009 | 3 | 14191 | 0.021 |
| 18:30 - 19:00 | 3 | 14191 | 0.016 | 3 | 14191 | 0.009 | 3 | 14191 | 0.025 |
| 19:00 - 19:30 | 1 | 20400 | 0.015 | 1 | 20400 | 0.015 | 1 | 20400 | 0.030 |
| 19:30 - 20:00 | 1 | 20400 | 0.005 | 1 | 20400 | 0.020 | 1 | 20400 | 0.025 |
| 20:00 - 20:30 | 1 | 20400 | 0.010 | 1 | 20400 | 0.005 | 1 | 20400 | 0.015 |
| 20:30 - 21:00 | 1 | 20400 | 0.010 | 1 | 20400 | 0.000 | 1 | 20400 | 0.010 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.511 | | | 0.503 | | | 1.014 |

*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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL CYCLISTS

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.002 | 3 | 14191 | 0.004 |
| 07:30 - 08:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.000 | 3 | 14191 | 0.005 |
| 08:00 - 08:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.000 | 3 | 14191 | 0.005 |
| 08:30 - 09:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.000 | 3 | 14191 | 0.005 |
| 09:00 - 09:30 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 |
| 09:30 - 10:00 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 |
| 10:00 - 10:30 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 |
| 10:30 - 11:00 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 |
| 11:00 - 11:30 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 |
| 11:30 - 12:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.000 | 3 | 14191 | 0.005 |
| 12:00 - 12:30 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 | 3 | 14191 | 0.000 |
| 12:30 - 13:00 | 3 | 14191 | 0.002 | 3 | 14191 | 0.000 | 3 | 14191 | 0.002 |
| 13:00 - 13:30 | 3 | 14191 | 0.000 | 3 | 14191 | 0.002 | 3 | 14191 | 0.002 |
| 13:30 - 14:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.002 | 3 | 14191 | 0.007 |
| 14:00 - 14:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.000 | 3 | 14191 | 0.002 |
| 14:30 - 15:00 | 3 | 14191 | 0.007 | 3 | 14191 | 0.000 | 3 | 14191 | 0.007 |
| 15:00 - 15:30 | 3 | 14191 | 0.000 | 3 | 14191 | 0.002 | 3 | 14191 | 0.002 |
| 15:30 - 16:00 | 3 | 14191 | 0.000 | 3 | 14191 | 0.005 | 3 | 14191 | 0.005 |
| 16:00 - 16:30 | 3 | 14191 | 0.000 | **3** | **14191** | **0.014** | 3 | 14191 | 0.014 |
| 16:30 - 17:00 | **3** | **14191** | **0.014** | 3 | 14191 | 0.012 | **3** | **14191** | **0.026** |
| 17:00 - 17:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.002 | 3 | 14191 | 0.004 |
| 17:30 - 18:00 | 3 | 14191 | 0.002 | 3 | 14191 | 0.009 | 3 | 14191 | 0.011 |
| 18:00 - 18:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.005 | 3 | 14191 | 0.010 |
| 18:30 - 19:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.002 | 3 | 14191 | 0.007 |
| 19:00 - 19:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 19:30 - 20:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 20:00 - 20:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.005 | 1 | 20400 | 0.005 |
| 20:30 - 21:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.066 | | | 0.062 | | | 0.128 |

*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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL PEDESTRIANS

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.002 | 3 | 14191 | 0.004 |
| 07:30 - 08:00 | **3** | **14191** | **0.028** | 3 | 14191 | 0.002 | 3 | 14191 | 0.030 |
| 08:00 - 08:30 | 3 | 14191 | 0.019 | 3 | 14191 | 0.007 | 3 | 14191 | 0.026 |
| 08:30 - 09:00 | 3 | 14191 | 0.019 | 3 | 14191 | 0.005 | 3 | 14191 | 0.024 |
| 09:00 - 09:30 | 3 | 14191 | 0.014 | 3 | 14191 | 0.002 | 3 | 14191 | 0.016 |
| 09:30 - 10:00 | 3 | 14191 | 0.016 | 3 | 14191 | 0.005 | 3 | 14191 | 0.021 |
| 10:00 - 10:30 | 3 | 14191 | 0.009 | 3 | 14191 | 0.002 | 3 | 14191 | 0.011 |
| 10:30 - 11:00 | 3 | 14191 | 0.016 | 3 | 14191 | 0.009 | 3 | 14191 | 0.025 |
| 11:00 - 11:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.012 | 3 | 14191 | 0.017 |
| 11:30 - 12:00 | 3 | 14191 | 0.007 | 3 | 14191 | 0.007 | 3 | 14191 | 0.014 |
| 12:00 - 12:30 | 3 | 14191 | 0.007 | **3** | **14191** | **0.033** | **3** | **14191** | **0.040** |
| 12:30 - 13:00 | 3 | 14191 | 0.021 | 3 | 14191 | 0.016 | 3 | 14191 | 0.037 |
| 13:00 - 13:30 | 3 | 14191 | 0.019 | 3 | 14191 | 0.012 | 3 | 14191 | 0.031 |
| 13:30 - 14:00 | 3 | 14191 | 0.007 | 3 | 14191 | 0.021 | 3 | 14191 | 0.028 |
| 14:00 - 14:30 | 3 | 14191 | 0.007 | 3 | 14191 | 0.005 | 3 | 14191 | 0.012 |
| 14:30 - 15:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.005 | 3 | 14191 | 0.010 |
| 15:00 - 15:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.009 | 3 | 14191 | 0.014 |
| 15:30 - 16:00 | 3 | 14191 | 0.005 | 3 | 14191 | 0.005 | 3 | 14191 | 0.010 |
| 16:00 - 16:30 | 3 | 14191 | 0.007 | 3 | 14191 | 0.014 | 3 | 14191 | 0.021 |
| 16:30 - 17:00 | 3 | 14191 | 0.012 | 3 | 14191 | 0.007 | 3 | 14191 | 0.019 |
| 17:00 - 17:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.023 | 3 | 14191 | 0.025 |
| 17:30 - 18:00 | 3 | 14191 | 0.012 | 3 | 14191 | 0.023 | 3 | 14191 | 0.035 |
| 18:00 - 18:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.005 | 3 | 14191 | 0.007 |
| 18:30 - 19:00 | 3 | 14191 | 0.002 | 3 | 14191 | 0.005 | 3 | 14191 | 0.007 |
| 19:00 - 19:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.010 | 1 | 20400 | 0.010 |
| 19:30 - 20:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 20:00 - 20:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.010 | 1 | 20400 | 0.010 |
| 20:30 - 21:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.248 | | | 0.256 | | | 0.504 |

