

Response to Highways Comments in relation to Planning Application HGY/2026/0754

1. This Note provides responses to comments made by Haringey Council officers in relation to the proposals associated with No.11 High Cross Centre with a copy of the email comments included at **ANNEX A** all of which are addressed below other than that in relation to the Red Line which is addressed by others.

Trip Rates

2. The comments relate to the selection of sites used for the TRICS assessment and in particular the range of sites selected. It should be noted that for example although the first page of the Industrial Estate TRICS print-out refers to a range of 875-150,564sqm, this relates to all of the sites in the database, with the selected sites used for the assessment purposes ranging from 2,800sqm to 13,850sqm and all from London. Likewise, although the Business Park trip rates do include one site of 185,000sqm, the other two are smaller with a summary of the various sites in both categories provided in **Table 1**.

Table 1: Summary of the TRICS Data				
Use	TRICS Reference	Area		No. of Units
		Total	Not Used	
Industrial (ANNEX B)	BE-02-D-01	3,300	-	18
	BN-02-D-01	2,800	-	6
	BT-02-D-01	5,565	985	15
	HD-02-D-03	8,310	-	20
	HD-02-D-02	13,750	-	20
	HO-02-D-01	7,400	1,030	5
	WH-02-D-01	5,125	1,498	28
Business Park (ANNEX C)	BT-02-B-01	15,111	-	9
	HO-02-B-04	185,000	15,040	12
	IS-02-B-01	4,363	1,749	35

3. All of the sites have relatively poor PTAL rating other than the final Business Park survey with a PTAL Rating of 6a, with the data also setting out the area of unoccupied floorspace across each site with all but four sites fully occupied at the time of the surveys.
4. It is difficult to find an exact match to base the number of trips on with the High Cross Centre a relatively dated and historic industrial estate in a highly accessible location.

Mode Share

5. The Census data was used as a proxy for the travel to work. The trip generation by each mode will be determined by the availability of car parking in particular. In this regard, the Applicant is willing to remove the majority of the car parking along the southern flank of the building with parking only provided for Blue Badge holders as illustrated on the plan in **ANNEX D**.

PTAL Rating

6. The Transport Statement sets out the factual situation with regards to the PTAL Rating along with the perceived accessibility. In this regard, as set out in the Transport Statement, the PTAL Rating of the Site according to the TfL website is 1b as are the buildings immediately to the west. However, the building immediately to the south has a PTAL rating of 5 with the remainder of the Estate having a PTAL Rating of 4 or 5, with PTAL tool a relatively blunt tool.
7. As such, the Site is considered to be highly accessible, and the car parking has been removed from the Site to reflect this.

Parking Management Plan

8. As noted above, the Applicant is willing to make the building car free with the exception of Blue Badge parking and enter into an agreement to ensure that future tenants would be ineligible to acquire a parking permit to park within the Estate or surrounding highway network.
9. It should also be noted that Parking Management Plan is in draft and would be subject to a Condition that would require further approval from the Council; an updated draft has been prepared reflecting the removal of the standard parking spaces.

Delivery Management Plan

10. The total floorspace across the whole building once occupied will be approximately 3,048sqm with the ground floor plus 28 units on the first and second floors all of which are relatively small. The potential number of deliveries by motorised vehicles, excluding motorbikes, has been estimated based on the TRICS data for the business park use.
11. Key matters to consider with the Delivery Management Plan, which will be conditioned and subject to further approval, are typically relating to ensuring that all deliveries take place off the public highway, as would be the case here, and that goods are consolidated where possible and that deliveries are undertaken by the most sustainable vehicle possible all of which can be included in the final document.

Travel Plan

12. The Applicant is willing to sign up to the Mode Shift Stars for Business accreditation scheme ([Modeshift STARS Business Scheme](#)) as requested by officers and will agree to the £3,000 per year monitoring fee for a period of 5 years.
13. The targets set in the draft Travel Plan are based on the 2011 Census and would need to be ratified following the Baseline Year 0 survey, with the document subject to approval from officers. The document has been updated to reflect the new NPPF and the removal of the car parking, with the new targets aiming to increase the active mode share by 10% across the life of the Travel Plan with corresponding reductions in public transport use.

Parking and Cycle Storage

14. The proposed layout has been amended to provide a larger cycle store and bin along with changing and shower facilities which are provided on the first floor. Furthermore, the car park layout has been amended (**ANNEX D**) to reduce the car parking with provision only for Blue Badge holders, all of which will be provided with EV charging facilities.

Construction Management Plan

15. The Applicant is willing to accept a condition to implement a Construction Management Plan.

ATZ Contributions

16. Although the local highway network could benefit from improvements in places, it is not deemed necessary for the Applicant to make any contribution given the scale of the proposed development. The proposals are for an intensification of use within an established industrial zone in an accessible location.

ANNEX A



Fw: HGY/2026/0754 – 11 High Cross Centre, Fountayne Road (Minor) - Carbon Comments

From Kwaku Bossman-Gyamera <Kwaku.Bossman-Gyamera@haringey.gov.uk>

Date Tue 8/25/2026 5:36 PM

To Planning | The P Groups <planning@thepgroups.co.uk>

 6 attachments (15 MB)

2026.07.27. Updated L&B Plans.pdf; R04-ADM-Parking Management Plan (260730).pdf; R03-ADM-Transport Statement (260812).pdf; R06-ADM-Delivery Management Plan (260727).pdf; R05-JB-Travel Plan (260728).pdf; 2026.07.30. Parking and Cycling Storage Details.pdf;

Hi Moses

Please see the latest comments from the Highways officer. I will ask you to review and address the points raised.

