Transport Statement

September 2023

EAS

95-99 Field End Road

Eastcote, LB Hillingdon

Savoy Estates

Document History

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The content of this report is based on information available as of September 2023, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of Savoy Estates (hereinafter referred to as the 'client') regarding the proposed redevelopment of 95-99 Field End Road, Eastcote, LB Hillingdon (hereinafter, the 'site').

The Site

1.2 The site under consideration is located within the local neighbourhood of Eastcote. The full address of the site is 95-99 Field End Rd, Pinner, London, HA5 1QG.

1.3 The site comprises of three commercial units, which form part of the shopping parade to the north-east of Eastcote Station. The shops are limited to ground floor level only, and include access at the front via Field End Road, as well as the private servicing road running to the rear of the shopping parade.

1.4 The local part of the shopping parade is set back from the main carriageway of Field End Road via parallel side roads to the same main carriageway. The western side road is c. 140m long, whereas the eastern side road (which includes the site frontage) is c. 80m long.

1.5 The London Borough of Hillingdon ('LBH') is therefore the local planning authority, as well as the local highway authority.

1.6 A plan showing the location of the site is contained in **Appendix A**.

The Scheme

1.7 It is proposed to amalgamate the three existing commercial units at the address, and formalise their use into a combined Restaurant and Take-away facility.

1.8 It is worth noting that all three existing commercial units are already used under a similar land-use, but their actual classification somewhat varies on the previous requirements of the respective sites.

1.9 The amalgamation of the three sites permits the rearrangement of the back yards into a larger servicing yard. The scheme will therefore incorporate a number of on-site parking spaces for bicycles, mopeds and small motorcycles, as well as one car parking space.

1.10 Pedestrian access into the units above the site will also be retained as part of the re-arranged back yard. Dedicated bin storage space will also be made available for the redeveloped site.

1.11 The proposed site plans are contained at **Appendix B**.

Planning History of the Site

1.12 No significant planning applications have been submitted for this group of sites, with recent planning applications being minor in nature and consisting of changes of use between different types of commercial land class.

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1.13 This Transport Statement has been requested as part of the validation process to support the proposed application for the combination of the three units into one larger unit and clarification of land use class.

Aims and Structure of this Report

1.14 This technical note has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014); as well as to guidance that the regional and local authorities have published on their website.

1.15 The contents of this report are:

- Section 2 – sets the national, regional, and local policy context;
- Section 3 – describes the existing site conditions;
- Section 4 – describes the proposed development;
- Section 5 – details the servicing arrangements for food couriers and delivery drivers;
- Section 6 – identifies the likely trip generation and traffic impact; and
- Section 7 – concludes the statement.

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2 Policy Context

2.1 This section sets out the policy context. Development and growth are encouraged at National, regional, and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

2.2 The policy documents reviewed include:

- National Planning Policy Framework;
- the London Plan;
- Hillingdon Core Strategy;
- Hillingdon Development Management Policies; and
- the Hillingdon Local Plan Review.

National Planning Policy Framework

2.3 The revised National Planning Policy Framework ('NPPF') was most-recently revised in September 2023 and sets out the government's planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In respect of that, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.7 Section 9 of the NPPF is focused on Promoting Sustainable Transport, and states in paragraphs 104 and 105:

> *"104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
>
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

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d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

"110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*
c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

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

2.9 Furthermore, paragraphs 112 and 113 continue:

"112. Within this context, applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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113. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

The London Plan

2.10 The London Plan was formally published on the 2nd of March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

"The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density."

2.11 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.12 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

"…

2) reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.13 Policy T4 states that:

"A) Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. …

Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

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C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger."

2.14 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum provision as:

- 1 long-term space per 175sqm (GEA); and
- 1 short-term space per 40sqm (GEA).

2.15 Policy T6 states that car-free development should be the starting point for all commercial development proposals in places that are well-connected by public transport, making use of existing on-street car parking already available nearby. Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

2.16 In this regard, Table 10.5 of the London Plan states that Outer London Boroughs with a PTAL level of 4 or below should provide Up to 1 space per 75 sqm. gross internal area (GIA).

2.17 Where car parking is provided in new developments, provision should be made for infrastructure for rapid charging of electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing.

2.18 Boroughs should not seek to adopt more generous standards borough-wide.

Hillingdon Local Plan

2.19 The Hillingdon Local Plan is formed of two separately adopted documents – the Strategic Policies adopted in 2012, and the Development Management Policies, adopted in 2020. The two sections of the Local Plan form the council's future development strategy, setting out a framework and detailed policies to guide planning decisions.

2.20 The Hillingdon Local Plan Part 1 – Strategic Policies (formerly Core Strategies) was adopted at a Council meeting on 8th November 2012 and is now a part of the Development Plan for the Borough.

2.21 Policy T1 on Accessible Local Destinations states that development will be favoured at sites where the impact on the transport network can best be accommodated. Developments should encourage access by sustainable modes.

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2.22 Policy T3 on North – South Sustainable Transport Links aims to improve north – south public transport links and to link residential areas with employment areas and transport interchanges.

2.23 This development takes advantage of proximity to public transport and local services and will reduce reliance on private car by reducing car trips to essential uses.

2.24 The Local Plan Part 2 comprises Development Management Policies, Site Allocations and Designations and Polices Map. The Local Plan Part 2 Development Management Policies and Site Allocations and Designations were adopted as part of the borough's development plan at Full Council on 16th January 2020.

2.25 Policy DMT 1 on Managing Transport Impacts states that

"Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i. be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its visitors from and / or the services and facilities necessary to support the development;

ii. maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii. provide equal access for all people, including inclusive access for disabled people;

iv. adequately address delivery, servicing and drop-off requirements; and

v. have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments11 that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented"

2.26 Policy DMT 2 on Highways Impacts effectively supersedes Policy AM7 in the Unitary Development Plan. It requires development proposals to ensure that:

i. "safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii. they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii. safe, secure and convenient access and facilities for cyclists and pedestrians are satisfactorily accommodated in the design of highway and traffic management schemes;

iv. impacts on local amenity and congestion are minimised by routeing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

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v. *there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."*

2.27 Policy DMT 5 on Pedestrians and Cyclists requires that:

"Development proposals to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

i. *the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;*

ii. *the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;*

iii. *the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and*

iv. *the provision of cycle parking and changing facilities."*

2.28 Policy DMT 6 on Vehicle Parking requires that:

"Development proposals to 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.*

B) 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."

2.29 Appendix C on parking standards contains the following specifications:

- For non-retail commercial development, car parking areas must include 10% of spaces suitable for a wheelchair user in accordance with the provisions in the Council's Accessible Hillingdon SPD May 2013;
- A further 5% of all parking should be allocated to Brown Badge holders (being local residents of 65 years and over);
- Parking for electric vehicles should meet London Plan targets;
- For road layouts, swept path analysis must include 300mm error margins around the body of the vehicle. This should be satisfactorily accommodated within the existing and proposed road layout;
- Parking for bicycles must be located in a safe, secure and accessible location. Covered parking should be provided where possible. Cycle spaces should be located as near as possible to the building entrance(s);

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- As a minimum, cycle parking should normally take the form of Sheffield stands or a similar stand which allows both the frame and wheels of a cycle to be secured without risk of damage;
- In addition to car and bicycle parking, parking spaces for motorised two-wheelers (motorcycles, mopeds and scooters) must also be provided at the rate of 5% of car parking spaces; and
- Motorised two-wheeler parking should be secure and where possible covered and close to building entrances; Ideally parking should be grouped together for security.

2.30 Appendix C of the Local Plan sets the maximum standard for car parking at non-food shops set within PTAL 2-4 areas, as 1 car parking spaces per 35-50sqm of floor space, as well as one cycle parking space per 500sqm of floor space. The table heading describes these as maximum standards but this may be a misprint for minimum, as paragraph 8.26 of the same document also states that this standard should be met. The standard of provision is below the minimum standards in the London Plan requirements.

Accessible Hillingdon Supplementary Planning Document

2.31 The Accessible Hillingdon Supplementary Planning Document was adopted in 2017, providing guidance on the design of inclusive infrastructure within the Borough.

2.32 In regard to commercial development, this document states that all new commercial developments must have 10% plus 5% of spaces designed to Blue Badge standards with a parking space measuring 2.4 by 4.8m with an adjacent 1.2m side transfer area. The former 10% of parking spaces are to be allocated as Blue Badge spaces, whereas the 5% of the spaces are to be allocated as Brown Badge spaces.

Hillingdon Local Implementation Plan

2.33 The Local Implementation Plan ('LIP3') is Hillingdon's transport plan, detailing its transport objectives and programme to support delivery of the Mayor's Transport Strategy within the borough. The LIP considers the goals, challenges, policies and outcomes detailed in the MTS and tailors them to Hillingdon.

2.34 Dated November 2018 the LIP3 considers Borough objectives through the life of the MTS to 2041 and is Hillingdon's third LIP replacing the earlier 2011 Plan.

2.35 Chapter 2 of this document sets the objectives of the LIP3 as:

- *"Hillingdon's streets will be characterised by the 10 healthy streets indicators;*
- *Real and perceived threats to safety will be identified and addressed;*
- *Through design, planning and management Hillingdon's streets will be used most efficiently and have less traffic on them;*
- *Town centres will be vibrant, clean and accessible, residential areas will be safe, quiet and relaxing, business streets will be connected;*
- *The public transport network will respond to and shape the built-up area it serves;*

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- *Public transport in Hillingdon will be inclusive and satisfy the travel needs of residents, visitors and businesses;*
- *The development and management of Hillingdon's streets will support frequent and reliable public transport services;*
- *Through land use/transport planning the travel choices available will include all those that are active, efficient and sustainable;*
- *Transport investment will connect and facilitate the release of sites for new homes and jobs."*

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3 Existing Site Assessment

3.1 The site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network, in context of the proposed scheme.

Site Location and Local Facilities

3.2 **Appendix A** contains a location plan showing the site's location within Hillingdon and also shows the local services and facilities.

3.3 The site is located within the shopping parade north of the Eastcote London Underground ('LU') Station on the eastern side of Field End Road. The station is located circa 435m to the south of the site.

3.4 Eastcote is a popular residential area in the north-western part of London, which pre-dates the growth of the city. The village that once sat in this location has therefore been incorporated within the city's quick border growth over the early decades of the past century.

3.5 The local shopping parade, which has developed to the north and around the LU Station has therefore served this growth, supporting the local community with everyday needs for around a century. The shopping parade includes a wide range of shops and businesses that serve all the day-to-day facilities, and which may need to be accessed by local residents including:

- local library;
- post office;
- supermarkets;
- convenience stores, off-license shops, and grocers;
- public houses, coffee shops, and bakeries;
- restaurants and take-aways;
- banks;
- pharmacies and chemists;
- doctors, dentists, physiotherapists, and vets;
- barbers, hairdressers, and beauty parlours; as well as
- a wide range of shops and businesses.

3.6 There are also a range of schools within walking distance of the site, together with a number of places of worship.

Existing Site Function

3.7 The existing site comprises three individual restaurant units, set side by side at 95, 97 and 99 Field End Road. The site is limited to ground floor level and the yard at the rear of the land parcel.

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3.8 The existing land-uses on the site include a combined retail restaurant and takeaway unit at number 95, a takeaway shop at number 97, and the existing use of unit number 99 is also restaurant and take-away.

Public Transport - PTAL

3.9 The Public Transport Accessibility Level ('PTAL') Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTAL) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

3.10 A full PTAL assessment for the site undertaken using the TfL web-PTAL tool is contained within Appendix C.

3.11 The Public Transport Accessibility Index ('PTAI') is 11.96 which equates to a PTAL classification of 3 or "Moderate" (PTAL score 10-15). This index shows that the site has a good level of public transport provision with both bus and rail services, close by.

3.12 Further details on these services are discussed within the following sub-sections.

Public Transport - Bus

3.13 There are existing bus stops located close to the site, known as Meadow Way. The southbound one, stop F, is outside the site and the northbound one, stop S, is across the street from the site. Bus service 282 can be boarded from here.

3.14 Route 282 runs between Ealing Hospital and Mount Vernon Hospital, via Greenford, Northolt, Eastcote, Northwood Hills, and Northwood. This bus operates from 05:04 until 00:46, and runs every 11 minutes during the week, every 12 minutes on Saturdays, and every 15 minutes on Sundays, in each direction. It takes at least 40 minutes to travel from Harrow Bus Station to Northwood Hills Station.

3.15 Another two bus stops are present at the junction of Field End Road with Bridle Road, c. 400m north of the site. North-westbound and eastbound bus services are available from bus stops known as Bridle Road (Stop T) and St Lawrence Church (Stop D), which are both served by bus route H13.

3.16 Route H13 runs between Ruislip Lido and Northwood Hills, St Vincent's, via Ruislip, Eastcote, and Pinner. This route runs from 06:00 until 00:24 every 30 minutes in each direction on weekdays, Saturdays and on Sundays. This route takes at least 24 minutes.

3.17 A little further away from the site, from near Eastcote LU Station as well as off North View, route 398 is available from Bus stops H and J, known as The Close, or from outside the station, known as Eastcote (Stops K and Q).

3.18 Route 398 runs between Wood End and Ruislip, via South Harrow, Rayners Lane, Eastcote, and Ruislip Manor. There are 2 buses an hour in each direction on weekdays, Saturdays and on Sundays, operating from 06:30 until 00:49.

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3.19 From the above it can therefore be seen that the area has regular local bus services with around 20 buses an hour within 500m of the site.

3.20 The local bus spider map is included at **Appendix D**.

Public Transport - Rail

3.21 Eastcote LU Station is located around 500m of the site and provides around 17 departures per hour in each direction on the LU Metropolitan and Piccadilly lines.

3.22 The London Underground Piccadilly line stopping locally has between 7 and 8 trains per hour in each direction between Uxbridge in the south-west of the site and Cockfosters or Oakwood in the east. The journey time to Central London (Piccadilly Circus) is around 41 minutes from Eastcote.

3.23 The London Underground Metropolitan line stopping locally has around 9 trains per hour in each direction between Uxbridge in the south-west of the site and Baker Street or Aldgate in Central London. The journey time to Central London (King's Cross and St Pancras International) is around 50 minutes from Eastcote.

3.24 A map showing the LU rail network, including services from Eastcote Station is contained at **Appendix E**.

Active Travel - Walking

3.25 The immediate pedestrian environment outside the site is typical of a town centre site with excellent quality wide footways on both sides of Field End Road.

3.26 Field End Road is restricted to 20mph around the immediate area of the site, enabling safe crossing within the town centre area.

3.27 A formal pedestrian crossing facility (in the form of a zebra crossing), across the main carriageway of Field End Road is present c. 90m south of the site. A speed table is present directly outside the site, across the side road which runs past the site frontage. This links the footway to the bus stop island, located just outside the site.

3.28 Pedestrian facilities near the site also include sitting benches, a phone booth, and waste bins. Where space is available, landscaped areas also provide a break from the hard surfacing which dominates urban areas.

3.29 There is existing signage for pedestrians, for example at the junction Field End Road with North View and Elm Avenue, and Legible London information boards at the junction of Field End Road with Abbotsbury Gardens.

3.30 The local roads around the town centre are restricted to 30mph and all nearby streets are lit.

3.31 Tactile paving and dropped kerbs are available at crossing points and other desire path crossing locations.

3.32 Eastcote town centre and the surrounding residential areas are therefore easily accessible on foot via Field End Road, and the retail are well served by existing pedestrian infrastructure.

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Active Travel - Cycling

3.33 As the local roads are limited to 20mph or 30mph, the local highway network is safe for cycling, and includes a variety of elements which support this mode of travel.

3.34 On-street cycle parking facilities are also present near the site, at the corners of Field End Road with Abbotsbury Gardens and with Meadow Way, for example.

3.35 Both TfL and Cyclestreets have online cycle journey planners available for determining suitable cycle routes from the site.

3.36 Details of the likely numbers of cyclists and their effect on the local network is covered in Section 5 which describes the impact of the development.

The Local Road Network

3.37 Field End Road runs north – south, past the site frontage, and links the B466 at its northern end (c. 825m to the north of the site) with the A312 (Mandeville Road) near Northolt LU Station (c. 4.3km south of the site), after becoming Eastcote Lane at the southern part of this road.