*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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL PUBLIC TRANSPORT USERS

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 14191 | 0.009 | 3 | 14191 | 0.000 | 3 | 14191 | 0.009 |
| 07:30 - 08:00 | 3 | 14191 | 0.028 | 3 | 14191 | 0.000 | 3 | 14191 | 0.028 |
| 08:00 - 08:30 | 3 | 14191 | 0.040 | 3 | 14191 | 0.000 | 3 | 14191 | 0.040 |
| 08:30 - 09:00 | **3** | **14191** | **0.052** | 3 | 14191 | 0.005 | 3 | 14191 | 0.057 |
| 09:00 - 09:30 | 3 | 14191 | 0.012 | 3 | 14191 | 0.000 | 3 | 14191 | 0.012 |
| 09:30 - 10:00 | 3 | 14191 | 0.002 | 3 | 14191 | 0.002 | 3 | 14191 | 0.004 |
| 10:00 - 10:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.005 | 3 | 14191 | 0.010 |
| 10:30 - 11:00 | 3 | 14191 | 0.016 | 3 | 14191 | 0.005 | 3 | 14191 | 0.021 |
| 11:00 - 11:30 | 3 | 14191 | 0.002 | 3 | 14191 | 0.000 | 3 | 14191 | 0.002 |
| 11:30 - 12:00 | 3 | 14191 | 0.014 | 3 | 14191 | 0.002 | 3 | 14191 | 0.016 |
| 12:00 - 12:30 | 3 | 14191 | 0.033 | 3 | 14191 | 0.035 | 3 | 14191 | 0.068 |
| 12:30 - 13:00 | 3 | 14191 | 0.031 | 3 | 14191 | 0.026 | 3 | 14191 | 0.057 |
| 13:00 - 13:30 | 3 | 14191 | 0.019 | 3 | 14191 | 0.016 | 3 | 14191 | 0.035 |
| 13:30 - 14:00 | 3 | 14191 | 0.012 | 3 | 14191 | 0.021 | 3 | 14191 | 0.033 |
| 14:00 - 14:30 | 3 | 14191 | 0.016 | 3 | 14191 | 0.033 | 3 | 14191 | 0.049 |
| 14:30 - 15:00 | 3 | 14191 | 0.007 | 3 | 14191 | 0.019 | 3 | 14191 | 0.026 |
| 15:00 - 15:30 | 3 | 14191 | 0.009 | 3 | 14191 | 0.019 | 3 | 14191 | 0.028 |
| 15:30 - 16:00 | 3 | 14191 | 0.002 | 3 | 14191 | 0.012 | 3 | 14191 | 0.014 |
| 16:00 - 16:30 | 3 | 14191 | 0.009 | 3 | 14191 | 0.028 | 3 | 14191 | 0.037 |
| 16:30 - 17:00 | 3 | 14191 | 0.016 | 3 | 14191 | 0.040 | 3 | 14191 | 0.056 |
| 17:00 - 17:30 | 3 | 14191 | 0.026 | **3** | **14191** | **0.059** | **3** | **14191** | **0.085** |
| 17:30 - 18:00 | 3 | 14191 | 0.026 | 3 | 14191 | 0.033 | 3 | 14191 | 0.059 |
| 18:00 - 18:30 | 3 | 14191 | 0.005 | 3 | 14191 | 0.007 | 3 | 14191 | 0.012 |
| 18:30 - 19:00 | 3 | 14191 | 0.000 | 3 | 14191 | 0.007 | 3 | 14191 | 0.007 |
| 19:00 - 19:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.010 | 1 | 20400 | 0.010 |
| 19:30 - 20:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 20:00 - 20:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 20:30 - 21:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 | 1 | 20400 | 0.000 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.391 | | | 0.384 | | | 0.775 |

*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 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