Kind regards

Kwaku

From: Shreekant Patel <Shreekant.Patel@haringey.gov.uk>

Sent: 21 August 2026 15:26

To: Kwaku Bossman-Gyamera <Kwaku.Bossman-Gyamera@haringey.gov.uk>

Subject: FW: HGY/2026/0754 – 11 High Cross Centre, Fountayne Road (Minor) - Carbon Comments

Kwaku,

Thank you for your email and attachments.

Transport comments as follows:

1. Updated L&B Plans: It is noted that the site 'red line' has been amended to include a strip of carriageway along the site frontage. Please verify site ownership boundary with land registry records.
2. Transport Statement:
 - a. The application form indicated the following:

Please add details of the Gross Internal Area (GIA) for all current uses and how this will change based on the proposed development. Details of the floor area for any proposed new uses should also be added.

Use Class:

B8 - Storage or distribution

Existing gross internal floor area (square metres):

2774

Gross internal floor area lost (including by change of use) (square metres):

1470

Gross internal floor area gained (including change of use) (square metres):

0

Use Class:

E(g)(ii) - Research and development - Except where not suitable in a residential area

Existing gross internal floor area (square metres):

0

Gross internal floor area lost (including by change of use) (square metres):

0

Gross internal floor area gained (including change of use) (square metres):

1309

Use Class:

E(g)(iii) - Industrial processes - Except where not suitable in a residential area

Existing gross internal floor area (square metres):

0

Gross internal floor area lost (including by change of use) (square metres):

0

Gross internal floor area gained (including change of use) (square metres):

1309

Total	Existing gross internal floorspace (square metres)	Gross internal floor area lost (including by change of use) (square metres)	Gross internal floor area gained (including change of use) (square metres)
	2774	1470	2618

The Transport statement indicates:

- i. The Site comprises of a Class B8 / E(g)(iii) warehouse that has a gross floor area of approximately 1,550sqm. The proposals associated with this application include extending the first floor along with the construction of a second floor to provide 30 units with a combined gross floor area of approximately 3,048sqm including ancillary accommodation as illustrated on the plans at **Appendix A**. Units 1-16 would be located on the first floor with Units 17-30 on the second floor.
- ii. The proposals associated with the application include a reconfiguration of the ground floor along with extending the first floor and the construction of a second floor to provide 30 units increasing the overall floor area by 1,498sqm to 3,048sqm as illustrated on **Figures 4.1, 4.2 and 4.3** with a copy of the application plans in **Appendix A**.
- iii. Trip Generation

4.6 The proposals include the reconfiguration of the ground floor along with extending the 1st floor and the construction of a new 2nd floor to create an additional 1,498sqm of flexible Class E employment floorspace, with a total of 30 units varying in size from 36sqm to nearly 80sqm. Overall, it is estimated that the fully occupied Site (3,048sqm) could employ between 70 and 100 people.

I have not been able to reconcile the different floor areas indicated and therefore request clarification before commenting further on Trip generation assessment. Presently. My limited comments are as follows:

- that further consideration will be required regarding 'Census Travel to Work' car mode share of 36% applied to 100 employees and resulting in the demand for car parking exceeding the proposed provision of 11 car park spaces. Consequently, justification for proposed car parking and wider parking stress surveys and assessment are required to identify and quantify impacts.

- The significant difference in size of proposal compared to significant range and sizes of selected of TRIC sites require further review. Please provide full details of trip rates vs size of development to assess whether the use of average trip rate is acceptable. Please provide full TRICS data for each selected site and analysis of the trip rate variability by size.
 - The reference to 'not all units being occupied' is not accepted in the absence of any corresponding details demonstrating that each selected Trics data site was either fully or partially occupied.
 - Please clarify use of Ground Floor – will this floor be occupied by a single separate tenant from those occupying 28 units on floors 1 and 2.
- b. Public Transport Accessibility: The assertion that the site should be consider as having very good public transport accessibility is not accepted because the proposed development would then have to be car free to comply with London Plan parking standards. Consequently, further consideration is required regarding suitability of site location for proposals in context of Policy DM31.
- c. Assessment of demand / accumulation for car parking is required – based on hourly arrival and departure of person trips and 36% car mode share for Travel to Work.
- d. Provision for 'Blue Badge' holder parking spaces should consider Census statistics for percentage of working age population with 'Blue Badge' and revised accordingly.
3. Parking Management Plan:
- a. There is very little detail regarding how car parking will be allocated other than it will be based on 'need'. It is not clear what that means and whether 'need' will be assessed daily or some other time period.
 - b. Given the initial indication from the Transport statement is that paring demand will exceed parking capacity – details of how that will be managed should be provided.
 - c. Further details are required regarding the allocation and management of parking spaces to occupiers in context of proposed 28 individual units.
 - d. Please clarify whether any parking permits issued would allow cars to be parked within the wider estate and/or area covered by CPZ.
4. Delivery Management Plan:
- a. There is very little detail regarding how the 5-6 deliveries / day has been determined – given the occupation of 28 separate units on site.
 - b. Additional details should be provided regarding the combined demand and use of shared yard to the rear of 11 High Cross.
5. Travel Plan:
- a. Travel Plan Aim Target for reducing car mode share from 36% to 26% and correspondingly increasing walk/cycle mode share from 11% to 21%, is not considered practical without first demonstrating where the full car parking demands will be accommodated.
 - b. Travel surveys and monitoring will require use of 'Modeshift'. A s106 agreement will be necessary to secure payment of £3000/year Travel Plan Monitoring fee.
 - c. An explanatory Note / demonstration for how the survey questionnaire will be analysed and support identification of actional measures that the Travel Plan Coordinator will implement to meet 'travel plan targets', is required.
6. Parking and Cycling Storage.
- a. The layout of long-stay cycle storage does not provide acceptable aisle with for manoeuvring bicycles when the 'Sheffield' stands on both side of the aisle are occupied. Revised proposals are required.
 - b. The plans illustrate existing car parking provision for 11 vehicles along the frontage of the building. The second plan illustrates the proposed parking layout for 11 vehicles including one 'Blue Badge' parking space. In both cases the parked vehicles encroach onto the adjacent carriageway and there is also no provision of footway for pedestrians. Revised layout is required that prioritises provision for pedestrians rather than for vehicles – (see