3.38 A private (unadopted) servicing alleyway is present to the rear of the shopping parade, behind the site. This alleyway provides a vehicular access path into the backyard of the site.

3.39 Mandeville Road links into the A40 at Target Roundabout, c. 1.0km down the road. Beyond this point, the A40 becomes the M40 c. 8.5km to the west.

3.40 The M25 surrounds Greater London, and is therefore accessible via the M40 to the south-west of the site, as well as via Rickmansworth to the north. The M1 and A1(M) Motorways are present to the north-east of the site, both being accessible via the A41 in Stanmore and Edgware.

Local Parking Provision

3.41 The main carriageway of Field End Road generally has single- or double-yellow line parking restrictions on both sides of the road, as well as a number of bus stop and other parking restrictions.

3.42 However, the side roads include Pay and Display parking at various locations. Parking is controlled between 8am and 6.30pm Mondays to Saturdays, and forms part of the local Stop and Shop Parking Scheme.

3.43 The streets surrounding the shopping parade are also restricted to residents parking only. In this regard the nearby local streets form part of the Resident Parking Zone E, which restricts parking on Mondays to Saturdays between 9am and 5pm.

3.44 The Devonshire Lodge Car Park (containing 167 spaces) and the Devon Parade Car Park (containing 39 spaces) are present c. 140m and c. 275m to the south of the site, providing ample off-street parking for non-residents.

3.45 A map showing the local areas within the context of the LBH parking restrictions is contained at **Appendix F**.

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Local Highway Safety Record

3.46 A review of the local highway safety record was undertaken for the local streets within 500m of the site. This review extended to cover the years 2017 to 2021 (both included), as this is the most recent set of data available on the Collision Plot website.

3.47 In this regard it is noted that whilst 23 injury accidents took place, in the context of the high level of activity such local centres generate, this is not unexpected nor unusual.

3.48 For example, three collisions were at the nearby junction of Field End Road with Abbotsbury Gardens and one collision was recorded at the junction of the same road with Deane Croft and Meadow Way, all of which resulted with a 'slight injury' and involved only cars or motorcycles.

3.49 The nearest collision involving a pedestrian was a 'slight' injury, recorded circa 100m south of the site, with further pedestrian injuries recorded c. 120m to the north and 125m to the south. All three collisions were recorded prior to 2020. It is worth adding that the speed limit on Field End Road was changed from 30mph to 20mph after this date.

3.50 The nearest 'serious' injury collision was recorded on Field End Road c. 160m north of the site, whereby two cars collided with each other.

3.51 A further 'serious' pedestrian injury was recorded in 2018 (again before the local speed limit was reduced to 20mph), at the crossroads between Field End Road, Elm Avenue and North View.

3.52 A summary of the number and severity of collisions is shown in Table 3.1 below:

Severity / Year	2017	2018	2019	2020	2021	All years
Slight injury	5	4	6	2	4	21
Serious injury	0	2	0	0	0	2
Fatal collision	0	0	0	0	0	0
Total collisions	5	6	6	2	4	23

Table 3.1: Personal Injury Collision data for the most recent 5-year period

3.53 In summary it can be noted that whilst an average of 6 collisions were noted between 2017 and 2019, this trend has dropped, potentially due to the decrease in numbers of people shopping on the local high street during Covid-19, but potentially also due to the lower posted speeds on Field End Road.

3.54 On a modal level, it is noted that the majority of collisions involved cars, whereas 25% of collisions involved pedestrians. A smaller number of collisions involved other modes of travel such as Goods Vehicles or Motorcycles.

3.55 A report explaining the number of types of collisions is contained at Appendix G.

Population Statistics

3.56 A review of the most recently available Census statistics (2011) has been undertaken to assess the local population characteristics.

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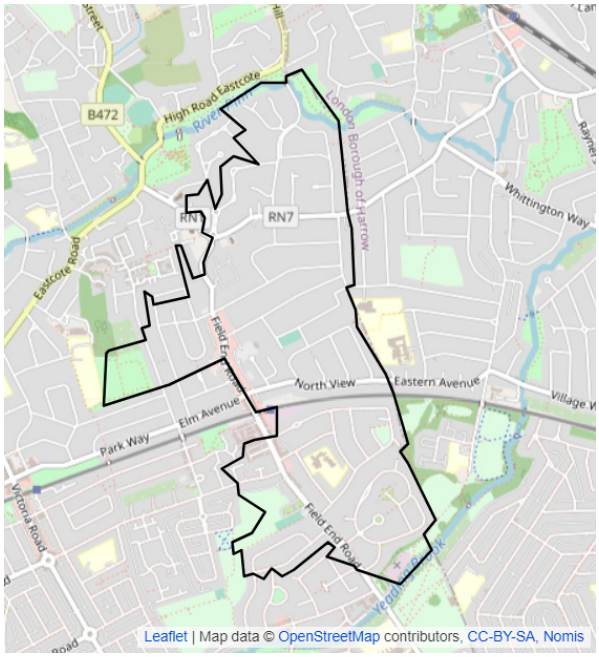
3.57 Nevertheless, over the past few months, releases of data from the 2021 Census have been issued, including some Travel Information statistics. The available statistics from the 2021 census, i.e. Method of Travel to Work statistics, are therefore also included for comparison.

3.58 The site is set within Middle Super Output Area ('MSOA') Hillingdon 006, a map of which is shown below.



Hillingdon 006 Area

3.59 The available 2011 census data are included as **Appendix H** and summarized in table 3.2. Unfortunately, the local OA data seems to have been missed within the early release.

	Hillingdon 006	
	Total	%age
All Residents	3,677	n/a
Work from home	392	20%
Underground, Metro, Tram	226	11%
Train	64	3%
Bus	105	5%
Taxi	19	1%
Motorcycle, Scooter, Moped	8	0%
Car driver	940	47%
Car passenger	43	2%
Bicycle	22	1%
Foot	172	9%
Other	12	1%
Not in Employment	1,674	n/a
Residents in Employment	2,003	100%

Table 3.2: 2011 Census Local Journey to Work Data

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3.60 Table 3.2 shows the method of journey to work in the local Middle Super Output Area ('MSOA'), Hillingdon 006.

3.61 It can be seen from the above data that in 2011, staff working within the Hillingdon 006 area, 5% took the bus to work, 14% use rail or the London Underground, 9% travel on foot, 1% cycle to work and 47% are car drivers, with 2% being car passengers.

Summary

3.62 The existing site comprises three individual restaurant units, set side by side at 95, 97 and 99 Field End Road. The site is limited to ground floor level and the yard at the rear of the land parcel.

3.63 The site is located within the shopping parade north of the Eastcote London Underground Station on the eastern side of Field End Road. Eastcote is a popular residential area in the north-western parts of London, which pre-dates the growth of the city.

3.64 The local shopping parade, which has developed to the north and around the LU Station has therefore served this growth, supporting the local community with everyday needs for around a century. The shopping parade includes a wide range of shops and businesses serving daily requirements.

3.65 The PTAL classification of 3 or "Moderate", confirms that the site has a good level of public transport provision with both bus and rail services, close by.

3.66 There are around 20 buses an hour available within 500m of the site. Eastcote LU Station is located around 500m of the site and provides around 17 departures per hour in each direction on the LU Metropolitan and Piccadilly lines.

3.67 The immediate pedestrian environment outside the site is typical of a town centre site with excellent quality wide footways on both sides of Field End Road. Field End Road is restricted to 20mph around the immediate area of the site, enabling safe crossing within the town centre area.

3.68 As the local roads are limited to 20mph or 30mph, the local highway network is safe for cycling, and includes a variety of elements which support this mode of travel. On-street cycle parking facilities are also present near the site, at the corners of Field End Road with Abbotsbury Gardens and with Meadow Way, for example.

3.69 The main carriageway of Field End Road generally has single- or double-yellow line parking restrictions on both sides of the road, as well as a number of bus stop and other parking restrictions. However, the side roads to this road to include Pay and Display parking in various areas along this road.

3.70 2011 Census data indicates that around half of staff working in the local area do not have access to a car and that 47% use their car to go to work.

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4 The Proposed Development

4.1 The proposed scheme is outlined within the following section, including a description of the proposal at hand, site access arrangement, as well as parking.

The Development Proposals

4.2 A Masterplan Layout for the development is included in **Appendix B**.

4.3 The proposal comprises of the amalgamation of three existing commercial retail, restaurant and takeaway units forming 95, 97 and 99 Field End Road, creating a combined Restaurant and Take-away facility.

4.4 These facilities will be at street level only, with the areas above the development not being part of the site.

4.5 The amalgamated units will change use to Restaurant and Sui Generis categories, to cater for both onsite food consumption, as well as click and collect takeaways, or deliveries on a 'cloud kitchen' basis. Seating areas shall be visible to the fronts of all three units adding to the vibrancy of the area. The front area within existing unit no. 97 will also contain a main seating area, which is served directly by the new multi-cuisine areas.

4.6 There are a total of 11 proposed kitchens.

4.7 As now typical with restaurants, 'mobile app'-based systems (such as Deliveroo, UberEats, etc.) will also be utilised to offer flexibility for deliveries or click and collect takeaways on a 'cloud kitchen' basis, along with restaurant operations. The main hours for operation are expected to be Sunday to Saturday 11.00am to 12.00am.

4.8 The combination of the three sites allows for the rearrangement of the back yards of the site into a single, larger servicing yard. This will allow for on-site parking for bicycles, mopeds, motorcycles and cars.

4.9 The deliveries and pick-ups can be taken from the rear of the development, via the service access road. This has been proposed to minimises congestion on Field End Road and any nuisance to the residential accommodation above. Dedicated stop off/waiting points are located at the rear within the curtilage of the site 18m away from the main buildings.

Pedestrian Facilities

4.10 The existing access points of each individual unit are to be retained for customer access at the site frontage via Field End Road. Therefore, there will be a total of three pedestrian access points at the front of the site, each leading directly into seating areas.

4.11 The existing pedestrian access points to the rear of the properties are to be combined, with a new escape door to be installed at the rear of what is currently 97 Field End Road. A second access point is also proposed to the rear of 'Cuisine 6' which will cater for deliveries and servicing from the rear of the site.

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Cycle Facilities

4.12 Cycle parking has been proposed to the rear of the site. This will be accessed via the existing service road that runs parallel to Field End Road to the northeast of the site.

4.13 The London Plan (2021) states the following cycle standards for a sui generis land use:

> *"As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living = studio C3"*

4.14 It is therefore considered that use class A2-5 would be most appropriate. Therefore the following standards will be applied:

- 1 long-term space per 175sqm (GEA)
- 1 short-term space per 40 sqm (GEA)

4.15 Further to this, the London Cycle Design Standards, Chapter 8, states that:

> *"The right amount of cycle parking for a site or area would be at a level that:*
>
> - *Meets the baseline demand*
> - *Metts the potential demand generated by the existing and proposed land uses in the area*
> - *Ensures there is further allowance for spare capacity (ideally at least 20 per cent)"*

4.16 All cycle parking will be offered in line with the above standards in the form of a dedicated cyclist parking, drop-off, and waiting area to the rear of the site, accessible via the service road. This will be used by delivery couriers using bikes (Deliveroo, uber eats etc), as a more convenient alternative to the site frontage, reducing congestion at the site frontage. This will also consist of a number of Sheffield stands, also providing cycle parking opportunities for customers, staff and delivery drivers.

4.17 Existing cycle parking in the form of Sheffield stands are also present in the vicinity of the site providing further cycle parking opportunities. These are located on the corner of Field End Road and Abbotsbury Gardens to the south of the site, and Field End Road and Meadow Way to the northwest of the site.

Vehicle Access

4.18 Access for one vehicle will also be available, from the aforementioned service road running to the rear of the site. This can be accessed via Deane Croft Road to the north or Abbotsbury Gardens to the south. This will be used to provide access to the single parking space proposed as part of the development as well as the bin stores and drop off zone at the rear of the site for servicing requirements.

4.19 As shown in Section 6, Traffic flows from the development are expected to be around the same magnitude as the existing use and therefore the existing access will remain satisfactory.

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Car Parking

4.20 The site is defined as a retail development located within outer London, and therefore in line with the London Plan (2021) can have a maximum of 1 parking space per 50sqm GIA.

4.21 In line with these standards, a singular car parking space has been proposed to the rear of the site, as shown in the layout plans contained at **Appendix A**.

4.22 This parking space will be used by the restaurant staff and management only, and not for third-party servicing deliveries, but it is not excluded that the restaurant would maintain a business vehicle on site. This will avoid any car-based couriers from driving up and down the service road unnecessarily in search for parking.

4.23 On-street parking remains available along the full length of the shopping parade, set along the frontage of the site on Field End Road to both the northwest and southeast, as well as within nearby car parks such as Devonshire Lodge Car Park and the Devon Parade Car Park, discussed above.

4.24 Servicing arrangements are explained in further detail within Section 5 below.

Summary

4.25 The proposals demonstrate the amalgamation of the three existing commercial units at the address, formalising their use into a combined Restaurant and Take-away facility.

4.26 A total of 5 pedestrian access points are proposed as part of the development. Three to the site frontage will be for customer access. Two access are proposed to the rear of the site, one will form an emergency access, the other will cater for servicing and deliveries via the service road.

4.27 A cycle and moped parking and drop off area has been promoted for couriers to the rear of the site to reduce congestion.

4.28 Vehicular access to the site can be made via the service road to the rear of the site for parking and servicing needs. A single parking space has been proposed for staff use only. This is in line with the parking standards stated in The London Plan (2021).

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5 Servicing Managament Arrangements

5.1 The following section outlines the proposed site servicing arrangements, in particular by food delivery couriers, who will be picking up food deliveries from the site, using different modes of transport.

Site Access Options

5.2 Access into the site is therefore possible either via the site frontage, off Field End Road, or via the alleyway at rear of the site, as discussed above. Parking for small servicing vehicles is also available within the site, at the rear of the site, whereas on-street parking remains available at the front of the site.

5.3 In order to access the site, patrons of the restaurant dining area are proposed to make use of the front of the site to access the restaurant for dining.

5.4 Deliveries made by larger goods vehicles are also expected to park on the side road to Field End Road, outside the site frontage, as access via the rear of the site would be complicated due to the narrow nature of this alleyway.

5.5 The alleyway at the rear would therefore be accessible by smaller vehicles such as cars, motorbikes and bicycles. Pedestrian couriers would also be advised to make use of this access.

Hot Food Courier Delivery Servicing Management

5.6 Considering the small scale of delivery, the delivery arrangements for hot-food couriers will be very different from standard operational deliveries, as required by any operational business. Hot-food couriers tend to use smaller vehicles, or sometimes even travel on foot.

5.7 Riders will be provided this guidance in advance of visiting the site. When couriers arrive in the area, they will therefore be expected to adhere to the following steps, once they arrive at the site:

a. Park within the site, or in a legally designated space (depending on the type of vehicle), and secure their vehicle; Couriers on foot will walk in via the rear of the restaurant;

b. If drivers do not find any legally permitted space available, they will advise the restaurant accordingly, and continue on their search, until they find an appropriate parking location;

c. Once drivers park within a permitted space, they turn off their vehicle, before exiting this and locking it; they will then approach the restaurant on foot to advise the host that they are ready for collection;

d. Staff at the restaurant will direct them to the food counter for collection, or advise them to wait within the restaurant; they will be advised to avoid smoking or making loud noises at any point during this process;

e. Once their food order is collected, the couriers will make their way back to their vehicle (if any), and progress their delivery journey.

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5.8 A flow-chart of this process is included within **Appendix I**.

5.9 As such it is pertinent to add that couriers will not wait outside the restaurant premises (even on the private alleyway) and no tolerance is to be allowed.

5.10 It is not expected that more than a handful of Couriers will be at the site at any time. A trip generation exercise undertaken via TRICS indicated that restaurants in London generate very low cyclist or servicing trips.

5.11 It is relevant to add that restaurant staff will be trained to look out for courier activity around the restaurant, to observe for any illegal vehicle or bicycle parking nearby. If this is spotted by staff, couriers will be advised to park in authorised areas, and staff shall refuse to allow them into the premises for collection. They will be warned of relative action about this immediately if they are uncompliant with this request.