## MULTI-MODAL CARS

## Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period**

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 00:30 | | | | | | | | | |
| 00:30 - 01:00 | | | | | | | | | |
| 01:00 - 01:30 | | | | | | | | | |
| 01:30 - 02:00 | | | | | | | | | |
| 02:00 - 02:30 | | | | | | | | | |
| 02:30 - 03:00 | | | | | | | | | |
| 03:00 - 03:30 | | | | | | | | | |
| 03:30 - 04:00 | | | | | | | | | |
| 04:00 - 04:30 | | | | | | | | | |
| 04:30 - 05:00 | | | | | | | | | |
| 05:00 - 05:30 | | | | | | | | | |
| 05:30 - 06:00 | | | | | | | | | |
| 06:00 - 06:30 | | | | | | | | | |
| 06:30 - 07:00 | | | | | | | | | |
| 07:00 - 07:30 | 3 | 14191 | 0.042 | 3 | 14191 | 0.021 | 3 | 14191 | 0.063 |
| 07:30 - 08:00 | 3 | 14191 | 0.155 | 3 | 14191 | 0.012 | 3 | 14191 | 0.167 |
| 08:00 - 08:30 | 3 | 14191 | 0.134 | 3 | 14191 | 0.023 | 3 | 14191 | 0.157 |
| 08:30 - 09:00 | **3** | **14191** | **0.197** | 3 | 14191 | 0.014 | 3 | 14191 | 0.211 |
| 09:00 - 09:30 | 3 | 14191 | 0.068 | 3 | 14191 | 0.012 | 3 | 14191 | 0.080 |
| 09:30 - 10:00 | 3 | 14191 | 0.038 | 3 | 14191 | 0.019 | 3 | 14191 | 0.057 |
| 10:00 - 10:30 | 3 | 14191 | 0.014 | 3 | 14191 | 0.005 | 3 | 14191 | 0.019 |
| 10:30 - 11:00 | 3 | 14191 | 0.028 | 3 | 14191 | 0.028 | 3 | 14191 | 0.056 |
| 11:00 - 11:30 | 3 | 14191 | 0.014 | 3 | 14191 | 0.040 | 3 | 14191 | 0.054 |
| 11:30 - 12:00 | 3 | 14191 | 0.049 | 3 | 14191 | 0.042 | 3 | 14191 | 0.091 |
| 12:00 - 12:30 | 3 | 14191 | 0.016 | 3 | 14191 | 0.096 | 3 | 14191 | 0.112 |
| 12:30 - 13:00 | 3 | 14191 | 0.054 | 3 | 14191 | 0.047 | 3 | 14191 | 0.101 |
| 13:00 - 13:30 | 3 | 14191 | 0.087 | 3 | 14191 | 0.056 | 3 | 14191 | 0.143 |
| 13:30 - 14:00 | 3 | 14191 | 0.061 | 3 | 14191 | 0.049 | 3 | 14191 | 0.110 |
| 14:00 - 14:30 | 3 | 14191 | 0.052 | 3 | 14191 | 0.042 | 3 | 14191 | 0.094 |
| 14:30 - 15:00 | 3 | 14191 | 0.019 | 3 | 14191 | 0.038 | 3 | 14191 | 0.057 |
| 15:00 - 15:30 | 3 | 14191 | 0.014 | 3 | 14191 | 0.042 | 3 | 14191 | 0.056 |
| 15:30 - 16:00 | 3 | 14191 | 0.026 | 3 | 14191 | 0.026 | 3 | 14191 | 0.052 |
| 16:00 - 16:30 | 3 | 14191 | 0.042 | 3 | 14191 | 0.063 | 3 | 14191 | 0.105 |
| 16:30 - 17:00 | 3 | 14191 | 0.026 | 3 | 14191 | 0.080 | 3 | 14191 | 0.106 |
| 17:00 - 17:30 | 3 | 14191 | 0.021 | 3 | 14191 | 0.150 | 3 | 14191 | 0.171 |
| 17:30 - 18:00 | 3 | 14191 | 0.075 | **3** | **14191** | **0.223** | **3** | **14191** | **0.298** |
| 18:00 - 18:30 | 3 | 14191 | 0.040 | 3 | 14191 | 0.115 | 3 | 14191 | 0.155 |
| 18:30 - 19:00 | 3 | 14191 | 0.066 | 3 | 14191 | 0.070 | 3 | 14191 | 0.136 |
| 19:00 - 19:30 | 1 | 20400 | 0.010 | 1 | 20400 | 0.157 | 1 | 20400 | 0.167 |
| 19:30 - 20:00 | 1 | 20400 | 0.010 | 1 | 20400 | 0.025 | 1 | 20400 | 0.035 |
| 20:00 - 20:30 | 1 | 20400 | 0.000 | 1 | 20400 | 0.020 | 1 | 20400 | 0.020 |
| 20:30 - 21:00 | 1 | 20400 | 0.000 | 1 | 20400 | 0.005 | 1 | 20400 | 0.005 |
| 21:00 - 21:30 | | | | | | | | | |
| 21:30 - 22:00 | | | | | | | | | |
| 22:00 - 22:30 | | | | | | | | | |
| 22:30 - 23:00 | | | | | | | | | |
| 23:00 - 23:30 | | | | | | | | | |
| 23:30 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.358 | | | 1.520 | | | 2.878 |