- NPPF 116). The application form indicated 14 existing and 13 proposed parking spaces – please correct as appropriate.
- c. Please consult Haringey Refuse Collection regarding adequacy of provision and layout of refuse storage provision.
 - d. Details of supporting facilities for cyclists such as showers, lockers, changing room, should be provided.
7. Construction Management Plan: Submission of a construction logistic management plan for approval prior to start of works, is required and can be secured by condition.
8. Please summarise whether any off-site improvements are proposed to be funded and implemented - from the ATZ assessments.

The proposals are not supported for the transport reasons outlined above.

Regards,

Shreekant Patel.
Transport Planning Expert.
London Borough of Haringey,
Built Environment & Highways
5th Floor Alexandra House,
Wood Green, London, N22 7TR

Mobile: 07989224012

Email: Shreekant.patel@haringey.gov.uk

From: Kwaku Bossman-Gyamera <Kwaku.Bossman-Gyamera@haringey.gov.uk>
Sent: 13 August 2026 15:42
To: Shreekant Patel <Shreekant.Patel@haringey.gov.uk>
Subject: Fw: HGY/2026/0754 – 11 High Cross Centre, Fountayne Road (Minor) - Carbon Comments

Hi Shreekant

Please see attached documents submitted by the agent in relation to your previous comments. All the documents have been uploaded into the file. Please review and provide me with comments accordingly.

Kind regards

Kwaku

From: Planning | The P Groups <planning@thepgroups.co.uk>
Sent: 13 August 2026 15:27
To: Kwaku Bossman-Gyamera <Kwaku.Bossman-Gyamera@haringey.gov.uk>; Planning | The P Groups <planning@thepgroups.co.uk>
Subject: Re: HGY/2026/0754 – 11 High Cross Centre, Fountayne Road (Minor) - Carbon Comments

Good afternoon,

I hope you are well.

Further to the transport comments, I would firstly like to thank you for your patience while we have taken the time to prepare and coordinate all of the requested reports, assessments and

ANNEX B

Parameters:

Site Reference: BE-02-D-01 MULTI-MODAL Site
Latitude/Longitude: 51.49564, 0.16181
Land Use Type: 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Region/Area: /BEXLEY

Description: INDUSTRIAL ESTATE
Street: CRABTREE MANORWAY N.
District:
Town: ERITH
Post Code: DA17 6AX
Planning Authority: L.B. BEXLEY

Location: Edge of Town
Location Sub Category: Industrial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 7%
Research & Development 0%
Light Industrial 46%
General Industrial 7%

Storage & Distribution
40%

Population within 500m: 750
Population within 1 Mile: 10,001 to 15,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 474+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	240	234	474
Monday-Friday	0700-1000	60	48	108
Monday-Friday	1600-1900	60	66	126
Saturday	0700-1900	220	144	364
Sunday	0700-1900	118	98	216

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future:
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
Standard Assessment Methodology (SAM): Yes
PTAL Rating: 1b - Very poor
Covid-19 Restrictions:

Local Traffic Calming Features
Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 0.7200000286102295 hect

Gross floor area 3300 sqm
Parking Spaces 74
Number of employees 160

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located just south of the banks of the River Thames, in the Belvedere area of eastern Greater London. It is situated by a junction of main roads heading in various directions (including the A2016 which heads south-east towards Erith). The site has two vehicle accesses for all modes. The site is part of an extensive area of industrial and commercial development, stretching out to the north, east and south. There is some residential development further to the south and west, which includes Belvedere rail station to the south-west.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Lewisham Clock Tower	6	63
Bexleyheath Clock Tower	4	18

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
London Cannon Street	8	40
London Charing Cross	2	44

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The Lewisham bus service shown (route 180) also travels to Belvedere Industrial Area (Crabtree Manorway North), and the Bexleyheath service shown (route 401) also travels to Thamesmead Town Centre. Belvedere rail station is located within a 1 kilometre radius of the site. The individual rail services shown can also be used to get to Crayford, Abbey Wood, Gravesend, Dartford, Sidcup and Barnehurst.

Design features encouraging non-car modes

12. Pedestrians

The site is adjacent to public footpaths leading to the wider community.

13. Pedal cycles

There are local cycle paths available.

14. Public transport

There are local bus stops and Belvedere rail station within walking distance.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2018
Nearest Primary School	0.4 kilometres
Nearest Secondary School	2 kilometres
Nearest Local Shop/Corner Shop	0.8 kilometres
Nearest Main Supermarket	1.5 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	4.2 kilometres
Nearest Sports/Leisure Centre	0.9 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00001984
Number of people employed within Census Output Area/Data Zone	92
Number of households within Census Output Area/Data Zone	131
Number of people living within Census Output Area/Data Zone	342
Area of Census Output Area (hectares)	90.78
Population density within Census Output Area (per hectare)	3.80