5.12 Restaurant management and staff have been trained to undertake the following process for all deliveries:

a. Staff must be familiar with the sign which has gone up on the window clearly illustrating on a map where the parking spots are.

b. There is also a message on the respective driver app, which drivers can see when they are allocated a job. The message explains these parking spots, and tells them they must park up at the rear, and walk inside to greet the host.

c. Hosts must reiterate to drivers they will come inside, and direct them to the waiting area. Upon arrival, drivers shall be asked to confirm where they have parked to ensure this is correct.

d. Driver's name is taken, if they have flouted the above rules and are reported to the delivery ordering company accordingly; and

e. Drivers are directed to the waiting area by the staff and management team, showing the collection point in the restaurant, and the waiting point should food not be ready.

5.13 As the takeaway service remain an ancillary service to the main dine-in service at the restaurant, take-aways may be stopped and deliveries will not be required during the restaurant peak capacity hours.

5.14 The food delivery service will also be stopped after 10pm, to avoid further impact on the local residents.

Courier Parking location

5.15 Courier drivers visiting the site will be directed to park an appropriate parking space respective to the type of vehicle. The spaces within the site are shown in **Appendix B**, as discussed above.

5.16 Motorcycle drivers shall be required to park at the rear of the site. If no parking is available, they will locate a parking space within an alternative suitable area. After parking they will approach the restaurant (via the rear) and wait as directed by staff, if the food is not yet ready for collection.

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5.17 Bicycle riders shall be required to park their bicycle on either of the Sheffield-type cycle stands located to the rear of the site. Any cyclist couriers parking away from these spaces will be asked to move their bicycle. Cyclist couriers will also be asked not to wait outside.

5.18 Car drivers will be discouraged in general, as parking is limited to local parking areas, single yellow line or Pay and Display spaces. In any case they will be required to park within permitted spaces only. It is relevant to add that private vehicles are also allowed to park on single yellow lines for loading activities for up to 20 minutes until 6.30pm.

Heavy Goods Vehicle Deliveries

5.19 Heavy Goods Vehicles ('HGVs') will service the site from the service road outside the site.

5.20 In this regard, it is noted that the nearest Loading Bay is located outside units 85-87 Field End Road, or c. 20m north of the site. This Loading Bay is c. 6.5m long, but the double-yellow line road marking directly to the north of this permits servicing by vehicles up to 11m long.

5.21 HGV drivers will therefore turn up at the site via the closest part of the trunk road network or A-road (in respect to their previous destination), and park within the Loading Bay for servicing.

5.22 They will then call in at the restaurant to confirm that they are able to take the respective delivery.

5.23 Once the restaurant staff are ready, the vehicle operators should then unload the delivery and carry this into the site.

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6 Development Impact

6.1 This section discusses the sustainability and predicted transport impacts of the development proposals.

Trip Generation

6.2 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v7.10.2 assessment has been undertaken for similar types of development within this TRICS database query.

6.3 In this regard, the search was also filtered to include:

- land use category Take-away shops (06/G) and Restaurant (06/B);
- multi-modal surveys only;
- set within Greater London area only;
- surveyed in the last 5 years

6.4 A summary of the TRICS trip rate generation for the proposed development is shown below in table 6.1.

All Day	Arrivals	Departures	Total
Restaurant			
PM Network Peak Hour (5-6pm)	1.744	0.872	2.616
Restaurant Peak Hour (6-7pm)	1.744	1.744	3.488
Daily Trip Rate (11am-11pm)	11.849	11.046	22.895
Take-away			
PM Network Peak Hour (5-6pm)	4.651	4.651	9.302
Take-away Peak Hour (8-9pm)	9.302	9.302	18.604
Daily Trip Rate (11am-11pm)	34.885	34.885	69.770

Table 6.1 TRICS Vehicle Trip Rates per 100sqm (Restaurant and a Take-away)

6.5 Based on a development of 330sqm GFA for the site, the following trips are predicted to be generated from the proposed development as a restaurant or as a take-away. It would be expected that the number of trips be in between the two total figures below:

All Day	Arrivals	Departures	Total
Restaurant (330sqm)			
PM Network Peak Hour (5-6pm)	6	3	9
Restaurant Peak Hour (6-7pm)	6	6	12
Daily Trip Rate (11am-11pm)	39	36	75
Take-away (330sqm)			
PM Network Peak Hour (5-6pm)	15	15	30
Take-away Peak Hour (8-9pm)	31	31	62
Daily Trip Number (11am-11pm)	115	115	230

Table 6.2 Development Traffic Movements (Restaurant or a Take-away) from TRICS

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6.6 As a worst case, it is therefore predicted that the development would generate a daily total of 230 (115 in and 115 out) vehicle trips.

6.7 The peak hour is 20:00-21:00, generating a total of 61 (31 in and 31 out) vehicle trips. As this is outside of the network peak hours (08:00-09:00 and 17:00-18:00). However as described in Chapters 3 and 4, there will be no change in land use, and therefore it is expected that there will be no net increase in vehicle movements generated by the site.

6.8 As the site is also predicted to be used as a restaurant, it is more likely that the site would generate, in the order of 75 daily trips (39 in and 36 out). A restaurant peak of 18:00-19:00 would be anticipated to be the busiest time of the day in this regard.

6.9 It is worth adding that the three individual sites are already in use as restaurant premises, which would generate similar trip rates to the above proposed as restaurants. It is worth adding that many restaurants also operate a 'cloud-kitchen' service, which emerged during Covid-19 times, as a significant secondary source of revenue for this type of business. It is therefore concluded that the above trip rates are likely to have already being generated by the existing units on site.

6.10 The full TRICS datasheets are contained in **Appendix J**.

Food Courier and Delivery Trips

6.11 Based on the TRICS reports extracted from this database, the number of servicing trips by courier companies would be very small, and in the order of a handful of trips per day. This is obviously however not representative of a cloud-kitchen business.

6.12 It would therefore be expected that the number of food courier and delivery trips be somewhat significant, probably in the order of up to 50 or 60 per hour (as comparable to a take-away business. Having said so, it would be expected that these types of deliveries generate minimal impact to the local highway network, as food couriers use a variety of modes to travel from the establishment to their destination, including a majority using active travel modes.

6.13 It is also worth adding that the organisation of a dedicated servicing area at the rear of the site will limit the negative impact to neighbours, and allow an easier management of the same couriers.

6.14 Concluding, as the proposed uses mostly replicate the existing uses on the site, it is understood that the overall net impact of the proposed development will be negligible.

Summary

6.15 Overall predicted vehicular traffic numbers are not expected to have a notable impact on the local highway network, especially as the expected peak hours for the development will be outside the network peak hours.

6.16 As the existing 3 units that form this development all serve a food takeaway or sui generis land use, it not expected that there will be any notable change in trip generation related to the site. It should therefore be noted that any change in trip generation would be minimal, and have no impact on the local highway network and pedestrian infrastructure.

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7 Summary and Conclusions

7.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of Savoy Estates regarding the proposed redevelopment of 95-99 Field End Road, Eastcote, LB Hillingdon.

Summary

7.2 The existing site comprises three individual restaurant units, set side by side at 95, 97 and 99 Field End Road. The site is limited to ground floor level and the yard at the rear of the land parcel.

7.3 The site is located within the shopping parade north of the Eastcote London Underground Station on the eastern side of Field End Road. Eastcote is a popular residential area in the north-western parts of London, which pre-dates the growth of the city.

7.4 The local shopping parade, which has developed to the north and around the LU Station has therefore served this growth, supporting the local community with everyday needs for around a century already. The shopping parade includes a wide range of shops and businesses that serve all the day-to-day facilities.

7.5 The PTAL classification of 3 or “Moderate”, which shows that the site has a good level of public transport provision with both bus and rail services, close by.

7.6 There are around 20 buses an hour available within 500m of the site. Eastcote LU Station is located around 500m of the site and provides around 17 departures per hour in each direction on the LU Metropolitan and Piccadilly lines.

7.7 The immediate pedestrian environment outside the site is typical of a town centre site with excellent quality wide footways on both sides of Field End Road. Field End Road is restricted to 20mph around the immediate area of the site, enabling safe crossing within the town centre area.

7.8 As the local roads are limited to 20mph or 30mph, the local highway network is safe for cycling, and includes a variety of elements which support this mode of travel. On-street cycle parking facilities are also present near the site, at the corners of Field End Road with Abbotsbury Gardens and with Meadow Way, for example.

7.9 The main carriageway of Field End Road generally has single- or double-yellow line parking restrictions on both sides of the road, as well as a number of bus stop and other parking restrictions. However, the side roads to this road to include Pay and Display parking in various areas along this road.

7.10 2011 Census data indicates that around half of staff working in the local area do not have access to a car and that 47% use their car to go to work.

7.11 The proposals demonstrate the amalgamation of the three existing commercial units at the address, formalising their use into a combined Restaurant and Take-away facility.

7.12 A total of 5 pedestrian access points are proposed as part of the development. Three to the site frontage will be for customer access. Two access are proposed to the rear of the site,

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one will form an emergency access, the other will cater for servicing and deliveries via the service road.

7.13 A cycle and moped parking and drop off area has been promoted for couriers to the rear of the site to reduce congestion.

7.14 Vehicular access to the site can be made via the service road to the rear of the site for parking and servicing needs. A single parking space has been proposed for staff use only. This is in line with the parking standards stated in the London Plan.

7.15 Servicing arrangements are proposed for food couriers to access the site via the rear of the site. Details of how this will be transmitted to the couriers are provided above.

Conclusion

7.16 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.

7.17 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through increase custom and a higher population density.

7.18 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

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Appendices

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Appendix: B - Proposed Plans
Appendix: C - PTAL Report
Appendix: D - Bus Services
Appendix: E - Rail Services
Appendix: F - Cycle Routes
Appendix: G - Census Data
Appendix: H - Parking Layout
Appendix: I - Servicing Bay
Appendix: J - TRICS Data

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Appendix: A - Location Plan

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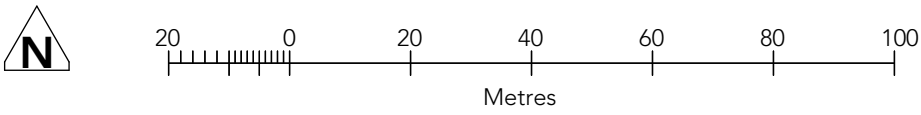

Planning

Drawing title: Location Plan	stephen masih architect e: stephen.masih@ntlworld.com t: 07733 445556
Project title: Eastcote Restaurant Holding Ltd 95-99 Field End Road, Eastcote	Drawing no.: 2209su.101 — Rev: Scale: 1:1250@A4 — Date: April'23 — Drawn by: sm — Checked by: sm

Appendix: B - Proposed Plans

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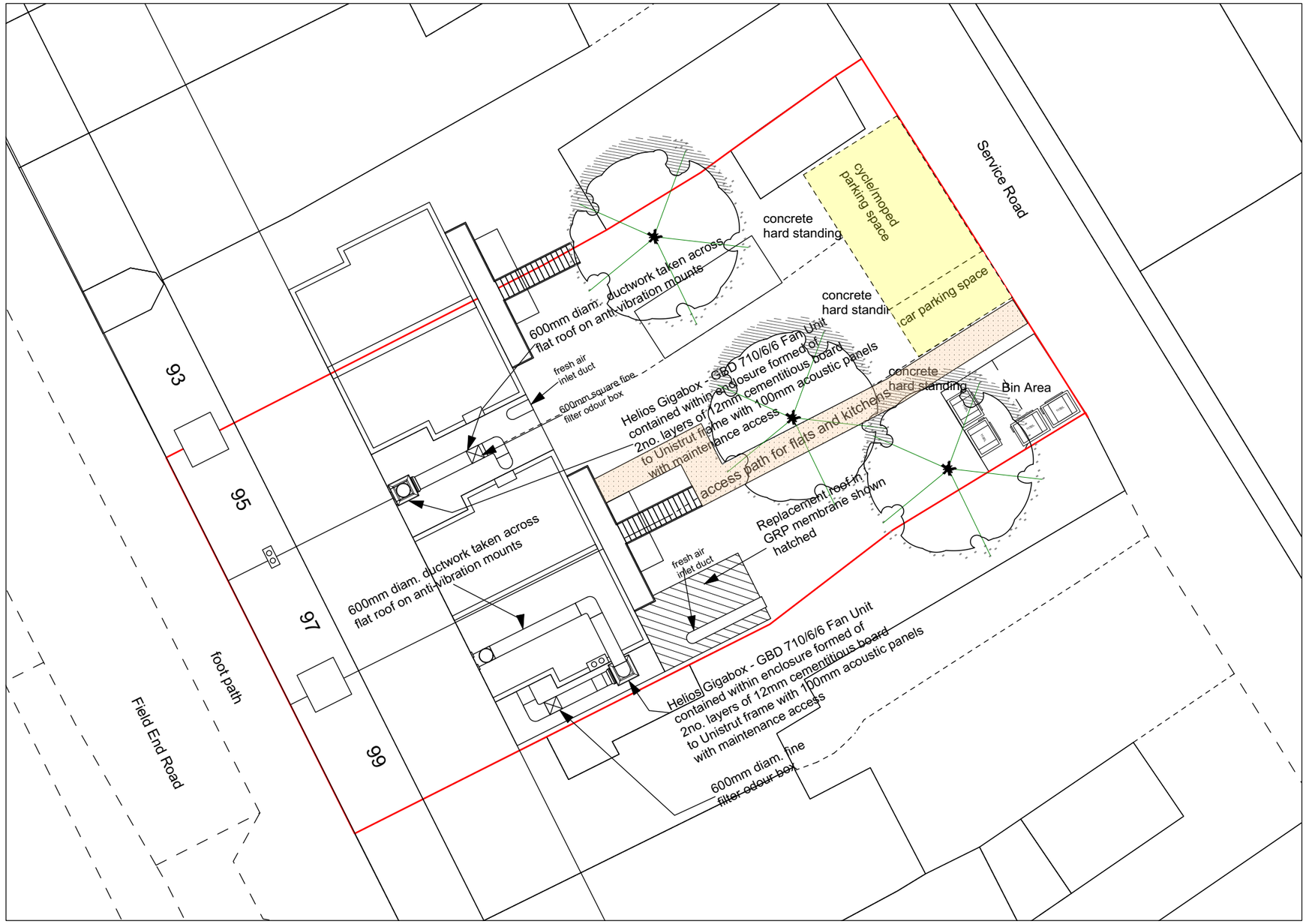


N

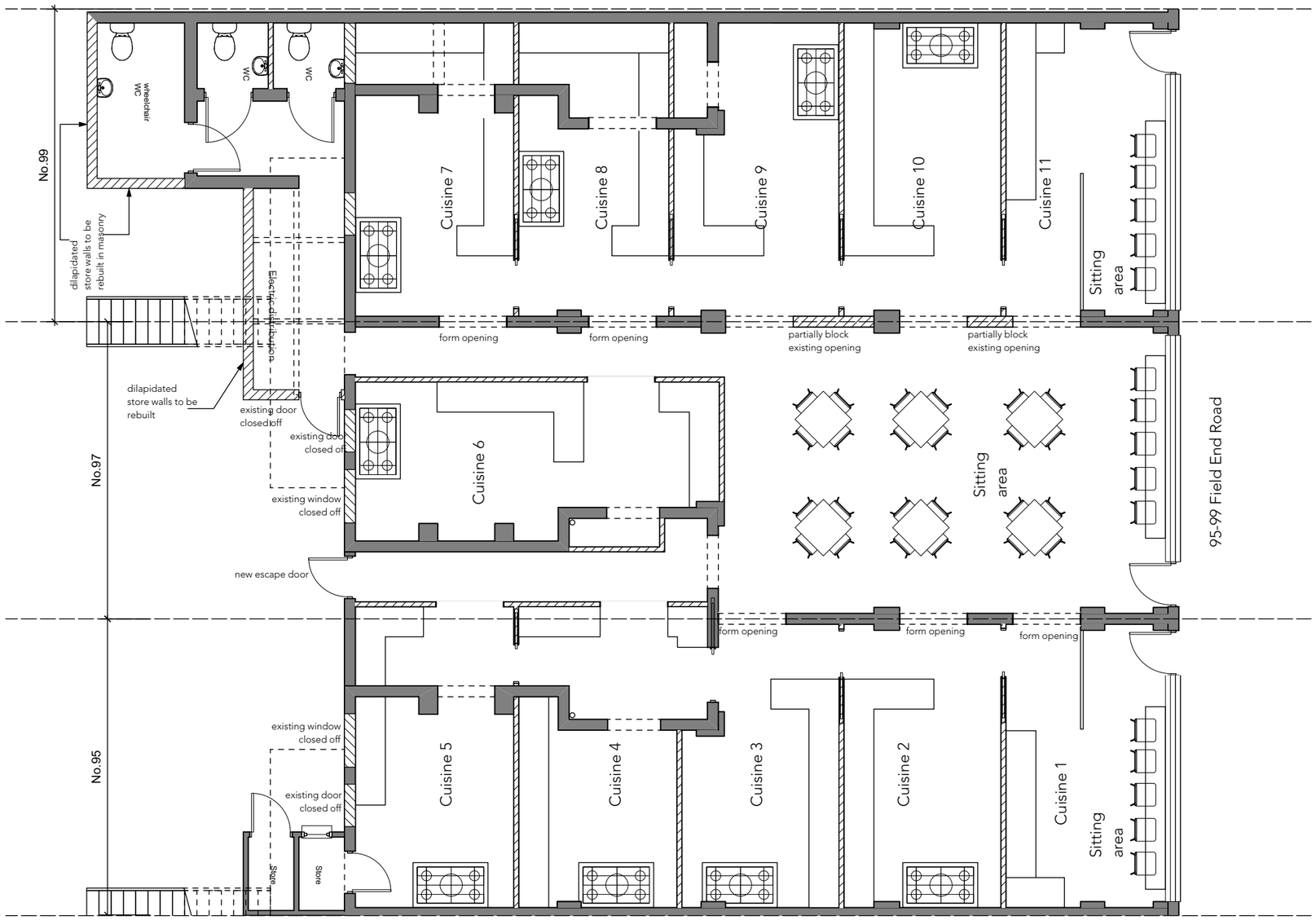
20m 0m Scale Bar 20m

This drawing is subject to detailed site investigation including ground conditions, contaminants, drainage, design and planning/density negotiations with the relative Authorities. The layout has been based on a site survey prepared by others. It has not been considered in respect of the CDM legislation.