*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.*

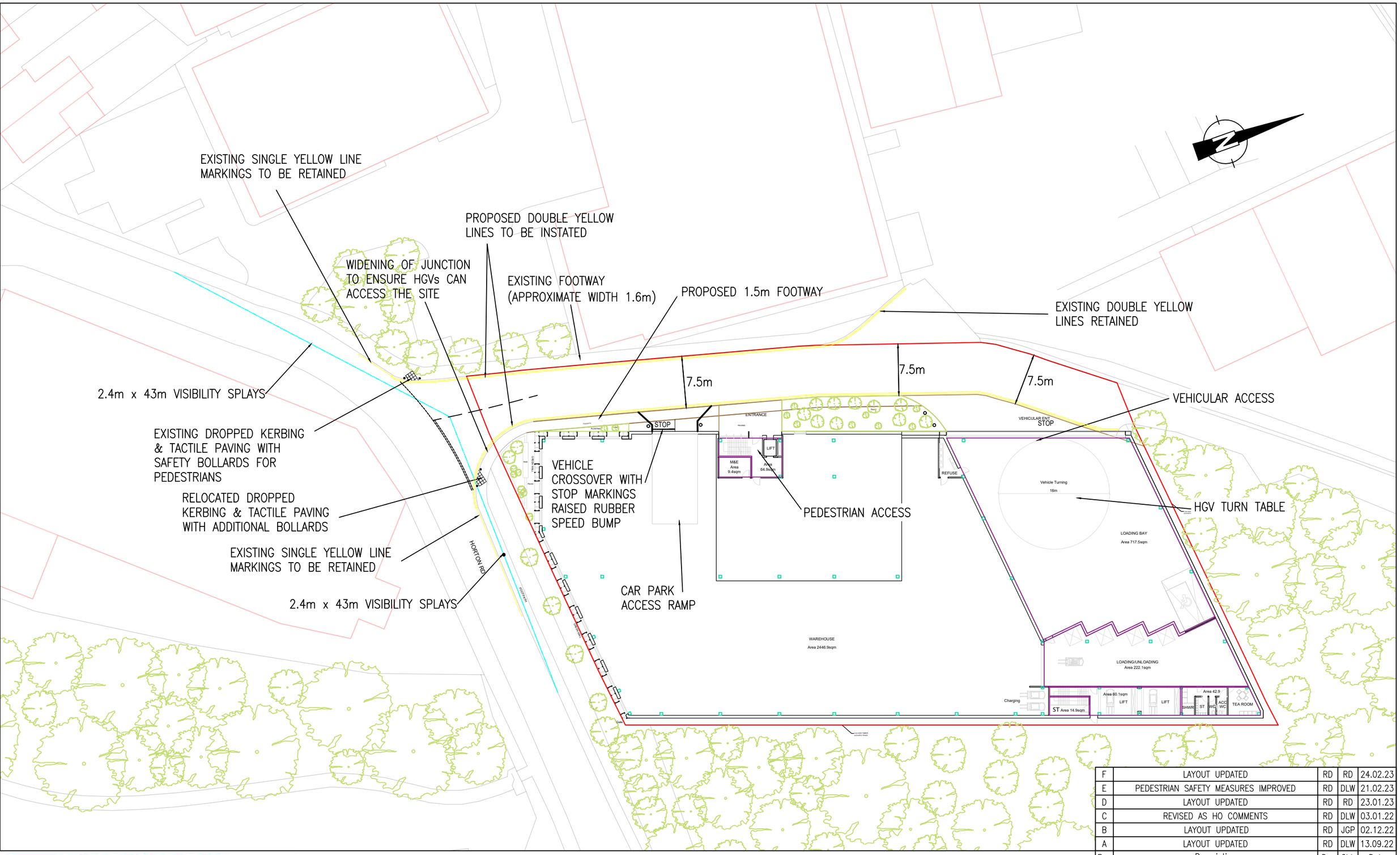
# D R A W I N G S

**Drawing 6969.001F General Arrangement Layout**

**Drawing 6969.002F Vehicle Tracking Layout Sheet 1**

**Drawing 6969.003F Vehicle Tracking Layout Sheet 2**

**Drawing 6969.012 Proposed Access Arrangements Visibility Splays**




| Rev | Description | Drn | Chk | Date |
|---|---|---|---|---|
| F | LAYOUT UPDATED | RD | RD | 24.02.23 |
| E | PEDESTRIAN SAFETY MEASURES IMPROVED | RD | DLW | 21.02.23 |
| D | LAYOUT UPDATED | RD | RD | 23.01.23 |
| C | REVISED AS HO COMMENTS | RD | DLW | 03.01.22 |
| B | LAYOUT UPDATED | RD | JGP | 02.12.22 |
| A | LAYOUT UPDATED | RD | DLW | 13.09.22 |

REVISIONS

| Preliminary | | Approval | | Tender | | Const. | |
|---|---|---|---|---|---|---|---|