DEVELOPMENT DETAILS 01

Site Reference:	BE-02-D-01 MULTI-MODAL Site
Trade name:	OYO INDUSTRIAL ESTATE
Site area (h/a):	0.72
Gross floor area (sqm)	3300
GFA not in use (sqm)	0
Open since	2009
Total Employees	160
Full Time Employees	110
Part Time Employees	50
Approximate % of total employees working standard 9-5 hours or similar	62%
Approximate % of total employees working from home (any amount)	%
GFA per employee	20.625
Number of units	18
Name of nearest site	GYPROC BUSINESS PARK
Distance to nearest similar site	1.4 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	00:00 to 24:00
Friday	00:00 to 24:00
Saturday	00:00 to 24:00
Sunday	00:00 to 24:00

Comments:

The following organisations operate at this site: Carcar Style Ltd, Chemical Supply Company, Aquaid Water Coolers, Bizzell Paper Company, Completely Hydraulics, Cameo Print Finishers, The Shakespeare Globe Trust, Roohop, DC Properties, S2 Properties, McGlashan Engineering, Bespoke Design Solutions, Importers Exporters, Ability Furniture Hire & Ability Upholstery Services, Contact Communications, Materwaves Ltd.

On-Site Parking

Total no. of parking spaces:	74
Parking Spaces Per Hectare:	102.778
Parking Spaces Per 100m2 GFA:	2.242

Number of spaces

Employee	49
Disabled	0
Visitor/Customer	0
OGV parking bays	0
OGV loading bays	25
Cycle racks	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	No
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Comments about the management of the site car park, along with enforcement measures

The site is gated and secure, with security cameras and lights present.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The employee spaces are also visitor/customer spaces.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
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Off-Street parking

Off-Street parking available	No
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Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
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Site reference: BE-02-D-01 Survey date: 19/09/2018 Day of week: Wednesday

Multi-Modal survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy: 14

Total Vehicles

Manual Count

Mild and Cloudy

Mild and Windy

Final car park occupancy: 5

Total People to Total Vehicles ratio (all time periods and directions): 1.25

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 18.92% (74 On-Site Spaces)

Data proportions in %

Motor cars 32

Light goods 57

Motor cycles 1

OGV (1) 8

Public Service 0

OGV (2) 1

Taxis 1

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	28	0	100
OGV (2)	4	0	100
Light Goods	187	0	100
Motor Car	108	0	100
Motor Cycle	4	0	100

Time	Arr 162	Dep 171	Totals 333	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	10	3	13	21
7:30-8:00	9	6	15	24
8:00-8:30	12	9	21	27
8:30-9:00	12	7	19	32
9:00-9:30	11	9	20	34
9:30-10:00	10	6	16	38
10:00-10:30	7	7	14	38
10:30-11:00	12	8	20	42
11:00-11:30	8	10	18	40
11:30-12:00	11	15	26	36
12:00-12:30	7	9	16	34
12:30-13:00	11	12	23	33
13:00-13:30	5	5	10	33
13:30-14:00	4	4	8	33
14:00-14:30	5	5	10	33
14:30-15:00	5	10	15	28
15:00-15:30	3	6	9	25
15:30-16:00	9	7	16	27
16:00-16:30	7	6	13	28
16:30-17:00	2	10	12	20
17:00-17:30	0	6	6	14

Time	Arr 162	Dep 171	Totals 333	Parking Accum
17:30-18:00	1	8	9	7
18:00-18:30	1	2	3	6
18:30-19:00	0	0	0	6
19:00-19:30	0	0	0	6
19:30-20:00	0	0	0	6
20:00-20:30	0	1	1	5
20:30-21:00	0	0	0	5
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
No PSV's or pedal cycles visited the site during this survey.

Site reference: BE-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

Total People

Time	Arr 201	Dep 215	Totals 416	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	11	3	14	(8)
7:30-8:00	12	8	20	(12)
8:00-8:30	18	13	31	(17)
8:30-9:00	18	10	28	(25)
9:00-9:30	13	11	24	(27)
9:30-10:00	13	7	20	(33)
10:00-10:30	10	8	18	(35)
10:30-11:00	14	10	24	(39)
11:00-11:30	9	12	21	(36)
11:30-12:00	14	19	33	(31)
12:00-12:30	8	9	17	(30)
12:30-13:00	14	17	31	(27)
13:00-13:30	6	6	12	(27)
13:30-14:00	4	4	8	(27)
14:00-14:30	5	6	11	(26)
14:30-15:00	5	14	19	(17)
15:00-15:30	3	7	10	(13)
15:30-16:00	10	8	18	(15)
16:00-16:30	8	8	16	(15)
16:30-17:00	3	12	15	(6)
17:00-17:30	0	8	8	(-2)
17:30-18:00	2	12	14	(-12)
18:00-18:30	1	3	4	(-14)
18:30-19:00	0	0	0	(-14)
19:00-19:30	0	0	0	(-14)
19:30-20:00	0	0	0	(-14)
20:00-20:30	0	0	0	(-14)
20:30-21:00	0	0	0	(-14)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