Planning

A	21/06/2023	Plans up dated following discussions with planners.

Drawing title: Block Plan	stephen masih architect e: stephen.masih@ntlworld.com t: 07733 445556			
Project title: Eastcote Restaurant Holding Ltd 95-99 Field End Road, Eastcote	Drawing no. 2209wd2.106			Rev P1
	Scale 1:100@A3	Date April'23	Drawn sm	Checked by sm



Proposed Floor Plan

N

0 5 15

Scale Bar

This drawing is subject to detailed site investigation including ground conditions, contaminants, drainage, design and planning/density negotiations with the relative Authorities. The layout has been based on a site survey prepared by others. It has not been considered in respect of the CDM legislation.

A	21/06/2023	Plans up dated following discussions with planners.

Planning

Drawing title: Proposed Floor Plan	stephen masih architect e: stephen.masih@ntlworld.com t: 07733 445556			
Project title: Eastcote Restaurant Holding Ltd 95-99 Field End Road, Eastcote	Drawing no. 2209wd2.101			Rev P1
	Scale 1:100@A3	Date April'23	Drawn sm	Checked by sm

Appendix: C - PTAL Report

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
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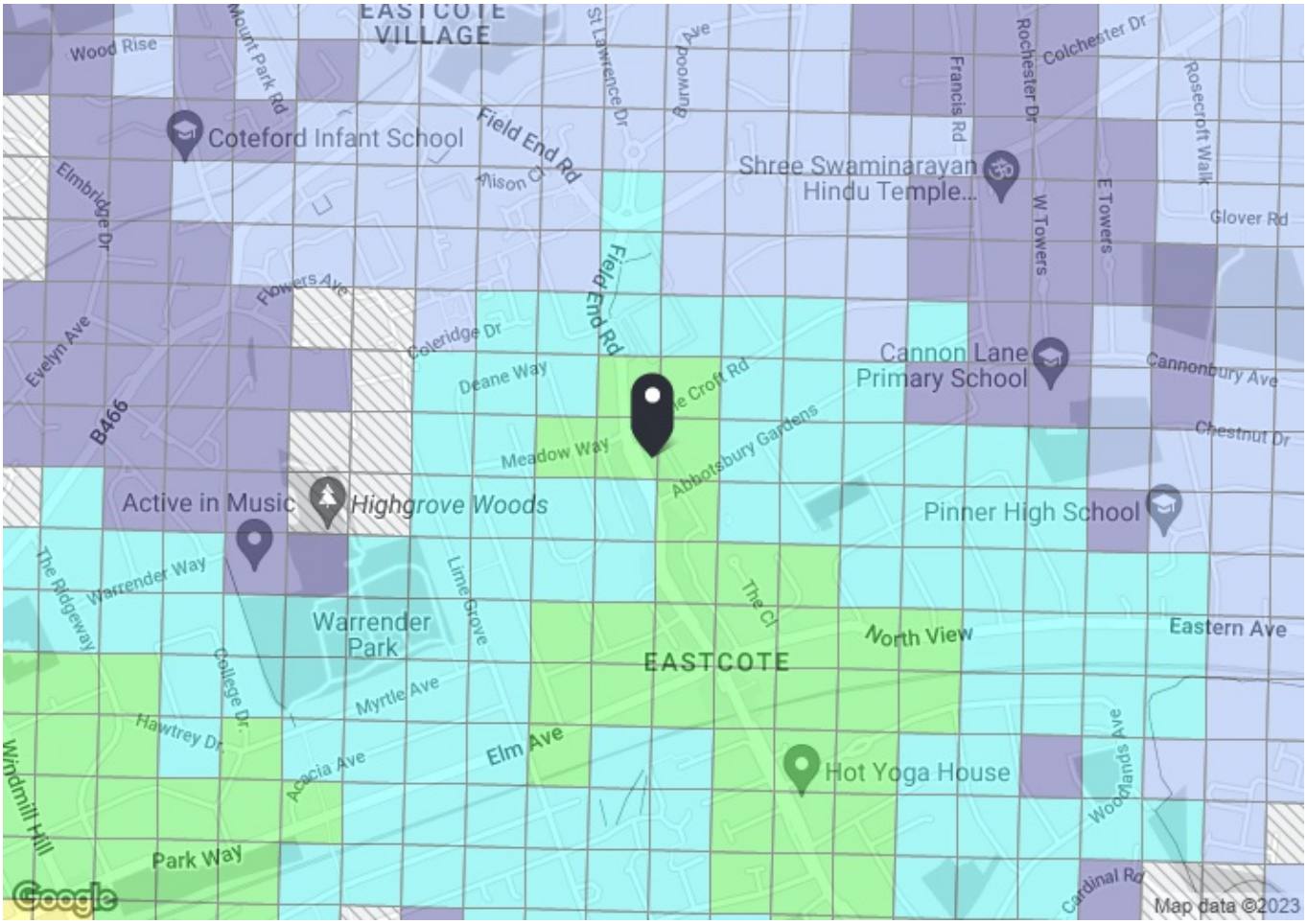
TRANSPORT FOR LONDON



PTAL output for Base Year
3

HA5 1QG
Field End Rd, Pinner HA5 1QG, UK
Easting: 510989, Northing: 188023

Grid Cell: 120719

Report generated: 07/09/2023

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FIELD END ROAD/BRIDLE RD	H13	389.61	3	4.87	12	16.87	1.78	0.5	0.89
Bus	FIELD END RD MEADOW WAY	282	33.45	5	0.42	8	8.42	3.56	1	3.56
Bus	NORTH VIEW THE CLOSE	398	489.18	2	6.11	17	23.11	1.3	0.5	0.65
LUL	Eastcote	'Uxbridge-AldSlow'	500.02	5.33	6.25	6.38	12.63	2.38	1	2.38
LUL	Eastcote	'BkStr-UxbridgeSFast'	500.02	2.33	6.25	13.63	19.88	1.51	0.5	0.75
LUL	Eastcote	'Uxbridge-BStreetSl'	500.02	3.67	6.25	8.92	15.17	1.98	0.5	0.99
LUL	Eastcote	'HarrowHill-Uxbridge'	500.02	0.67	6.25	45.53	51.78	0.58	0.5	0.29
LUL	Eastcote	'Uxbridge-Cockfosters'	500.02	3.67	6.25	8.92	15.17	1.98	0.5	0.99
LUL	Eastcote	'Ruislip-Cockfosters'	500.02	2.33	6.25	13.63	19.88	1.51	0.5	0.75
LUL	Eastcote	'ArnosGrove-Uxbridge'	500.02	1	6.25	30.75	37	0.81	0.5	0.41
LUL	Eastcote	'Oakwood-Uxbridge'	500.02	0.33	6.25	91.66	97.91	0.31	0.5	0.15
LUL	Eastcote	'Oakwood-Ruislip'	500.02	0.33	6.25	91.66	97.91	0.31	0.5	0.15
									Total Grid Cell AI:	**11.96**

Appendix: D - Bus Services

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Buses from Eastcote

Key

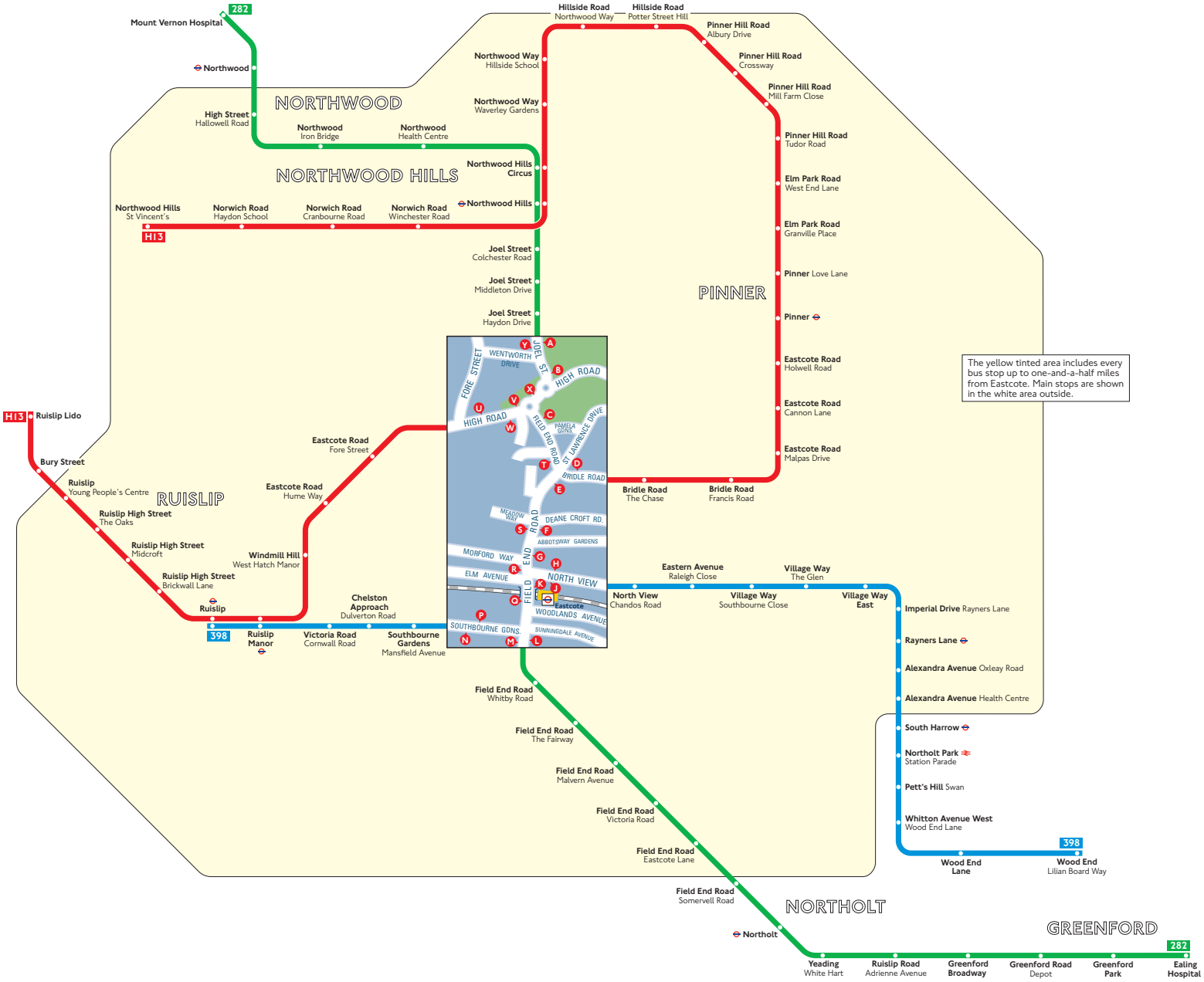
- Connections with London Underground
- Connections with National Rail
- ✚ Mondays to Saturdays except evenings

Red discs show the bus stop you need for your chosen bus service. The disc Ⓐ appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses

Bus route	Towards	Bus stops
282	Ealing Hospital	A B C E F G K L
	Mount Vernon Hospital	M Q R S T X Y
398	Ruislip ✚	J K N
	Wood End ✚	H P Q
H13	Northwood Hills	C D U V
	Ruislip Lido	T W



Information correct from February 2015

Appendix: E - Rail Services

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
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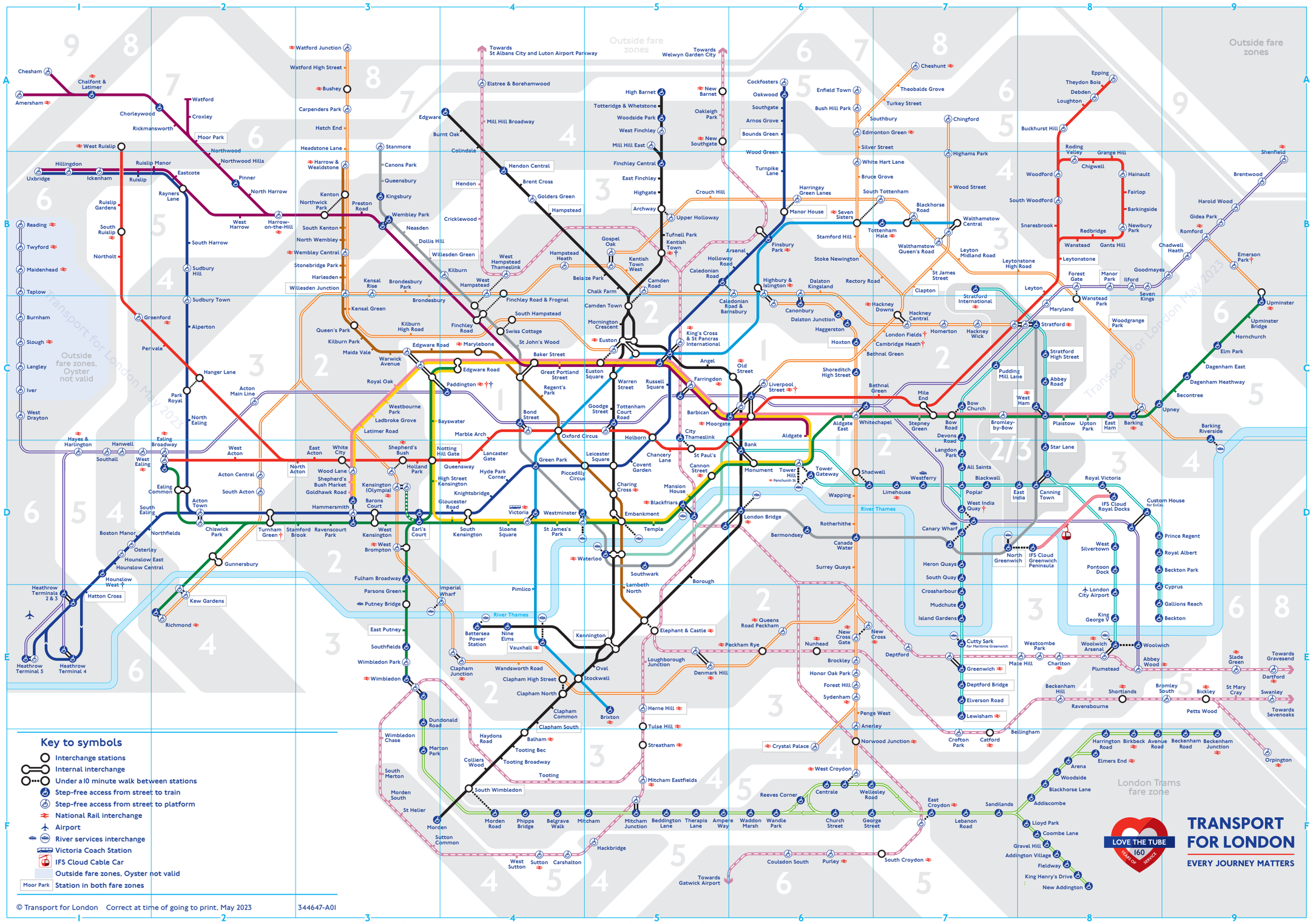
Tube map

Plan your journey
Download the TfL Go app
*Network charges may apply. See tfl.gov.uk/terms for details.