DRAWING STATUS

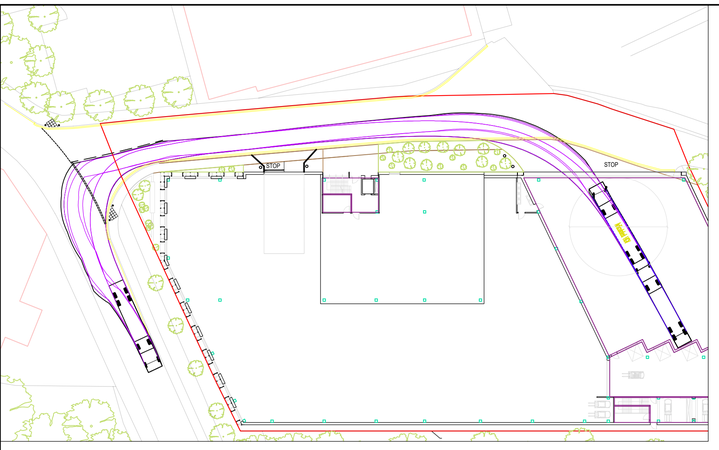
STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

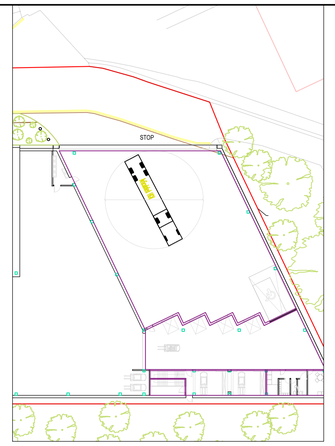
JOB TITLE
BEACHES YARD, HORTON ROAD, WEST DRAYTON

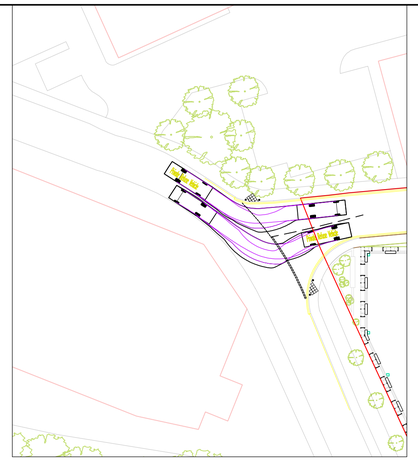
DRAWING TITLE
PROPOSED ACCESS ARRANGEMENTS

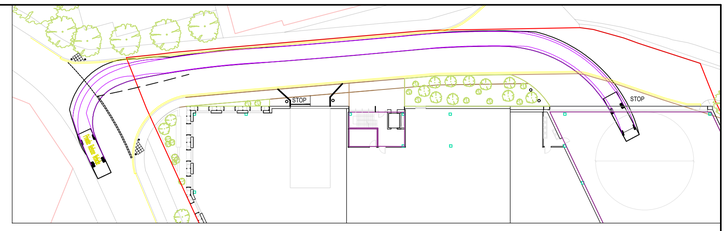
| DATE | DRAWN | CHECKED | ISSUE CHECKBOX |
|---|---|---|---|
| AUG 22 | RD | DLW | |

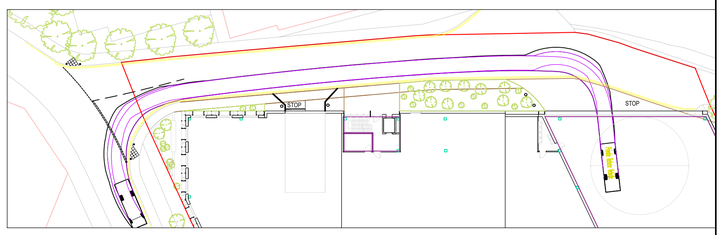
| DRAWING No. | REV | SCALE | |
|---|---|---|---|
| 6969.001 | F | 1:500 | @ A3 |