OGVs

Data proportions in % OGV (1) 8 OGV (2) 1

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 32	Accum
	OGV1 0	OGV2 0	Total 0	OGV1 16	OGV2 16	Total 32		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30								
5:30-6:00								
6:00-6:30								
6:30-7:00								
7:00-7:30	0	0	0	1	1	2	2	(0)
7:30-8:00	0	0	0	3	3	6	6	(0)
8:00-8:30	0	0	0	1	1	2	2	(0)
8:30-9:00	0	0	0	3	3	6	6	(0)
9:00-9:30	0	0	0	0	0	0	0	(0)
9:30-10:00	0	0	0	2	1	3	3	(1)
10:00-10:30	0	0	0	0	1	1	1	(0)
10:30-11:00	0	0	0	0	0	0	0	(0)
11:00-11:30	0	0	0	0	0	0	0	(0)
11:30-12:00	0	0	0	1	1	2	2	(0)
12:00-12:30	0	0	0	1	0	1	1	(1)
12:30-13:00	0	0	0	0	1	1	1	(0)
13:00-13:30	0	0	0	0	0	0	0	(0)
13:30-14:00	0	0	0	1	1	2	2	(0)
14:00-14:30	0	0	0	0	0	0	0	(0)
14:30-15:00	0	0	0	0	0	0	0	(0)
15:00-15:30	0	0	0	0	0	0	0	(0)
15:30-16:00	0	0	0	0	0	0	0	(0)
16:00-16:30	0	0	0	1	0	1	1	(1)
16:30-17:00	0	0	0	2	3	5	5	(0)
17:00-17:30	0	0	0	0	0	0	0	(0)
17:30-18:00	0	0	0	0	0	0	0	(0)
18:00-18:30	0	0	0	0	0	0	0	(0)
18:30-19:00	0	0	0	0	0	0	0	(0)
19:00-19:30	0	0	0	0	0	0	0	(0)
19:30-20:00	0	0	0	0	0	0	0	(0)
20:00-20:30	0	0	0	0	0	0	0	(0)
20:30-21:00	0	0	0	0	0	0	0	(0)
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: BE-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

Pedestrians

Time	Arr 4	Dep 7	Totals 11	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	2	2	(-2)
8:30-9:00	0	2	2	(-4)
9:00-9:30	0	0	0	(-4)
9:30-10:00	0	0	0	(-4)
10:00-10:30	0	1	1	(-5)
10:30-11:00	0	1	1	(-6)
11:00-11:30	0	0	0	(-6)
11:30-12:00	1	0	1	(-5)
12:00-12:30	0	0	0	(-5)
12:30-13:00	1	1	2	(-5)
13:00-13:30	0	0	0	(-5)
13:30-14:00	0	0	0	(-5)
14:00-14:30	0	0	0	(-5)
14:30-15:00	0	0	0	(-5)
15:00-15:30	0	0	0	(-5)
15:30-16:00	0	0	0	(-5)
16:00-16:30	0	0	0	(-5)
16:30-17:00	1	0	1	(-4)
17:00-17:30	0	0	0	(-4)
17:30-18:00	1	0	1	(-3)
18:00-18:30	0	0	0	(-3)
18:30-19:00	0	0	0	(-3)
19:00-19:30	0	0	0	(-3)
19:30-20:00	0	0	0	(-3)
20:00-20:30	0	0	0	(-3)
20:30-21:00	0	0	0	(-3)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 19/09/2018
Public Transport Users

Day of week: Wednesday

Time	Arr 2	Dep 3	Totals 5	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	1	0	1	(1)
9:00-9:30	0	0	0	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	1	0	1	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	0	0	0	(2)
11:30-12:00	0	0	0	(2)
12:00-12:30	0	0	0	(2)
12:30-13:00	0	0	0	(2)
13:00-13:30	0	0	0	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	0	0	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	1	1	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	2	2	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30	0	0	0	(-1)
19:30-20:00	0	0	0	(-1)
20:00-20:30	0	0	0	(-1)
20:30-21:00	0	0	0	(-1)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018
Bus/Tram Passengers

Day of week: Wednesday

Time	Arr 2	Dep 3	Totals 5	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	1	0	1	(1)
9:00-9:30	0	0	0	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	1	0	1	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	0	0	0	(2)
11:30-12:00	0	0	0	(2)
12:00-12:30	0	0	0	(2)
12:30-13:00	0	0	0	(2)
13:00-13:30	0	0	0	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	0	0	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	1	1	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	2	2	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30	0	0	0	(-1)
19:30-20:00	0	0	0	(-1)
20:00-20:30	0	0	0	(-1)
20:30-21:00	0	0	0	(-1)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

Taxis

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	1	1	2	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

Cars

Time	Arr 55	Dep 53	Totals 108	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	0	2	(2)
7:30-8:00	2	0	2	(4)
8:00-8:30	6	0	6	(10)
8:30-9:00	7	0	7	(17)
9:00-9:30	8	2	10	(23)
9:30-10:00	4	1	5	(26)
10:00-10:30	1	0	1	(27)
10:30-11:00	2	0	2	(29)
11:00-11:30	4	5	9	(28)
11:30-12:00	2	6	8	(24)
12:00-12:30	1	2	3	(23)
12:30-13:00	5	2	7	(26)
13:00-13:30	3	2	5	(27)
13:30-14:00	0	1	1	(26)
14:00-14:30	1	2	3	(25)
14:30-15:00	3	5	8	(23)
15:00-15:30	1	6	7	(18)
15:30-16:00	1	2	3	(17)
16:00-16:30	1	2	3	(16)
16:30-17:00	0	4	4	(12)
17:00-17:30	0	4	4	(8)
17:30-18:00	1	5	6	(4)
18:00-18:30	0	1	1	(3)
18:30-19:00	0	0	0	(3)
19:00-19:30	0	0	0	(3)
19:30-20:00	0	0	0	(3)
20:00-20:30	0	1	1	(2)
20:30-21:00	0	0	0	(2)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