24 hour travel information
0343 222 1234*

Check your travel
tfl.gov.uk/travel-tools



Check before you travel

† **Hounslow West**
Step-free access for manual wheelchairs only.

† **Kentish Town**
Closed from Monday 26 June 2023 until summer 2024.

† **Paddington**
Bakerloo line step-free access via Elizabeth line station entrance.

† Services or access at these stations are subject to variation.
To check before you travel, visit **tfl.gov.uk/plan-a-journey**

The Night Tube runs on Friday and Saturday nights on the Jubilee and Victoria lines and on most of the Central, Northern and Piccadilly lines. Night services also run on part of London Overground.

Key to lines

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- Elizabeth line
- London Overground
- London Trams
- IFS Cloud Cable Car
  Special fares apply
- Thameslink
  Service not operated by TfL. If you need assistance, please speak to staff at your origin station so this can be arranged at the destination station or check assisted travel at www.thameslinkrailway.co.uk
- District
  Open at weekends and on some public holidays

Key to symbols

- Interchange stations
- Internal interchange
- Under a 10 minute walk between stations
- Step-free access from street to train
- Step-free access from street to platform
- National Rail interchange
- Airport
- River services interchange
- Victoria Coach Station
- IFS Cloud Cable Car
- Outside fare zones. Oyster not valid
- Moor Park — Station in both fare zones

 Correct at time of going to print. May 2023 344647-A01

LOVE THE TUBE 160 YEARS OF SERVICE

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Index to stations

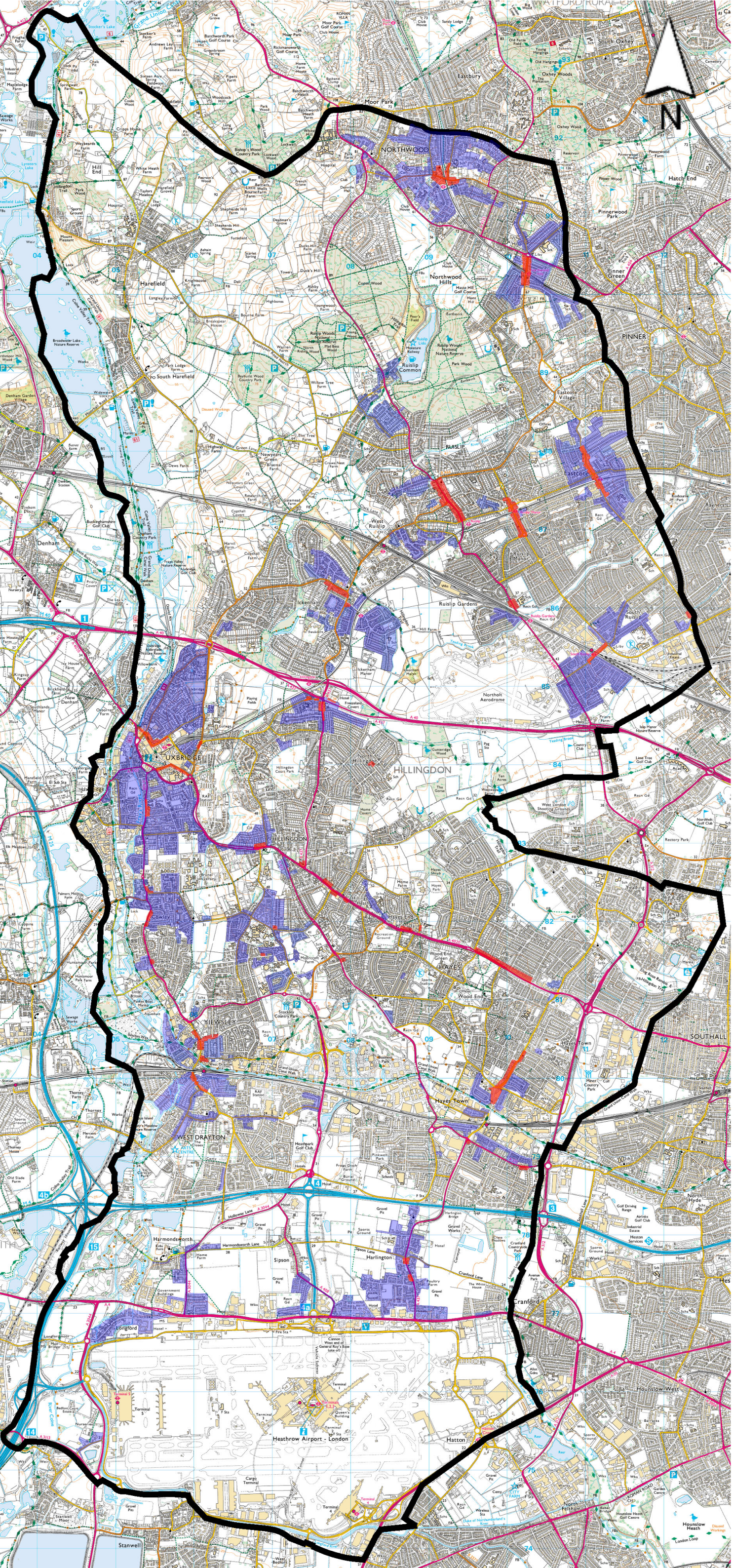
Grid	Station & facilities	Zones
C8	Abbey Road	2/3
E8	Abbey Wood	4
D2	Acton Central	3
C2	Acton Main Line	3
D2	Acton Town	3
F8	Addington Village	Special
F8	Addiscombe	Special
C6	Aldgate	1
C6	Aldgate East	1
D7	All Saints	2
C2	Alperton	4
A1	Amersham P	9
F5	Ampere Way	Special
E6	Anerley	4
C5	Angel	1
B5	Archway	2/3
F8	Arena	Special
A6	Arnos Grove P	4
B6	Arsenal	2
F8	Avenue Road	Special
C4	Baker Street	1
F4	Balham	3
D6	Bank (Northern & DLR lines only)	1
C5	Barbican	1
C8	Barking (District and H&C lines only) (London Overground only)	4
C9	Barking Riverside	4
B8	Barkingside P	4
D3	Barons Court	2
E4	Battersea Power Station	1
C3	Bayswater	1
E8	Beckenham Hill	4
F9	Beckenham Junction P	Special
F9	Beckenham Road	Special
E8	Beckton	3
D8	Beckton Park	3
C9	Becontree	5
F5	Beddington Lane	Special
F4	Belgrave Walk	Special
E7	Bellingham	3
B5	Belsize Park	2
D6	Bermondsey	2
C7	Bethnal Green (Central line)	2
C6	Bethnal Green (London Overground)	2
E9	Bickley P	5
F8	Birkbeck	Special
D5	Blackfriars	1
F8	Blackhorse Lane	Special
B7	Blackhorse Road (London Overground only)	3
D7	Blackwall	2
C4	Bond Street (Central line only) (Jubilee & Elizabeth lines only)	1
D5	Borough	1
D1	Boston Manor	4
A6	Bounds Green	3/4
C7	Bow Church	2
C7	Bow Road	2
B4	Brent Cross P	3
B9	Brentwood P	9
E5	Brixton	2
E6	Brockley	2
C7	Bromley-by-Bow	2/3
E9	Bromley South	5
B3	Brondesbury	2
B3	Brondesbury Park	2
B6	Bruce Grove	3
A8	Buckhurst Hill P	5
C1	Burnham P	Special
A4	Burnt Oak P	4
A6	Bush Hill Park P	5
A3	Bushey P	8
B5	Caledonian Road	2
B6	Caledonian Road & Barnsbury	2
C7	Cambridge Heath	2
B5	Camden Road	2
C5	Camden Town	2
D6	Canada Water	2
D7	Canary Wharf	2
D8	Canning Town	2/3
D5	Cannon Street	1
C6	Canonbury (Trains to Richmond, Clapham Junction & Stratford) (Trains to other destinations)	2
B3	Canons Park P	5
A3	Carpenders Park	7
F4	Carshalton P	5
F7	Catford	3
F6	Centrale	Special
B9	Chadwell Heath	5
A1	Chalfont & Latimer P	8
B5	Chalk Farm	2
D5	Chancery Lane	1
D5	Charing Cross	1
E8	Charlton	3
A1	Chesham P	9
A7	Cheshunt P	8
B8	Chigwell	4
A7	Chingford P	5
D2	Chiswick Park	3
A2	Chorleywood P	7
F6	Church Street	Special
C5	City Thameslink	1
E4	Clapham Common	2
E4	Clapham High Street	2
E4	Clapham Junction	2
E4	Clapham North	2
E4	Clapham South	2/3
B7	Clapton	2/3
A6	Cockfosters P	5
A4	Colindale P	4
F4	Colliers Wood	3
F8	Coombe Lane	Special
F6	Coulsdon South P	6
D5	Covent Garden	1
B4	Cricklewood	3
F7	Crofton Park	3
E7	Crossharbour	2
B5	Crouch Hill	3
A2	Croxley P	7
F6	Crystal Palace P	3/4
D8	Custom House for ExCeL Elizabeth line only)	3
E7	Cutty Sark for Maritime Greenwich	2/3
E8	Cyprus	3
C9	Dagenham East	5
C9	Dagenham Heathway	5
C6	Dalston Junction	2
B6	Dalston Kingsland	2
E9	Dartford P	8
A8	Debden P	6
E5	Denmark Hill	2
E7	Deptford	2
E7	Deptford Bridge	2/3
C7	Devons Road	2
B3	Dollis Hill	3
E3	Dundonald Road	Special
D2	Ealing Broadway (Central line and Elizabeth line only) (District line only)	3
D2	Ealing Common	3
D3	Earl's Court	1/2
D3	East Acton	2
F7	East Croydon	5/Special
B5	East Finchley P	3
C8	East Ham	3/4
D8	East India	2/3
E3	East Putney	2/3
B2	Eastcote P	5
A4	Edgware	5
C3	Edgware Road (Bakerloo)	1
C4	Edgware Road (Circle/District/H&C)	1
A6	Edmonton Green	4
E5	Elephant & Castle	1/2
F8	Elmers End P	Special
C9	Elm Park	6
A4	Elstree & Borehamwood P	6
E7	Elverson Road	2/3
D5	Embankment	1
B9	Emerson Park	6
A6	Enfield Town P	5
A8	Epping P	6
C5	Euston (London Overground only)	1
C5	Euston Square	1
B8	Fairlop P	4
C5	Farringdon (Circle, H&C and Metropolitan lines), (Elizabeth line and Thameslink)	1
F8	Fieldway	Special
B5	Finchley Central P	4
C4	Finchley Road	2
B4	Finchley Road & Frognal	2
B6	Finsbury Park (Underground only)	2
B8	Forest Gate	3
E6	Forest Hill P	3
D3	Fulham Broadway	2
E8	Gallions Reach	3
B8	Gants Hill	4
F6	George Street	Special
B9	Gidea Park P	6
D4	Gloucester Road	1
B4	Golders Green	3
D3	Goldhawk Road	2
C5	Goodge Street	1
B9	Goodmayes	4
B5	Gospel Oak	2
B8	Grange Hill	4
F8	Gravel Hill	Special
C4	Great Portland Street	1
D4	Green Park	1
C1	Greenford P	4
E7	Greenwich P	2/3
D2	Gunnersbury	3
F5	Hackbridge P	4
C7	Hackney Central P	2
C7	Hackney Downs	2
C7	Hackney Wick	2
C6	Haggerston	2
B8	Hainault P	4
D3	Hammersmith (Circle, District and Hammersmith & City lines only) (Piccadilly line only)	2
B4	Hampstead	2/3
B4	Hampstead Heath	2
C2	Hanger Lane	3
D1	Hanwell	4
B3	Harlesden	3
B9	Harold Wood P	6
B6	Harringay Green Lanes	3
F8	Harrington Road	Special
B3	Harrow & Wealdstone P	5
B2	Harrow-on-the-Hill P	5
A3	Hatch End P	6
E1	Hatton Cross P	5/6
F4	Haydons Road	3
D1	Hayes & Harlington	5
A3	Headstone Lane	5
E1	Heathrow Terminals 2 & 3	6
E1	Heathrow Terminal 4	6
E1	Heathrow Terminal 5	6
B4	Hendon P	3/4
B4	Hendon Central	3/4
E5	Herne Hill	2/3
D7	Heron Quays	2
A5	High Barnet P	5
D3	High Street Kensington	1
B7	Highams Park P	4
B6	Highbury & Islington (London Overground only)	2
B5	Highgate P	3
B1	Hillingdon P	6
C5	Holborn	1
D3	Holland Park	2
B6	Holloway Road	2
C7	Homerton	2
E6	Honor Oak Park	3
C9	Hornchurch P	6
D1	Hounslow Central	4
D1	Hounslow East P	4
D1	Hounslow West P	5
C6	Hoxton	1/2
D4	Hyde Park Corner	1
B1	Ickenham P	6
D8	IFS Cloud Greenwich Peninsula	Special
D8	IFS Cloud Royal Docks	Special
B8	Ilford	4
E4	Imperial Wharf	2
E7	Island Gardens	2
C1	Iver	Special
E5	Kennington	1/2
C3	Kensal Green	2
B3	Kensal Rise	2
D3	Kensington (Olympia)	2
B5	Kentish Town	2
B5	Kentish Town West	2
B3	Kenton	4
E2	Kew Gardens	3/4
B4	Kilburn	2
C3	Kilburn High Road	2
C3	Kilburn Park	2
E8	King George V	3
F8	King Henry's Drive	Special
C5	King's Cross & St Pancras International P	1
B3	Kingsbury	4
D4	Knightsbridge	1
C3	Ladbroke Grove	2
E5	Lambeth North	1
D4	Lancaster Gate	1
D7	Langdon Park	2
C1	Langley P	Special
C3	Latimer Road	2
F7	Lebanon Road	Special
D5	Leicester Square	1
E7	Lewisham	2/3
B8	Leyton	3
B7	Leyton Midland Road	3
B8	Leytonstone P	3/4
B8	Leytonstone High Road	3
D7	Limehouse	2
C6	Liverpool Street (Elizabeth line upper level service) (London Overground) (Elizabeth line low level service)	1
F8	Lloyd Park	Special
D6	London Bridge	1
E8	London City Airport	3
C7	London Fields	2
E5	Loughborough Junction	2
A8	Loughton P	6
C3	Maida Vale	2
B1	Maidenhead P	Special
B6	Manor House	2/3
B8	Manor Park	3/4
D5	Mansion House	1
C4	Marble Arch	1
C8	Maryland	3
C4	Marylebone	1
E8	Maze Hill	3
F3	Merton Park	Special
C7	Mile End	2
A4	Mill Hill Broadway P	4
A5	Mill Hill East P	4
F5	Mitcham	Special
F5	Mitcham Eastfields	3
F5	Mitcham Junction P	4/Special
D6	Monument	1
A2	Moor Park P	6/7
C6	Moorgate (Circle, H&C and Metropolitan lines), (Northern), (Elizabeth line upper level service), (London Overground), (Elizabeth line low level service)	1
F3	Morden P	4
F4	Morden Road	Special
F3	Morden South	4
C5	Mornington Crescent	2
E7	Mudchute	2
B3	Neasden	3
F8	New Addington	Special
A5	New Barnet P	5
E6	New Cross	2
E6	New Cross Gate	2
A5	New Southgate P	4
B8	Newbury Park P	4
E4	Nine Elms	1
D3	North Acton	2/3
C2	North Ealing P	3
D7	North Greenwich P	2/3
B2	North Harrow	5
B3	North Wembley	4
D1	Northfields	3
B1	Northolt	5
B3	Northwick Park	4
B2	Northwood P	6
B2	Northwood Hills	6
F6	Norwood Junction P	4
D3	Notting Hill Gate	1/2
E6	Nunhead	2
A5	Oakleigh Park	4
A6	Oakwood P	5
C6	Old Street	1
F9	Orpington P	6
D1	Osterley P	4
E5	Oval	2
C4	Oxford Circus	1
C4	Paddington	1
C2	Park Royal	3
E3	Parsons Green	2
E6	Peckham Rye	2
E6	Penge West P	4
C2	Perivale P	4
E9	Petts Wood P	5
F4	Phipps Bridge	Special
D5	Piccadilly Circus	1
E4	Pimlico	1
B2	Pinner P	5
C8	Plaistow	3
E8	Plumbstead	4
D8	Pontoon Dock	3
D7	Poplar	2
B3	Preston Road	4
D8	Prince Regent	3
C7	Pudding Mill Lane	2/3
F6	Purley P	6
E3	Putney Bridge	2
C3	Queen's Park	2
E6	Queens Road Peckham	2
B3	Queensbury P	4
D4	Queensway	1
E8	Ravensbourne	4
D3	Ravenscourt Park	2
B2	Rayners Lane P	5
B1	Reading P	Special
B7	Rectory Road	2
B8	Redbridge P	4
F6	Reeves Corner	Special
C4	Regent's Park	1
E2	Richmond P (District line) (London Overground)	4
A2	Rickmansworth P	7
B8	Roding Valley	4
B9	Romford	6
D6	Rotherhithe	2
D8	Royal Albert	3
C3	Royal Oak	2
D8	Royal Victoria	3
B1	Ruislip P	6
B1	Ruislip Gardens P	5
B2	Ruislip Manor	6
C5	Russell Square	1
F3	St Helier	4
B7	St James Street	3
D4	St James's Park	1
C4	St John's Wood	2
E9	St Mary Cray P	6
D5	St Paul's	1
F7	Sandilands	Special
B8	Seven Kings	4
B6	Seven Sisters (London Overground only)	3
D6	Shadwell (DLR only)	2
B9	Shenfield P	Special
D3	Shepherd's Bush (London Overground only)	2
D3	Shepherd's Bush Market	2
C6	Shoreditch High Street	1
E8	Shortlands P	4
A6	Silver Street	4
E9	Slade Green P	6
D4	Sloane Square	1
C1	Slough P	Special
B8	Snaresbrook P	4
D2	South Acton	3
F7	South Croydon P	5
D2	South Ealing	3
C4	South Hampstead	2
B2	South Harrow P	5
D4	South Kensington	1
B3	South Kenton	4
F3	South Merton	4
D7	South Quay	2
B1	South Ruislip P	5
B7	South Tottenham	3
F4	South Wimbledon	3/4
B8	South Woodford P	4
D1	Southall	4
A6	Southbury	5
E3	Southfields	3
A6	Southgate	4
D5	Southwark	1
D3	Stamford Brook	2
B6	Stamford Hill	3
A3	Stanmore P	5
D8	Star Lane	2/3
C7	Stepney Green	2
E4	Stockwell	2
B6	Stoke Newington	2
B3	Stonebridge Park	3
C8	Stratford P (Jubilee line and DLR) (Central line, Elizabeth line and London Overground)	2/3
C8	Stratford High Street	2/3
B7	Stratford International	2/3
F5	Streatham	3
B2	Sudbury Hill	4
C2	Sudbury Town P	4
D6	Surrey Quays	2
F4	Sutton P	5
F3	Sutton Common	4
E9	Swanley P	8
C4	Swiss Cottage	2
E6	Sydenham	3
B1	Taplow P	Special
D5	Temple	1
A7	Theobalds Grove P	7
F5	Therapia Lane	Special
A8	Theydon Bois P	6
F4	Tooting	3
F4	Tooting Bec	3
F4	Tooting Broadway	3
C5	Tottenham Court Road (Central line only) (Northern and Elizabeth line)	1
B7	Tottenham Hale P	3
A5	Totteridge & Whetstone P	4
D6	Tower Gateway	1
D6	Tower Hill	1
B5	Tufnell Park	2
E5	Tulse Hill	3
A7	Turkey Street	6
D2	Turnham Green	2/3
B6	Turnpike Lane	3
B1	Twyford P	Special
C9	Upminster P (District line only)	6
C9	Upminster Bridge	6
C8	Upney	4
B5	Upper Holloway	2
C8	Upton Park	3
B1	Uxbridge	6
E4	Vauxhall	1/2
D4	Victoria	1
	(Circle and District lines only) (Victoria line only)	
F6	Waddon Marsh	Special
B7	Walthamstow Central P (London Overground only)	3
B7	Walthamstow Queen's Road	3
F6	Wandle Park	Special
E4	Wandsworth Road	2
B8	Wanstead P	4
C8	Wanstead Park	3
D6	Wapping	2
C5	Warren Street	1
C3	Warwick Avenue	2
D5	Waterloo (Jubilee line only)	1
A2	Watford P	7
A3	Watford High Street	8
A3	Watford Junction P	Special
F6	Wellesley Road	Special
B3	Wembley Central	4
B3	Wembley Park P	4
D2	West Acton	3
D3	West Brompton (London Overground only)	2
F6	West Croydon (London Overground only) (London Trams only)	5/Special
C1	West Drayton P	6
D1	West Ealing	3
A5	West Finchley	4
C8	West Ham	2/3
B4	West Hampstead (Jubilee line only) (London Overground only)	2
B4	West Hampstead Thameslink	2
B2	West Harrow	5
D7	West India Quay	2
D3	West Kensington	2
A1	West Ruislip P	6
D8	West Silvertown	3
F4	West Sutton	5
C3	Westbourne Park	2
E8	Westcombe Park P	3
D7	Westferry	2
D4	Westminster (Jubilee line) (Circle and District lines)	1
D3	White City	2
B6	White Hart Lane	3
C6	Whitechapel (District, H&C and London Overground), (Elizabeth line)	2
B3	Willesden Green	2/3
B3	Willesden Junction	2/3
E3	Wimbledon P	3
F3	Wimbledon Chase	3
E3	Wimbledon Park	3
B6	Wood Green	3
D3	Wood Lane	2
B7	Wood Street	4
B8	Woodford P	4
C8	Woodgrange Park	3/4
F8	Woodside	Special
A5	Woodside Park P	4
E8	Woolwich	4
E8	Woolwich Arsenal P	4