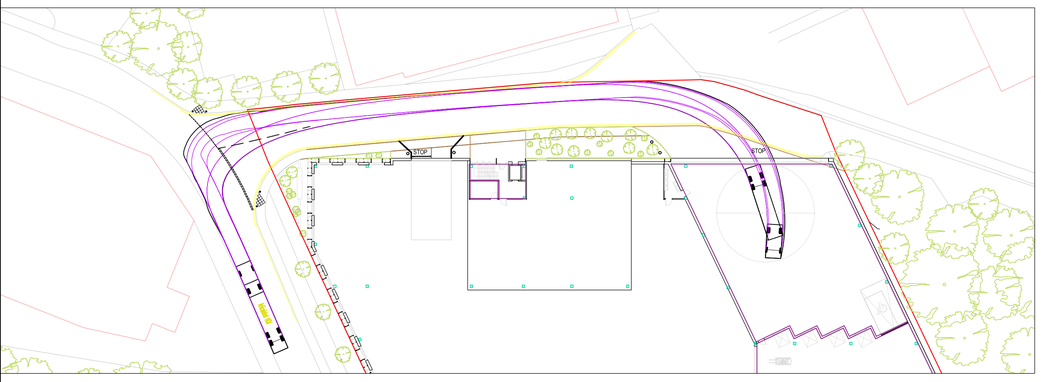


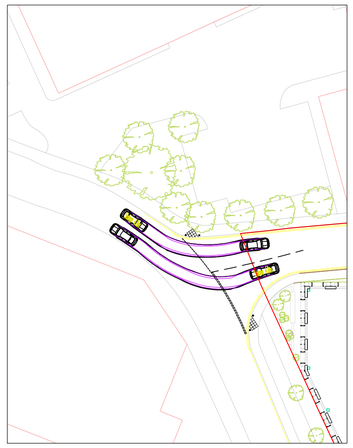



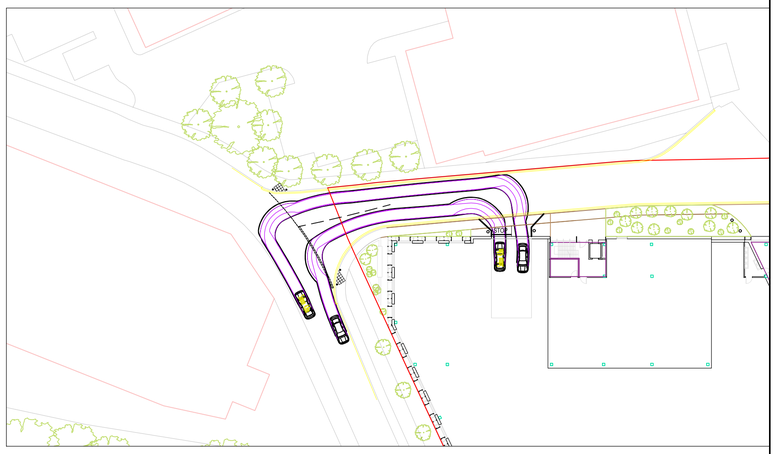



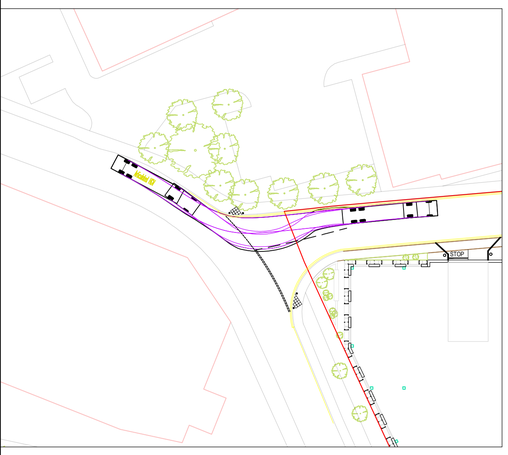



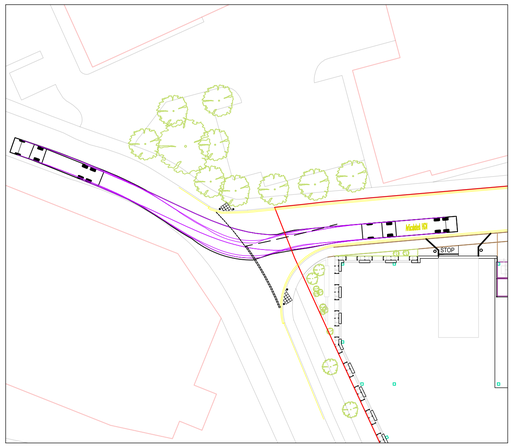



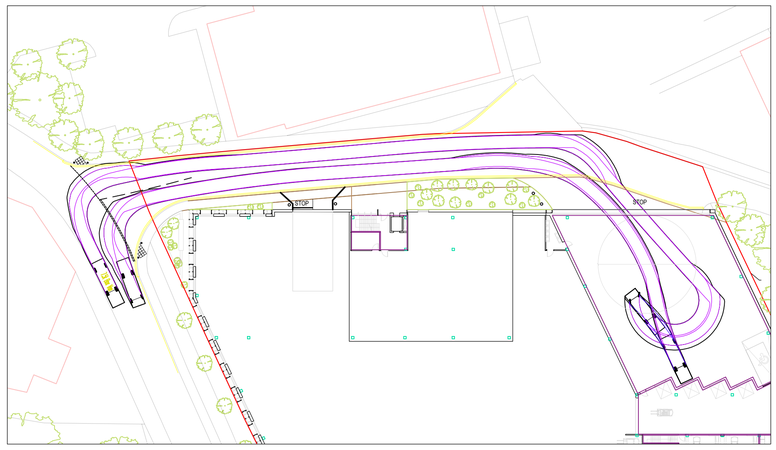



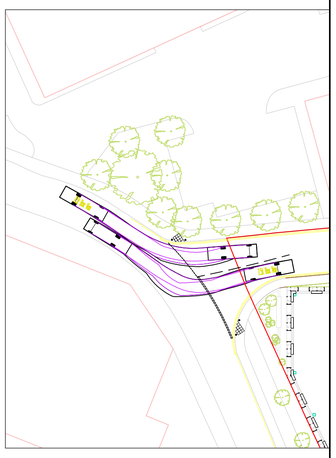



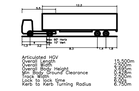



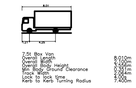



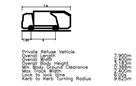





| | | | | |
|---|---|---|---|---|
| F | LAYOUT UPDATED | RD | DLW | 21.02.23 |
| E | LAYOUT UPDATED | RD | DLW | 21.02.23 |
| D | LAYOUT AND SWEPT PATHS UPDATED | RD | JGP | 23.01.23 |
| C | REVISED AS PER OFFICER COMMENTS | RD | JGP | 03.01.23 |
| B | LAYOUT UPDATED | RD | JGP | 02.12.22 |
| A | LAYOUT UPDATED | RD | DLW | 13.09.22 |
| Rev | Description | Drn | Chk | Date |