LGVs

Time	Arr 88	Dep 99	Totals 187	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	7	2	9	(5)
7:30-8:00	4	3	7	(6)
8:00-8:30	5	8	13	(3)
8:30-9:00	2	4	6	(1)
9:00-9:30	3	7	10	(-3)
9:30-10:00	4	4	8	(-3)
10:00-10:30	6	6	12	(-3)
10:30-11:00	10	8	18	(-1)
11:00-11:30	4	5	9	(-2)
11:30-12:00	8	8	16	(-2)
12:00-12:30	5	7	12	(-4)
12:30-13:00	5	8	13	(-7)
13:00-13:30	2	3	5	(-8)
13:30-14:00	3	2	5	(-7)
14:00-14:30	4	3	7	(-6)
14:30-15:00	2	5	7	(-9)
15:00-15:30	2	0	2	(-7)
15:30-16:00	6	5	11	(-6)
16:00-16:30	5	2	7	(-3)
16:30-17:00	0	3	3	(-6)
17:00-17:30	0	2	2	(-8)
17:30-18:00	0	3	3	(-11)
18:00-18:30	1	1	2	(-11)
18:30-19:00	0	0	0	(-11)
19:00-19:30	0	0	0	(-11)
19:30-20:00	0	0	0	(-11)
20:00-20:30	0	0	0	(-11)
20:30-21:00	0	0	0	(-11)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018
Motorcycles

Day of week: Wednesday

Time	Arr 2	Dep 2	Totals 4	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	2	0	2	(2)
16:00-16:30	0	2	2	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018
Servicing Vehicles

Day of week: Wednesday

Time	Arr 0	Dep 0	Totals 0	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30				
7:30-8:00				
8:00-8:30				
8:30-9:00				
9:00-9:30				
9:30-10:00				
10:00-10:30				
10:30-11:00				
11:00-11:30				
11:30-12:00				
12:00-12:30				
12:30-13:00				
13:00-13:30				
13:30-14:00				
14:00-14:30				
14:30-15:00				
15:00-15:30				
15:30-16:00				
16:00-16:30				
16:30-17:00				
17:00-17:30				
17:30-18:00				
18:00-18:30				
18:30-19:00				
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 19/09/2018

Day of week: Wednesday

Bus Passengers

Time	Arr 2	Dep 3	Totals 5	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	1	0	1	(1)
9:00-9:30	0	0	0	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	1	0	1	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	0	0	0	(2)
11:30-12:00	0	0	0	(2)
12:00-12:30	0	0	0	(2)
12:30-13:00	0	0	0	(2)
13:00-13:30	0	0	0	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	0	0	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	1	1	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	2	2	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30	0	0	0	(-1)
19:30-20:00	0	0	0	(-1)
20:00-20:30	0	0	0	(-1)
20:30-21:00	0	0	0	(-1)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BE-02-D-01

Survey date: 19/09/2018

Day of week: Wednesday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 195	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 205	Avg Per Veh 1.2	Totals 400	Avg Per Veh 166.7	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30																					
5:30-6:00																					
6:00-6:30																					
6:30-7:00																					
7:00-7:30	9	1	0	0	0	0	0	11	1.1	3	0	0	0	0	0	0	3	1	14	1.0	(8)
7:30-8:00	6	3	0	0	0	0	0	12	1.3	4	2	0	0	0	0	0	8	1.3	20	1.3	(12)
8:00-8:30	7	4	1	0	0	0	0	18	1.5	7	2	0	0	0	0	0	11	1.2	29	1.4	(19)
8:30-9:00	8	3	1	0	0	0	0	17	1.4	6	1	0	0	0	0	0	8	1.1	25	1.2	(28)
9:00-9:30	9	2	0	0	0	0	0	13	1.2	7	2	0	0	0	0	0	11	1.2	24	1.2	(30)
9:30-10:00	7	3	0	0	0	0	0	13	1.3	5	1	0	0	0	0	0	7	1.2	20	1.2	(36)
10:00-10:30	5	2	0	0	0	0	0	9	1.3	7	0	0	0	0	0	0	7	1	16	1.2	(38)
10:30-11:00	10	2	0	0	0	0	0	14	1.2	7	1	0	0	0	0	0	9	1.1	23	1.2	(43)
11:00-11:30	7	1	0	0	0	0	0	9	1.1	8	2	0	0	0	0	0	12	1.2	21	1.2	(40)
11:30-12:00	9	2	0	0	0	0	0	13	1.2	11	4	0	0	0	0	0	19	1.3	32	1.2	(34)
12:00-12:30	6	1	0	0	0	0	0	8	1.1	9	0	0	0	0	0	0	9	1	17	1.0	(33)
12:30-13:00	9	2	0	0	0	0	0	13	1.2	8	4	0	0	0	0	0	16	1.3	29	1.2	(30)
13:00-13:30	4	1	0	0	0	0	0	6	1.2	4	1	0	0	0	0	0	6	1.2	12	1.2	(30)
13:30-14:00	4	0	0	0	0	0	0	4	1	4	0	0	0	0	0	0	4	1	8	1	(30)
14:00-14:30	5	0	0	0	0	0	0	5	1	4	1	0	0	0	0	0	6	1.2	11	1.1	(29)
14:30-15:00	5	0	0	0	0	0	0	5	1	7	2	1	0	0	0	0	14	1.4	19	1.2	(20)
15:00-15:30	3	0	0	0	0	0	0	3	1	6	0	0	0	0	0	0	6	1	9	1	(17)

Time	1	2	3	4	5	6	7	Arr 195	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 205	Avg Per Veh 1.2	Totals 400	Avg Per Veh 166.7	Accum
15:30-16:00	8	1	0	0	0	0	0	10	1.1	6	1	0	0	0	0	0	8	1.1	18	1.1	(19)
16:00-16:30	6	1	0	0	0	0	0	8	1.1	4	2	0	0	0	0	0	8	1.3	16	1.2	(19)
16:30-17:00	2	0	0	0	0	0	0	2	1	8	2	0	0	0	0	0	12	1.2	14	1.1	(9)
17:00-17:30	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	8	1.3	8	0.6	(1)
17:30-18:00	1	0	0	0	0	0	0	1	1	7	0	1	0	0	0	0	10	1.2	11	1.1	(-8)
18:00-18:30	1	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	3	1.5	4	1.2	(-10)
18:30-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(-10)
19:00-19:30																					
19:30-20:00																					
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	131	29	2	0	0	0	0			137	31	2	0	0	0	0					