Explanation of symbols

- P — Stations with car parks
- Stations with bicycle parking
- Male/female/baby changing/accessible toilets outside ticket gateline
- Male/female/baby changing/accessible toilets inside ticket gateline
- † — Toilet not managed by London Underground. You may be charged for these facilities. Ask staff for information
- Step-free access from street to train
- Step-free access from street to platform
- TfL Visitor Centres
- † — Services or access at these stations are subject to variation. To check before you travel, visit tfl.gov.uk/plan-a-journey

Appendix: F - CPZ Areas in Hillingdon

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk



KEY

= Borough Boundary

= Parking Management Schemes

= Stop & Shop Parking Schemes

HILLINGDON
LONDON

V. 27.03.23

Appendix: G - Collision Plot Dataset

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Collision Plot Premium

01/01/2017 - 31/12/2021

Number of Collisions Involving

	Slight	Serious	Fatal	**Total**
Pedestrian	8	1	0	9 (25%)
Cyclist	0	0	0	0 (0%)
Motorcycle	3	0	0	3 (8%)
Car	18	2	0	20 (56%)
Taxi	0	1	0	1 (3%)
Bus	0	0	0	0 (0%)
Goods	2	0	0	2 (6%)
Other	1	0	0	1 (3%)

Severity

Slight	21 (91%)
Serious	2 (9%)
Fatal	0 (0%)
Total	**23**

Light conditions

Dark	10 (43%)
Light	13 (57%)

Casualties

	Slight	Serious	Fatal	**Total**
Pedestrian	8	1	0	9 (36%)
Cyclist	0	0	0	0 (0%)
Motorcycle	3	0	0	3 (12%)
Car	12	0	0	12 (48%)
Taxi	0	1	0	1 (4%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)
Total	23	2	0	25

Surface conditions

Dry	16 (70%)
Wet	7 (30%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

2017010017272 | Slight | Thu | 09/02/2017 | 19:45 | Dark | Wet

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Waiting to turn right	Going ahead
Direction of travel:	South to northeast	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Back	Front
Driver sex & age:	Female, 53	Female, 21
Journey purpose:	--	Commuting to/from work
Engine capacity (cc):	999	1596
Propulsion:	Petrol	Petrol
Age of vehicle:	3	11

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 53

2017010031647 | Slight | Thu | 09/03/2017 | 16:30 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	--, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	North to south
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Nearside
Driver sex & age:	--, -1
Engine capacity (cc):	998
Propulsion:	Petrol
Age of vehicle:	16

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Female, -1
Pedestrian location:	Unknown or other
Pedestrian movement:	Unknown or other

2017010050645 | Slight | Wed | 26/07/2017 | 18:20 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Zebra crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Slowing or stopping	Slowing or stopping
Direction of travel:	South to north	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Front	Did not impact
Driver sex & age:	Female, 66	Female, 44
Engine capacity (cc):	1390	1799
Propulsion:	Petrol	Petrol
Age of vehicle:	7	11

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 44

2017010053922 | Slight | Tue | 15/08/2017 | 17:15 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Standalone signalised crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	North to south
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Front
Driver sex & age:	Male, 36
Engine capacity (cc):	1598
Propulsion:	Petrol
Age of vehicle:	14

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Female, 81
Pedestrian location:	In road, crossing elsewhere within 50m of ped crossing
Pedestrian movement:	Crossing from driver's nearside

2017010056682 | Slight | Thu | 17/08/2017 | 12:00 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	--	Hazards:	--	
Road 1:	C, --	Crossing (physical):	--	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Goods
Direction of travel:	-- to --
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
Driver sex & age:	--, -1
Engine capacity (cc):	1998
Propulsion:	Heavy oil
Age of vehicle:	11

Casualties

Casualty reference:	1
Vehicle reference:	1 (Goods)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Female, 49
Pedestrian location:	Unknown or other
Pedestrian movement:	Unknown or other

2018010092968 | Serious | Tue | 27/02/2018 | 19:49 | Dark | Wet

Authority (highway):	Hillingdon	Road 2:	C, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	Traffic signal	Special conditions:	Roadworks	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	Northeast to southwest
Vehicle Location:	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach
First point of impact:	Front
Leaving road:	Left road straight ahead at junction
Driver sex & age:	--, -1

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Serious
Class:	Pedestrian
Sex & age:	Male, 40
Pedestrian location:	In road, crossing on ped crossing facility
Pedestrian movement:	Crossing from driver's nearside

2018010115127 | Serious | Mon | 28/05/2018 | 03:45 | Dark | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Unknown	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Taxi	2, Car
Direction of travel:	-- to --	-- to --
Driver sex & age:	Male, 49	--, -1
Journey purpose:	Commuting to/from work	--
Engine capacity (cc):	2231	2494
Propulsion:	Heavy oil	Petrol
Age of vehicle:	9	19

Casualties

Casualty reference:	1
Vehicle reference:	1 (Taxi)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 49

2018010117754 | Slight | Sat | 30/06/2018 | 14:12 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manouevre:	Turning right	Going ahead
Direction of travel:	North to west	Northeast to southwest
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering from slip road	Approaching junction or waiting/parked at approach
First point of impact:	Front	Front
Driver sex & age:	Male, 67	Male, 23
Engine capacity (cc):	4164	124
Propulsion:	Heavy oil	Petrol
Age of vehicle:	16	2

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 23

2018010130346 | Slight | Sun | 02/09/2018 | 12:55 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car	3, Car
Manouevre:	Waiting to go ahead but held up	Waiting to go ahead but held up	Waiting to go ahead but held up
Direction of travel:	Parked to east	Parked to east	West to east
Vehicle Location:	On main carriageway	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Back	Back	Back
Hit object in road:	--	Parked vehicle	Parked vehicle
Driver sex & age:	Male, 50	Female, 26	Female, 33
Engine capacity (cc):	1242	1998	1797
Propulsion:	Petrol	Petrol	Hybrid electric
Age of vehicle:	13	8	7

Vehicles

Vehicle ref & type:	4, Car
Manouevre:	Going ahead
Direction of travel:	West to east
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Front
Hit object in road:	Parked vehicle
Driver sex & age:	Male, 58
Engine capacity (cc):	1794
Propulsion:	Petrol
Age of vehicle:	10

Casualties

Casualty reference:	1
Vehicle reference:	3 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 33

2018010144458 | Slight | Fri | 09/11/2018 | 16:18 | Dark | Wet

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Slowing or stopping	Going ahead
Direction of travel:	Parked to parked	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Did not impact	Front
Driver sex & age:	Male, 32	Female, 25
Engine capacity (cc):	1798	--
Propulsion:	Hybrid electric	--
Age of vehicle:	1	--

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	1 (Car)
Severity:	Slight	Slight
Class:	Passenger	Driver or rider
Sex & age:	Male, 46	Male, 32
Car passenger:	Front seat passenger	--

2018010148889 | Slight | Tue | 27/11/2018 | 04:00 | Light | Wet

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Unknown	Crossing (human):	--	Hazards:	--	
Road 1:	C, --	Crossing (physical):	--	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Other
Direction of travel:	-- to --
Junction Location:	Not at/within 20m of junction
Driver sex & age:	--, -1

Casualties

Casualty reference:	1
Vehicle reference:	1 (Other)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Female, 54
Pedestrian location:	Unknown or other
Pedestrian movement:	Unknown or other

2019010163277 | Slight | Wed | 13/02/2019 | 14:32 | Dark | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Zebra crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Motorcycle
Manouevre:	Turning right	Going ahead
Direction of travel:	East to west	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering main road	Mid junction, on roundabout/main road
First point of impact:	Front	Offside
Skidding/overturning:	--	Skidded
Driver sex & age:	Male, 48	Male, 29

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 29

2019010168862 | Slight | Fri | 08/03/2019 | 11:30 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	--	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Unknown	Crossing (human):	--	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	Central refuge - no other controls	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Direction of travel:	-- to --	-- to --
First point of impact:	Back	Front
Driver sex & age:	Female, 27	--, -1
Engine capacity (cc):	1296	1997
Propulsion:	Petrol	Petrol
Age of vehicle:	13	17

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 27

2019010188292 | Slight | Wed | 19/06/2019 | 15:10 | Light | Wet

Authority (highway):	Hillingdon	Road 2:	C, --	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Unknown	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Direction of travel:	-- to --	-- to --
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
Driver sex & age:	Male, 50	–, -1
Engine capacity (cc):	1587	2179
Propulsion:	Petrol	Heavy oil
Age of vehicle:	18	5

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 50

2019010189171 | Slight | Mon | 24/06/2019 | 08:05 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Zebra crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	North to south
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Offside
Driver sex & age:	Female, 37
Journey purpose:	Commuting to/from work
Engine capacity (cc):	999
Propulsion:	Petrol
Age of vehicle:	5

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Female, 55
Pedestrian location:	In road, crossing on ped crossing facility
Pedestrian movement:	Crossing from driver's offside

2019010211112 | Slight | Sat | 12/10/2019 | 00:10 | Dark | Wet

Authority (highway):	Hillingdon	Road 2:	–, -1	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Standalone signalised crossing	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	North to south
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Front
Driver sex & age:	Male, 76
Engine capacity (cc):	1390
Propulsion:	Petrol
Age of vehicle:	13

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 20
Pedestrian location:	In road, crossing elsewhere within 50m of ped crossing
Pedestrian movement:	Unknown or other