**REVISIONS**

| | | | |
|---|---|---|---|
| Preliminary Issue | | Submitted for S104 | |
| Planning Issue | | Issued for Tender | |
| Submitted for S38 | | Issued for Construction | |
| Submitted for S278 | | As Built | |

**DRAWING STATUS**


STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

**Stuart Michael Associates Ltd**
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
**T:** 01635 867 711 **e:** mail@stuartmichael.co.uk
**F:** 01635 861 715 **w:** www.stuartmichael.co.uk


JOB TITLE

# BEACHES YARD, HORTON ROAD, WEST DRAYTON

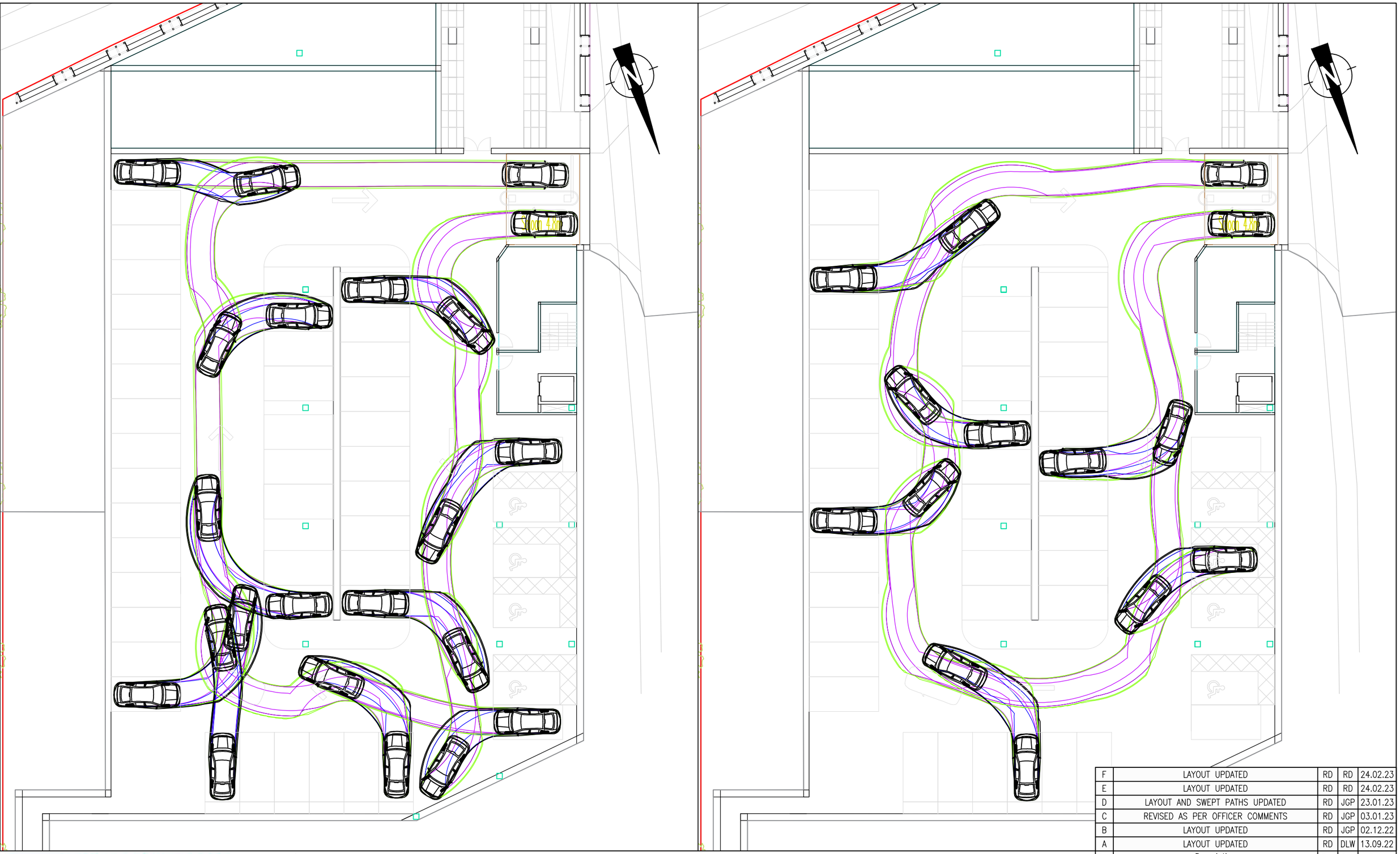
DRAWING TITLE

## AUTOTRACK SWEPT PATH ANALYSIS

. .

| DATE | DRAWN | CHECKED | ISSUE CHECKED/A |
|---|---|---|---|
| AUG 22 | RD | DLW | |

| DRAWING No. | REV | SCALE | |
|---|---|---|---|
| 6969.002 | F | 1:500 | @ A1 |




| | | | | |
|---|---|---|---|---|
| F | LAYOUT UPDATED | RD | RD | 24.02.23 |
| E | LAYOUT UPDATED | RD | RD | 24.02.23 |
| D | LAYOUT AND SWEPT PATHS UPDATED | RD | JGP | 23.01.23 |
| C | REVISED AS PER OFFICER COMMENTS | RD | JGP | 03.01.23 |
| B | LAYOUT UPDATED | RD | JGP | 02.12.22 |
| A | LAYOUT UPDATED | RD | DLW | 13.09.22 |
| Rev | Description | Drn | Chk | Date |