Parameters:

Site Reference:	BN-02-D-01	MULTI-MODAL Site
Latitude/Longitude:	51.61863, -0.17767	
Land Use Type:	02 - EMPLOYMENT/D - INDUSTRIAL ESTATE	
Region/Area:	/BARNET	
Description:	INDUSTRIAL ESTATE	
Street:	HIGH ROAD	
District:		
Town:	NORTH FINCHLEY	
Post Code:	N12 8QA	
Planning Authority:	L. B. BARNET	
Location:	Town Centre	
Location Sub Category:	High Street	
Use Class:	Not Known	
Breakdown of Site Operations		
Offices	18%	
Research & Development	0%	
Light Industrial	0%	
General Industrial	0%	
Storage & Distribution	70%	
Population within 500m:	5887	
Population within 1 Mile:	25,001 to 50,000	
Population within 5 Miles:	500,001 or More	
Car ownership within 5 Miles:	0.6 to 1.0	
Buses/Trains per day (both directions):	738+ per day	

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	346	392	738
Monday-Friday	0700-1000	92	102	194
Monday-Friday	1600-1900	82	98	180
Saturday	0700-1900	320	384	704
Sunday	0700-1900	202	384	586

Is site associated with a travel plan:	No
If not, are there any plans to implement a Travel Plan in the future:	No
Is survey data available before the implementation of the Travel Plan:	
Is the location of the site hilly or flat	Flat
Urban Regeneration:	No
PTAL Rating:	3 - Moderate
Covid-19 Restrictions:	No

Local Traffic Calming Features

Speed limit (mph)	N/A
Speed bumps	No
Speed cameras	No
Give way restrictions	No
Stopping restrictions	No
Bus lanes	No
20 mph roads	No

Site area	0.6899999976158142 hect
Gross floor area	2800 sqm

Parking Spaces 53
Number of employees 45

No. of developments for this Site: 6
No. of survey Days for this Site: 1

Comments:

This site is Finchley Industrial Centre. It is located off High Road (the A1000) in North Finchley in north London. The A1000 heads north towards Whetstone and Barnet and south towards the A406, Highgate and the A1. Other local routes head towards various parts of the local area.

The site has a single vehicle access for all modes.

Local developments include numerous high street units such as a couple of banks, a library, a food superstore, several restaurants and cafés, a dental practice, and a GP surgery, with the greater surrounding area being mainly residential streets in all directions.

The breakdown of site operations does not add up to 100% as the remaining 12% of the site is retail based.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Colindale	6	34
Highbury	6	62
High Barnet	2	18

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Camden Town (N. Line)	16	27

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The nearest rail station is Woodside Park Underground station (Northern Line), which is 550 metres away. Oakleigh Park rail station is 2.2 kilometres away.

Design features encouraging non-car modes

12. Pedestrians

There are safe pedestrian walkways and crossing places, the area is well-lit, and there is a zebra crossing located at the junction of High Road and Friern Watch Avenue.

13. Pedal cycles

None

14. Public transport

Local bus stops serve a number of routes and an Underground station is within walking distance of the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2022
Nearest Primary School	0.4 kilometres
Nearest Secondary School	0.8 kilometres
Nearest Local Shop/Corner Shop	0.1 kilometres
Nearest Main Supermarket	0.1 kilometres
Nearest Doctors Surgery	0.3 kilometres
Nearest Hospital with Minor Injuries/A & E	5.6 kilometres
Nearest Sports/Leisure Centre	1.7 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00001577
Number of people employed within Census Output Area/Data Zone	167
Number of households within Census Output Area/Data Zone	151
Number of people living within Census Output Area/Data Zone	317
Area of Census Output Area (hectares)	4.66
Population density within Census Output Area (per hectare)	68.00

DEVELOPMENT DETAILS 01

Site Reference:	BN-02-D-01 MULTI-MODAL Site
Trade name:	HOWDENS
Site area (h/a):	0.69
Gross floor area (sqm)	550
GFA not in use (sqm)	0
Open since	1984
Total Employees	8
Full Time Employees	5
Part Time Employees	3
Approximate % of total employees working standard 9-5 hours or similar	80%
Approximate % of total employees working from home (any amount)	%
GFA per employee	68.750
Number of units	1
Name of nearest site	FINCHLEY KITCHENS
Distance to nearest similar site	0.4 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	07:00 to 17:00
Friday	07:00 to 17:00
Saturday	07:00 to 12:00
Sunday	00:00 to 00:00

Comments:

The site area shown is the total for the whole site.
Howdens is a wholesale kitchen supplier.
The industrial estate opened in 1984 (it is not known in which year this unit opened).

DEVELOPMENT DETAILS 02

Site Reference:	BN-02-D-01 MULTI-MODAL Site
Trade name:	THE HOLDING COMPANY
Site area (h/a):	0.69
Gross floor area (sqm)	550
GFA not in use (sqm)	0
Open since	1984
Total Employees	8
Full Time Employees	5
Part Time Employees	3
Approximate % of total employees working standard 9-5 hours or similar	80%
Approximate % of total employees working from home (any amount)	%
GFA per employee	68.750
Number of units	1
Name of nearest site	JACK'S HARDWARE
Distance to nearest similar site	3.0 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	08:00 to 16:00
Friday	08:00 to 16:00
Saturday	00:00 to 00:00
Sunday	00:00 to 00:00

Comments:

- The site area shown is the total for the whole site.
- The Holding Company is a homeware storage solution specialist.
- The industrial estate opened in 1984 (it is not known in which year this unit opened).