2019010216148 | Slight | Mon | 04/11/2019 | 19:30 | Dark | Dry

Authority (highway):	Hillingdon	Road 2:	C, --	Weather:	Other	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Slip road	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car
Direction of travel:	-- to --
First point of impact:	Front
Driver sex & age:	--, 59
Engine capacity (cc):	2143
Propulsion:	Heavy oil
Age of vehicle:	4

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 46
Pedestrian location:	Unknown or other
Pedestrian movement:	Unknown or other

2020010228208 | Slight | Thu | 02/01/2020 | 12:00 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Junction more than 4 arms (not RAB)	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Zebra crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead
Direction of travel:	North to south
Vehicle Location:	On main carriageway
Junction Location:	Mid junction, on roundabout/main road
First point of impact:	Offside
Driver sex & age:	Male, 23
Engine capacity (cc):	1598
Propulsion:	Heavy oil
Age of vehicle:	1
Generic make/model:	VOLKSWAGEN GOLF

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 12
Pedestrian location:	In road, not crossing
Pedestrian movement:	Unknown or other

2020010228461 | Slight | Sat | 04/01/2020 | 12:20 | Dark | Dry

Authority (highway):	Hillingdon	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	20	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Zebra crossing	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car
Direction of travel:	-- to --
First point of impact:	Back
Driver sex & age:	Male, 19
Engine capacity (cc):	998
Propulsion:	Petrol
Age of vehicle:	1
Generic make/model:	FORD FIESTA

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	1 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Passenger
Sex & age:	Male, 19	--, -1
Car passenger:	--	Rear seat passenger

2021010289447 | Slight | Wed | 20/01/2021 | 16:23 | Dark | Wet

Authority (highway):	Hillingdon	Road 2:	C, --	Weather:	Raining	(Image available to ACP users only)
Speed limit:	20	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Standalone signalised crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Goods	2, Motorcycle
Manouevre:	U-turn	Overtaking on nearside
Direction of travel:	North to north	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Cleared junction or waiting/parked at junction exit	Cleared junction or waiting/parked at junction exit
First point of impact:	Front	Front
Driver sex & age:	Male, 23	Male, 30
Journey purpose:	Part of work	Commuting to/from work
Engine capacity (cc):	1560	124
Propulsion:	Heavy oil	Petrol
Age of vehicle:	4	7
Generic make/model:	PEUGEOT EXPERT	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Motorcycle)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 30

2021010302196 | Slight | Sat | 17/04/2021 | 14:15 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Overtaking moving vehicle on its offside	U-turn
Direction of travel:	West to east	North to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Did not impact
Driver sex & age:	Male, 49	Male, 28
Engine capacity (cc):	1796	1598
Propulsion:	Petrol	Petrol
Age of vehicle:	11	11
Generic make/model:	VAUXHALL INSIGNIA	NISSAN QASHQAI

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 49

2021010315189 | Slight | Wed | 23/06/2021 | 02:05 | Dark | Dry

Authority (highway):	Hillingdon	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	Metropolitan Police	Junction control:	--	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Zebra crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manouevre:	Going ahead right-hand bend
Direction of travel:	Southeast to northwest
Vehicle Location:	On main carriageway
Junction Location:	Not at/within 20m of junction
First point of impact:	Front
Hit object in road:	Bollard / Refuge
Leaving road:	Left road nearside
Object hit off road:	Road sign/Traffic signal
Driver sex & age:	Male, 20
Engine capacity (cc):	1390
Propulsion:	Petrol
Age of vehicle:	15
Generic make/model:	RENAULT CLIO

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 20

2021010323678 | Slight | Tue | 10/08/2021 | 10:46 | Light | Dry

Authority (highway):	Hillingdon	Road 2:	C, --	Weather:	Fine
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light
Police force:	Metropolitan Police	Junction control:	Traffic signal	Special conditions:	--
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--
Road 1:	C, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes

(Image available to ACP users only)

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manouevre:	Slowing or stopping	Moving off
Direction of travel:	South to north	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Cleared junction or waiting/parked at junction exit
First point of impact:	Front	Front
Driver sex & age:	Male, 44	Male, 57
Journey purpose:	Commuting to/from work	--
Engine capacity (cc):	--	1388
Propulsion:	--	Petrol
Age of vehicle:	--	11
Generic make/model:	--	FORD FIESTA

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 57

Appendix: H - Census Data

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

WD703EW - Method of travel to work (2001 specification) (Workday population)

population	All usual residents aged 16-74 either in employment in the area, or not in employment but live there
units	Persons
date	2011

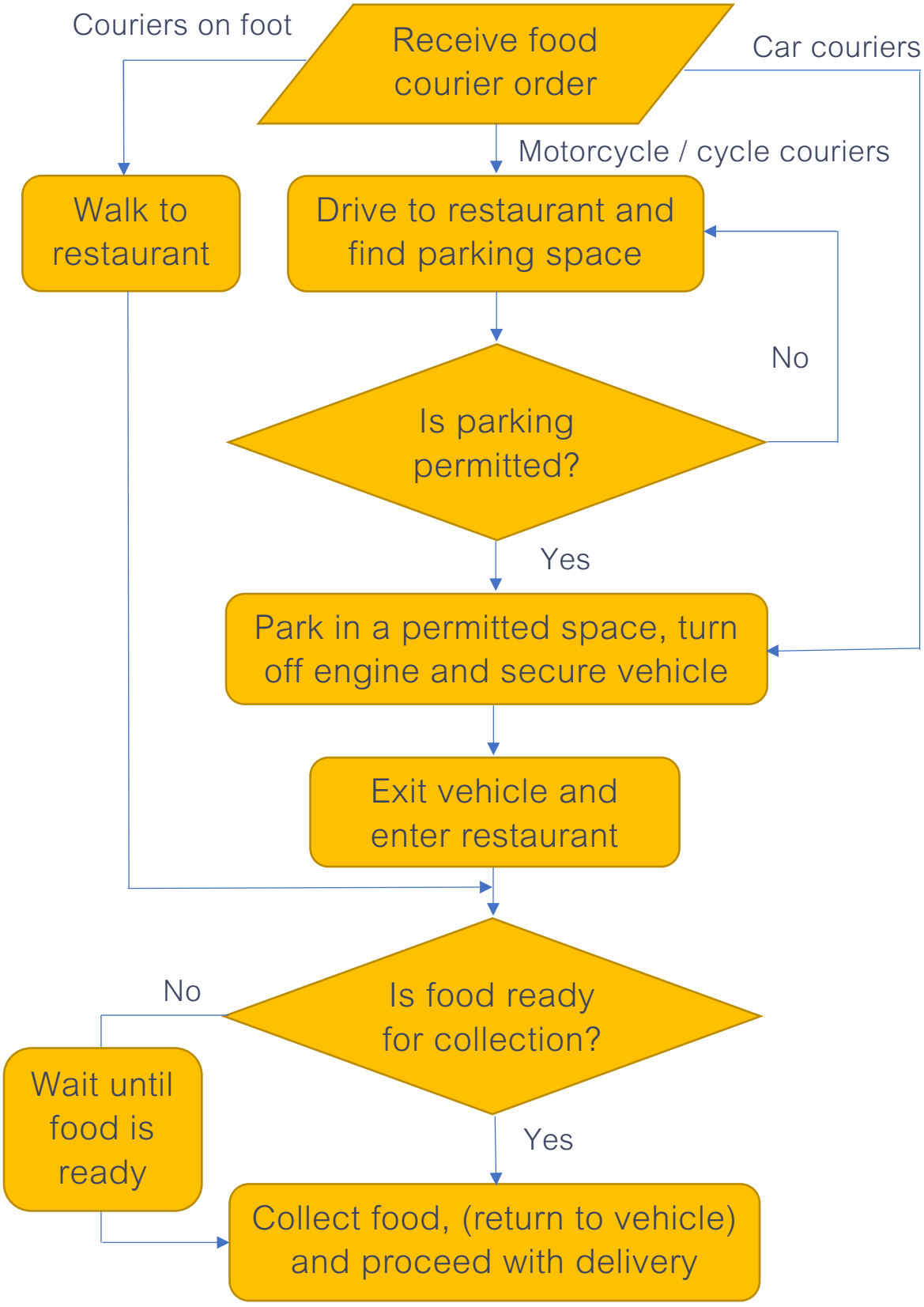
Method of travel to work (2001 specification)	msoa2011:E02000499 : Hillingdon 006	ualad09:Hillingdon
All categories: Method of tr	3,677	234,599
Work mainly at or from hon	392	11,229
Underground, metro, light r	226	10,061
Train	64	5,222
Bus, minibus or coach	105	19,164
Taxi	19	449
Motorcycle, scooter or mop	8	1,335
Driving a car or van	940	100,602
Passenger in a car or van	43	5,006
Bicycle	22	2,358
On foot	172	8,927
Other method of travel to w	12	610
Not in employment	1,674	69,636

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix: I - Hot-food Servicing Flow Chart

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Food courier collection process:



TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Appendix: J - TRICS Data

TRANSPORT PLANNING ▪ HIGHWAYS AND DRAINAGE ▪ FLOOD RISK
1st Floor Millers House, Roydon Road, Stanstead Abbotts, SG12 8HN. Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Calculation Reference: AUDIT-743101-230912-0934

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	LB	LAMBETH	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: 150 to 194 (units: sqm)
Range Selected by User: 150 to 292 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 24/06/19

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

Selected survey days:

Monday	2 days

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

Selected survey types:

Manual count	2 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Development 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

E(b)	2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

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

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	1 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:

5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-06-B-01 COFFEE SHOP & RESTAURANT BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 150 sqm
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

2 LB-06-B-01 PORTUGUESE RESTAURANT LAMBETH
STOCKWELL ROAD
STOCKWELL

Edge of Town Centre
No Sub Category
Total Gross floor area: 194 sqm
Survey date: MONDAY *24/06/19* *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/B - RESTAURANTS
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): 5.31

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.515	1	194	0.000	1	194	0.515
10:00 - 11:00	2	172	0.581	2	172	0.581	2	172	1.162
11:00 - 12:00	2	172	0.872	2	172	0.872	2	172	1.744
12:00 - 13:00	2	172	0.872	2	172	0.291	2	172	1.163
13:00 - 14:00	2	172	0.291	2	172	0.581	2	172	0.872
14:00 - 15:00	2	172	0.581	2	172	0.581	2	172	1.162
15:00 - 16:00	2	172	0.581	2	172	1.163	2	172	1.744
16:00 - 17:00	2	172	0.581	2	172	0.000	2	172	0.581
17:00 - 18:00	2	172	1.744	2	172	0.872	2	172	2.616
18:00 - 19:00	2	172	1.744	2	172	1.744	2	172	3.488
19:00 - 20:00	2	172	1.744	2	172	1.163	2	172	2.907
20:00 - 21:00	2	172	0.581	2	172	0.291	2	172	0.872
21:00 - 22:00	2	172	0.581	2	172	2.035	2	172	2.616
22:00 - 23:00	2	172	0.581	2	172	0.872	2	172	1.453
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			11.849			11.046			22.895

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:	150 - 194 (units: sqm)
Survey date date range:	01/01/15 - 24/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TAXIS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	2	172	0.000	2	172	0.000	2	172	0.000
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.000	2	172	0.000	2	172	0.000
13:00 - 14:00	2	172	0.000	2	172	0.000	2	172	0.000
14:00 - 15:00	2	172	0.291	2	172	0.291	2	172	0.582
15:00 - 16:00	2	172	0.291	2	172	0.291	2	172	0.582
16:00 - 17:00	2	172	0.000	2	172	0.000	2	172	0.000
17:00 - 18:00	2	172	0.000	2	172	0.000	2	172	0.000
18:00 - 19:00	2	172	0.000	2	172	0.000	2	172	0.000
19:00 - 20:00	2	172	0.000	2	172	0.000	2	172	0.000
20:00 - 21:00	2	172	0.000	2	172	0.000	2	172	0.000
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			0.582			0.582			1.164

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/B - RESTAURANTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	1.031	1	194	0.000	1	194	1.031
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	2	172	0.000	2	172	0.291	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.000	2	172	0.291	2	172	0.291
13:00 - 14:00	2	172	0.000	2	172	0.000	2	172	0.000
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.000	2	172	0.000
16:00 - 17:00	2	172	0.000	2	172	0.000	2	172	0.000
17:00 - 18:00	2	172	0.000	2	172	0.000	2	172	0.000
18:00 - 19:00	2	172	0.000	2	172	0.000	2	172	0.000
19:00 - 20:00	2	172	0.000	2	172	0.000	2	172	0.000
20:00 - 21:00	2	172	0.000	2	172	0.000	2	172	0.000
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			1.031			0.582			1.613

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/B - RESTAURANTS
MULTI-MODAL VEHICLE OCCUPANTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	1.031	1	194	0.000	1	194	1.031
10:00 - 11:00	2	172	0.872	2	172	0.872	2	172	1.744
11:00 - 12:00	2	172	0.872	2	172	0.872	2	172	1.744
12:00 - 13:00	2	172	1.163	2	172	0.291	2	172	1.454
13:00 - 14:00	2	172	0.291	2	172	0.872	2	172	1.163
14:00 - 15:00	2	172	0.581	2	172	0.291	2	172	0.872
15:00 - 16:00	2	172	0.291	2	172	1.163	2	172	1.454
16:00 - 17:00	2	172	0.872	2	172	0.000	2	172	0.872
17:00 - 18:00	2	172	3.198	2	172	2.035	2	172	5.233
18:00 - 19:00	2	172	4.942	2	172	4.360	2	172	9.302
19:00 - 20:00	2	172	5.523	2	172	3.488	2	172	9.011
20:00 - 21:00	2	172	1.163	2	172	0.872	2	172	2.035
21:00 - 22:00	2	172	1.163	2	172	3.488	2	172	4.651
22:00 - 23:00	2	172	0.581	2	172	1.453	2	172	2.034
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			22.543			20.057			42.600

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/B - RESTAURANTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	1.031	1	194	1.546
09:00 - 10:00	1	194	1.546	1	194	1.031	1	194	2.577
10:00 - 11:00	2	172	1.453	2	172	0.291	2	172	1.744
11:00 - 12:00	2	172	1.453	2	172	1.453	2	172	2.906
12:00 - 13:00	2	172	1.453	2	172	1.453	2	172	2.906
13:00 - 14:00	2	172	3.198	2	172	2.035	2	172	5.233
14:00 - 15:00	2	172	0.872	2	172	2.616	2	172	3.488
15:00 - 16:00	2	172	2.035	2	172	1.744	2	172	3.779
16:00 - 17:00	2	172	2.907	2	172	2.035	2	172	4.942
17:00 - 18:00	2	172	2.616	2	172	1.744	2	172	4.360
18:00 - 19:00	2	172	2.616	2	172	2.616	2	172	5.232
19:00 - 20:00	2	172	2.616	2	172	1.744	2	172	4.360
20:00 - 21:00	2	172	2.035	2	172	2.907	2	172	4.942
21:00 - 22:00	2	172	0.872	2	172	2.907	2	172	3.779
22:00 - 23:00	2	172	0.000	2	172	0.872	2	172	0.872
23:00 - 24:00	2	172	0.291	2	172	0.291	2	172	0.582
Total Rates:			26.993			26.770			53.763

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/B - RESTAURANTS
MULTI-MODAL BUS/TRAM PASSENGERS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	1.031	1	194	0.000	1	194	1.031
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.000	2	172	0.581	2	172	0.581
11:00 - 12:00	2	172	0.581	2	172	0.581	2	172	1.162
12:00 - 13:00	2	172	0.581	2	172	0.872	2	172	1.453
13:00 - 14:00	2	172	0.291	2	172	0.581	2	172	0.872
14:00 - 15:00	2	172	0.581	2	172	0.000	2	172	0.581
15:00 - 16:00	2	172	0.581	2	172	1.163	2	172	1.744
16:00 - 17:00	2	172	0.872	2	172	0.291	2	172	1.163
17:00 - 18:00	2	172	0.872	2	172	2.035	2	172	2.907
18:00 - 19:00	2	172	1.163	2	172	1.163	2	172	2.326
19:00 - 20:00	2	172	1.163	2	172	0.872	2	172	2.035
20:00 - 21:00	2	172	0.872	2	172	1.163	2	172	2.035
21:00 - 22:00	2	172	0.291	2	172	0.581	2	172	0.872
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			9.909			10.398			20.307