REVISIONS

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Preliminary | | Approval | | Tender | | Const. | |

DRAWING STATUS

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS

**Stuart Michael Associates Ltd**
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
**T:** 01635 867 711 **e:** mail@stuartmichael.co.uk
**F:** 01635 861 715 **w:** www.stuartmichael.co.uk

JOB TITLE

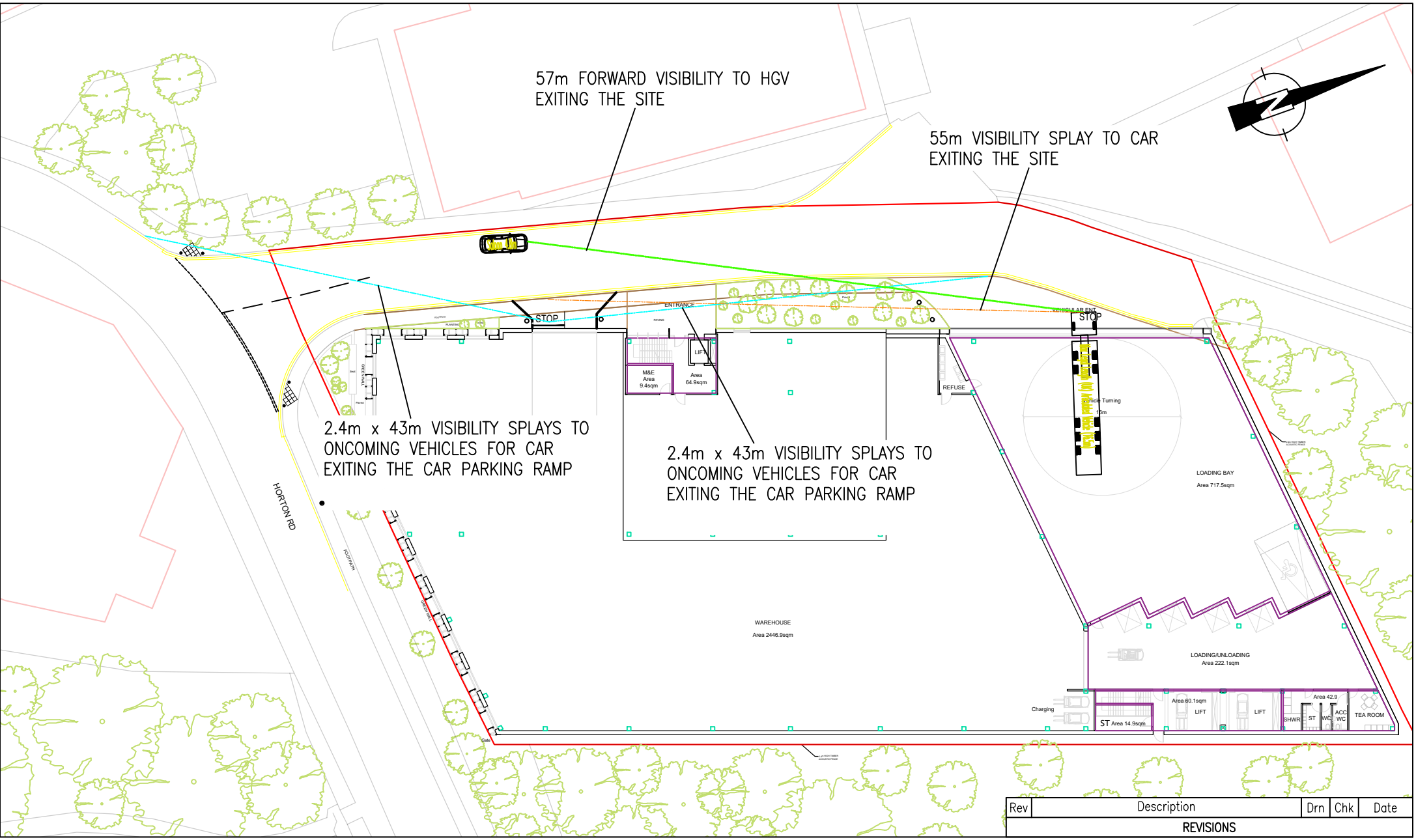
BEACHES YARD, HORTON ROAD
WEST DRAYTON

DRAWING TITLE

LARGE SALOON CAR
SWEPT PATH ANALYSIS BASEMENT CAR PARK
.

| DATE | DRAWN | CHECKED | ISSUE CHECKBOX |
|---|---|---|---|
| AUGUST 2022 | TAQ | RD | |

| DRAWING No. | REV | SCALE | |
|---|---|---|---|
| 6969.003 | F | 1:250 | @ A3 |




| Rev | Description | Drn | Chk | Date |
|---|---|---|---|---|

REVISIONS

STUART MICHAEL ASSOCIATES
CONSULTING ENGINEERS
Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

JOB TITLE

BEACHES YARD, HORTON ROAD, WEST DRAYTON

DRAWING TITLE

PROPOSED ACCESS ARRANGEMENTS

.

| DATE | DRAWN | CHECKED | ISSUE CHECKBOX |
|---|---|---|---|
| FEB 23 | RD | JGP | |

| DRAWING No. | REV. | SCALE | |
|---|---|---|---|
| 6969.012 | . | 1:500 | @ A4 |