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/B - RESTAURANTS
MULTI-MODAL TOTAL RAIL PASSENGERS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	0.000	1	194	0.515
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.291	2	172	0.000	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.581	2	172	0.000	2	172	0.581
13:00 - 14:00	2	172	0.291	2	172	0.000	2	172	0.291
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.291	2	172	0.291
16:00 - 17:00	2	172	0.000	2	172	0.581	2	172	0.581
17:00 - 18:00	2	172	0.291	2	172	0.291	2	172	0.582
18:00 - 19:00	2	172	0.000	2	172	0.872	2	172	0.872
19:00 - 20:00	2	172	0.291	2	172	0.581	2	172	0.872
20:00 - 21:00	2	172	0.000	2	172	0.581	2	172	0.581
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			3.290			3.712			7.002

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/B - RESTAURANTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	1.031	1	194	0.000	1	194	1.031
08:00 - 09:00	1	194	1.546	1	194	0.000	1	194	1.546
09:00 - 10:00	1	194	1.031	1	194	1.031	1	194	2.062
10:00 - 11:00	2	172	0.291	2	172	0.581	2	172	0.872
11:00 - 12:00	2	172	0.581	2	172	0.581	2	172	1.162
12:00 - 13:00	2	172	1.163	2	172	0.872	2	172	2.035
13:00 - 14:00	2	172	0.581	2	172	0.581	2	172	1.162
14:00 - 15:00	2	172	0.581	2	172	0.000	2	172	0.581
15:00 - 16:00	2	172	0.581	2	172	1.453	2	172	2.034
16:00 - 17:00	2	172	0.872	2	172	0.872	2	172	1.744
17:00 - 18:00	2	172	1.163	2	172	2.326	2	172	3.489
18:00 - 19:00	2	172	1.163	2	172	2.035	2	172	3.198
19:00 - 20:00	2	172	1.453	2	172	1.453	2	172	2.906
20:00 - 21:00	2	172	0.872	2	172	1.744	2	172	2.616
21:00 - 22:00	2	172	0.291	2	172	0.581	2	172	0.872
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			13.200			14.110			27.310

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/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.31

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	1.546	1	194	0.000	1	194	1.546
08:00 - 09:00	1	194	3.093	1	194	1.031	1	194	4.124
09:00 - 10:00	1	194	3.608	1	194	2.062	1	194	5.670
10:00 - 11:00	2	172	2.616	2	172	2.035	2	172	4.651
11:00 - 12:00	2	172	2.907	2	172	2.907	2	172	5.814
12:00 - 13:00	2	172	3.779	2	172	2.907	2	172	6.686
13:00 - 14:00	2	172	4.070	2	172	3.488	2	172	7.558
14:00 - 15:00	2	172	2.035	2	172	2.907	2	172	4.942
15:00 - 16:00	2	172	2.907	2	172	4.360	2	172	7.267
16:00 - 17:00	2	172	4.651	2	172	2.907	2	172	7.558
17:00 - 18:00	2	172	6.977	2	172	6.105	2	172	13.082
18:00 - 19:00	2	172	8.721	2	172	9.012	2	172	17.733
19:00 - 20:00	2	172	9.593	2	172	6.686	2	172	16.279
20:00 - 21:00	2	172	4.070	2	172	5.523	2	172	9.593
21:00 - 22:00	2	172	2.326	2	172	6.977	2	172	9.303
22:00 - 23:00	2	172	0.581	2	172	2.326	2	172	2.907
23:00 - 24:00	2	172	0.291	2	172	0.291	2	172	0.582
Total Rates:			63.771			61.524			125.295

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.515	1	194	0.000	1	194	0.515
10:00 - 11:00	2	172	0.581	2	172	0.581	2	172	1.162
11:00 - 12:00	2	172	0.872	2	172	0.872	2	172	1.744
12:00 - 13:00	2	172	0.872	2	172	0.291	2	172	1.163
13:00 - 14:00	2	172	0.000	2	172	0.291	2	172	0.291
14:00 - 15:00	2	172	0.291	2	172	0.291	2	172	0.582
15:00 - 16:00	2	172	0.291	2	172	0.872	2	172	1.163
16:00 - 17:00	2	172	0.581	2	172	0.000	2	172	0.581
17:00 - 18:00	2	172	1.744	2	172	0.872	2	172	2.616
18:00 - 19:00	2	172	1.744	2	172	1.744	2	172	3.488
19:00 - 20:00	2	172	1.744	2	172	1.163	2	172	2.907
20:00 - 21:00	2	172	0.581	2	172	0.291	2	172	0.872
21:00 - 22:00	2	172	0.581	2	172	2.035	2	172	2.616
22:00 - 23:00	2	172	0.581	2	172	0.872	2	172	1.453
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			10.978			10.175			21.153

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/B - RESTAURANTS
MULTI-MODAL LGVS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	2	172	0.000	2	172	0.000	2	172	0.000
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.000	2	172	0.000	2	172	0.000
13:00 - 14:00	2	172	0.291	2	172	0.291	2	172	0.582
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.000	2	172	0.000
16:00 - 17:00	2	172	0.000	2	172	0.000	2	172	0.000
17:00 - 18:00	2	172	0.000	2	172	0.000	2	172	0.000
18:00 - 19:00	2	172	0.000	2	172	0.000	2	172	0.000
19:00 - 20:00	2	172	0.000	2	172	0.000	2	172	0.000
20:00 - 21:00	2	172	0.000	2	172	0.000	2	172	0.000
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			0.291			0.291			0.582

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/B - RESTAURANTS
MULTI-MODAL Underground Passengers
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	0.000	1	194	0.515
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.291	2	172	0.000	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.581	2	172	0.000	2	172	0.581
13:00 - 14:00	2	172	0.291	2	172	0.000	2	172	0.291
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.291	2	172	0.291
16:00 - 17:00	2	172	0.000	2	172	0.581	2	172	0.581
17:00 - 18:00	2	172	0.291	2	172	0.291	2	172	0.582
18:00 - 19:00	2	172	0.000	2	172	0.872	2	172	0.872
19:00 - 20:00	2	172	0.291	2	172	0.581	2	172	0.872
20:00 - 21:00	2	172	0.000	2	172	0.581	2	172	0.581
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			3.290			3.712			7.002

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/B - RESTAURANTS
MULTI-MODAL Bus Passengers
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	1.031	1	194	0.000	1	194	1.031
09:00 - 10:00	1	194	0.515	1	194	0.515	1	194	1.030
10:00 - 11:00	2	172	0.000	2	172	0.581	2	172	0.581
11:00 - 12:00	2	172	0.581	2	172	0.581	2	172	1.162
12:00 - 13:00	2	172	0.581	2	172	0.872	2	172	1.453
13:00 - 14:00	2	172	0.291	2	172	0.581	2	172	0.872
14:00 - 15:00	2	172	0.581	2	172	0.000	2	172	0.581
15:00 - 16:00	2	172	0.581	2	172	1.163	2	172	1.744
16:00 - 17:00	2	172	0.872	2	172	0.291	2	172	1.163
17:00 - 18:00	2	172	0.872	2	172	2.035	2	172	2.907
18:00 - 19:00	2	172	1.163	2	172	1.163	2	172	2.326
19:00 - 20:00	2	172	1.163	2	172	0.872	2	172	2.035
20:00 - 21:00	2	172	0.872	2	172	1.163	2	172	2.035
21:00 - 22:00	2	172	0.291	2	172	0.581	2	172	0.872
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			9.909			10.398			20.307

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/B - RESTAURANTS
MULTI-MODAL Servicing Vehicles
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	2	172	0.000	2	172	0.000	2	172	0.000
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.000	2	172	0.000	2	172	0.000
13:00 - 14:00	2	172	0.291	2	172	0.291	2	172	0.582
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.000	2	172	0.000
16:00 - 17:00	2	172	0.000	2	172	0.000	2	172	0.000
17:00 - 18:00	2	172	0.000	2	172	0.000	2	172	0.000
18:00 - 19:00	2	172	0.000	2	172	0.000	2	172	0.000
19:00 - 20:00	2	172	0.000	2	172	0.000	2	172	0.000
20:00 - 21:00	2	172	0.000	2	172	0.000	2	172	0.000
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			0.291			0.291			0.582

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.*

Calculation Reference: AUDIT-743101-230912-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
EN ENFIELD 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: 43 to 43 (units: sqm)
Range Selected by User: 43 to 43 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/18 to 23/09/23

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:
Friday 1 days

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

Selected survey types:
Manual count 1 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:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
High Street 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.

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:
Sui Generis 1 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 1 days

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

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.6 to 1.0 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:
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:
3 Moderate 1 days

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

LIST OF SITES relevant to selection parameters

1 EN-06-G-02 INDIAN STREET FOOD ENFIELD
GREEN LANES
WINCHMORE HILL

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 43 sqm
Survey date: FRIDAY *23/09/22* *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/G - TAKE-AWAY SHOPS (eg. fish bars etc)
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): 4.67

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	0.000	1	43	0.000	1	43	0.000
13:00 - 14:00	1	43	0.000	1	43	0.000	1	43	0.000
14:00 - 15:00	1	43	2.326	1	43	2.326	1	43	4.652
15:00 - 16:00	1	43	2.326	1	43	2.326	1	43	4.652
16:00 - 17:00	1	43	0.000	1	43	0.000	1	43	0.000
17:00 - 18:00	1	43	4.651	1	43	4.651	1	43	9.302
18:00 - 19:00	1	43	6.977	1	43	6.977	1	43	13.954
19:00 - 20:00	1	43	2.326	1	43	2.326	1	43	4.652
20:00 - 21:00	1	43	9.302	1	43	9.302	1	43	18.604
21:00 - 22:00	1	43	2.326	1	43	2.326	1	43	4.652
22:00 - 23:00	1	43	4.651	1	43	4.651	1	43	9.302
23:00 - 24:00									
Total Rates:			34.885			34.885			69.770

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:	43 - 43 (units: sqm)
Survey date date range:	01/01/18 - 23/09/23
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
MULTI-MODAL VEHICLE OCCUPANTS
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	0.000	1	43	0.000	1	43	0.000
13:00 - 14:00	1	43	0.000	1	43	0.000	1	43	0.000
14:00 - 15:00	1	43	2.326	1	43	2.326	1	43	4.652
15:00 - 16:00	1	43	2.326	1	43	2.326	1	43	4.652
16:00 - 17:00	1	43	0.000	1	43	0.000	1	43	0.000
17:00 - 18:00	1	43	4.651	1	43	4.651	1	43	9.302
18:00 - 19:00	1	43	9.302	1	43	9.302	1	43	18.604
19:00 - 20:00	1	43	2.326	1	43	2.326	1	43	4.652
20:00 - 21:00	1	43	9.302	1	43	9.302	1	43	18.604
21:00 - 22:00	1	43	2.326	1	43	2.326	1	43	4.652
22:00 - 23:00	1	43	4.651	1	43	4.651	1	43	9.302
23:00 - 24:00									
Total Rates:			37.210			37.210			74.420

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/G - TAKE-AWAY SHOPS (eg. fish bars etc)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	25.581	1	43	25.581	1	43	51.162
13:00 - 14:00	1	43	11.628	1	43	11.628	1	43	23.256
14:00 - 15:00	1	43	13.953	1	43	13.953	1	43	27.906
15:00 - 16:00	1	43	6.977	1	43	6.977	1	43	13.954
16:00 - 17:00	1	43	13.953	1	43	9.302	1	43	23.255
17:00 - 18:00	1	43	9.302	1	43	13.953	1	43	23.255
18:00 - 19:00	1	43	18.605	1	43	13.953	1	43	32.558
19:00 - 20:00	1	43	11.628	1	43	16.279	1	43	27.907
20:00 - 21:00	1	43	4.651	1	43	4.651	1	43	9.302
21:00 - 22:00	1	43	6.977	1	43	6.977	1	43	13.954
22:00 - 23:00	1	43	2.326	1	43	2.326	1	43	4.652
23:00 - 24:00									
Total Rates:			125.581			125.580			251.161

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.67

	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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	25.581	1	43	25.581	1	43	51.162
13:00 - 14:00	1	43	11.628	1	43	11.628	1	43	23.256
14:00 - 15:00	1	43	16.279	1	43	16.279	1	43	32.558
15:00 - 16:00	1	43	9.302	1	43	9.302	1	43	18.604
16:00 - 17:00	1	43	13.953	1	43	9.302	1	43	23.255
17:00 - 18:00	1	43	13.953	1	43	18.605	1	43	32.558
18:00 - 19:00	1	43	27.907	1	43	23.256	1	43	51.163
19:00 - 20:00	1	43	13.953	1	43	18.605	1	43	32.558
20:00 - 21:00	1	43	13.953	1	43	13.953	1	43	27.906
21:00 - 22:00	1	43	9.302	1	43	9.302	1	43	18.604
22:00 - 23:00	1	43	6.977	1	43	6.977	1	43	13.954
23:00 - 24:00									
Total Rates:			162.788			162.790			325.578

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/G - TAKE-AWAY SHOPS (eg. fish bars etc)
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	0.000	1	43	0.000	1	43	0.000
13:00 - 14:00	1	43	0.000	1	43	0.000	1	43	0.000
14:00 - 15:00	1	43	0.000	1	43	0.000	1	43	0.000
15:00 - 16:00	1	43	0.000	1	43	0.000	1	43	0.000
16:00 - 17:00	1	43	0.000	1	43	0.000	1	43	0.000
17:00 - 18:00	1	43	2.326	1	43	2.326	1	43	4.652
18:00 - 19:00	1	43	2.326	1	43	2.326	1	43	4.652
19:00 - 20:00	1	43	0.000	1	43	0.000	1	43	0.000
20:00 - 21:00	1	43	4.651	1	43	4.651	1	43	9.302
21:00 - 22:00	1	43	0.000	1	43	0.000	1	43	0.000
22:00 - 23:00	1	43	2.326	1	43	2.326	1	43	4.652
23:00 - 24:00									
Total Rates:			11.629			11.629			23.258

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/G - TAKE-AWAY SHOPS (eg. fish bars etc)
MULTI-MODAL MOTOR CYCLES
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	0.000	1	43	0.000	1	43	0.000
13:00 - 14:00	1	43	0.000	1	43	0.000	1	43	0.000
14:00 - 15:00	1	43	2.326	1	43	2.326	1	43	4.652
15:00 - 16:00	1	43	2.326	1	43	2.326	1	43	4.652
16:00 - 17:00	1	43	0.000	1	43	0.000	1	43	0.000
17:00 - 18:00	1	43	2.326	1	43	2.326	1	43	4.652
18:00 - 19:00	1	43	4.651	1	43	4.651	1	43	9.302
19:00 - 20:00	1	43	2.326	1	43	2.326	1	43	4.652
20:00 - 21:00	1	43	4.651	1	43	4.651	1	43	9.302
21:00 - 22:00	1	43	2.326	1	43	2.326	1	43	4.652
22:00 - 23:00	1	43	2.326	1	43	2.326	1	43	4.652
23:00 - 24:00									
Total Rates:			23.258			23.258			46.516

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/G - TAKE-AWAY SHOPS (eg. fish bars etc)
MULTI-MODAL Servicing Vehicles
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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00	1	43	0.000	1	43	0.000	1	43	0.000
12:00 - 13:00	1	43	0.000	1	43	0.000	1	43	0.000
13:00 - 14:00	1	43	0.000	1	43	0.000	1	43	0.000
14:00 - 15:00	1	43	2.326	1	43	2.326	1	43	4.652
15:00 - 16:00	1	43	2.326	1	43	2.326	1	43	4.652
16:00 - 17:00	1	43	0.000	1	43	0.000	1	43	0.000
17:00 - 18:00	1	43	2.326	1	43	2.326	1	43	4.652
18:00 - 19:00	1	43	4.651	1	43	4.651	1	43	9.302
19:00 - 20:00	1	43	2.326	1	43	2.326	1	43	4.652
20:00 - 21:00	1	43	4.651	1	43	4.651	1	43	9.302
21:00 - 22:00	1	43	2.326	1	43	2.326	1	43	4.652
22:00 - 23:00	1	43	2.326	1	43	2.326	1	43	4.652
23:00 - 24:00									
Total Rates:			23.258			23.258			46.516

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.*