DEVELOPMENT DETAILS 03

Site Reference:	BN-02-D-01 MULTI-MODAL Site
Trade name:	SCREWFIX
Site area (h/a):	0.69
Gross floor area (sqm)	355
GFA not in use (sqm)	0
Open since	1984
Total Employees	10
Full Time Employees	6
Part Time Employees	4
Approximate % of total employees working standard 9-5 hours or similar	70%
Approximate % of total employees working from home (any amount)	%
GFA per employee	35.500
Number of units	1
Name of nearest site	DAVE'S TRADE CENTRE
Distance to nearest similar site	2.0 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	06:00 to 21:00
Friday	06:00 to 21:00
Saturday	07:00 to 18:00
Sunday	09:00 to 16:00

Comments:

The site area shown is the total for the whole site.
Screwfix is a trade tool retailer.
The industrial estate opened in 1984 (it is not known in which year this unit opened).

DEVELOPMENT DETAILS 04

Site Reference:	BN-02-D-01 MULTI-MODAL Site	
Trade name:	CITY ELECTRICAL FACTORS	
Site area (h/a):	0.69	
Gross floor area (sqm)	375	
GFA not in use (sqm)	0	
Open since	1984	
Total Employees	5	
Full Time Employees	2	
Part Time Employees	3	
Approximate % of total employees working standard 9-5 hours or similar	80%	
Approximate % of total employees working from home (any amount)	%	
GFA per employee	75.000	
Number of units	1	
Name of nearest site	LONDON ELECTRICAL	
Distance to nearest similar site	0.1 Km	
OPENING TIMES (24 Hour format)		
Mon to Thurs	07:30	to 17:30
Friday	07:30	to 17:30
Saturday	08:30	to 12:00
Sunday	00:00	to 00:00

Comments:

The site area shown is the total for the whole site.
City Electrical Factors is an electrical wholesaler.
The industrial estate opened in 1984 (it is not known in which year this unit opened).

DEVELOPMENT DETAILS 05

Site Reference:	BN-02-D-01 MULTI-MODAL Site
Trade name:	WOLSELEY PLUMB & PARTS
Site area (h/a):	0.69
Gross floor area (sqm)	450
GFA not in use (sqm)	0
Open since	1984
Total Employees	6
Full Time Employees	3
Part Time Employees	3
Approximate % of total employees working standard 9-5 hours or similar	80%
Approximate % of total employees working from home (any amount)	%
GFA per employee	75.000
Number of units	1
Name of nearest site	WMI SIMPSONS
Distance to nearest similar site	0.3 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	07:30 to 17:30
Friday	07:30 to 17:30
Saturday	08:00 to 12:00
Sunday	00:00 to 00:00

Comments:

The site area shown is the total for the whole site.
Wolseley Plumb & Parts provide parts for boilers and plumbing.
The industrial estate opened in 1984 (it is not known in which year this unit opened).

DEVELOPMENT DETAILS 06

Site Reference:	BN-02-D-01 MULTI-MODAL Site	
Trade name:	ESTATE & MANAGEMENT	
Site area (h/a):	0.69	
Gross floor area (sqm)	520	
GFA not in use (sqm)	0	
Open since	1984	
Total Employees	8	
Full Time Employees	8	
Part Time Employees	0	
Approximate % of total employees working standard 9-5 hours or similar	100%	
Approximate % of total employees working from home (any amount)	%	
GFA per employee	65.000	
Number of units	1	
Name of nearest site	MAINTAIN PROPERTIES	
Distance to nearest similar site	0.1 Km	
OPENING TIMES (24 Hour format)		
Mon to Thurs	09:00	to 16:00
Friday	09:00	to 16:00
Saturday	00:00	to 00:00
Sunday	00:00	to 00:00

Comments:

The site area shown is the total for the whole site.
Estate & Management specialise in asset management.
All employee information for this unit is an estimate.
The industrial estate opened in 1984 (it is not known in which year this unit opened).

On-Site Parking	
Total no. of parking spaces:	53
Parking Spaces Per Hectare:	76.812
Parking Spaces Per 100m2 GFA:	1.893

Number of spaces	
Employee	0
Disabled	1
Visitor/Customer	42
OGV parking bays	3
OGV loading bays	7
Cycle racks	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	No
-----------------	----

Comments about the management of the site car park, along with enforcement measures
The site's car park is managed by Spring Parking UKPC and there is a £100 fine for improper use.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The site's car park is well maintained with clear marked bays.
The 230 off-site off-street parking spaces shown are located at Lodge Lane car park.
The 42 visitor/customer spaces are also used by employees.

Types of servicing vehicle parking taking place	
on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	Yes

Off-Site parking details	
Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If prepared to pay, easy to find somewhere to park off-site all day	No

Parking restrictions	
Area subject to parking restrictions (controlled parking zone - CPZ)	Yes, Most Of The Area
Permitted on-street parking for non-residents available within this CPZ	No
If yes, time limited for non-residents	Y
Charges for non-residents parking if permitted	YS
Average charge per hour	
Maximum parking duration	

Off-Street parking	
Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	230
Parking located within a control parking zone (CPZ)	Yes
Charges for this Off-Street parking	Yes, All Day
Charge amount	166

PARKING DETAILS FOR BN-02-D-01	Page 11 / 29	25/08/2026
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Site reference: BN-02-D-01 Survey date: 06/06/2022 Day of week: Monday
Multi-Modal survey site
Vehicles Surveyed: **Total Vehicles**
Survey type: Manual Count
AM weather: Mild and Light Rain
PM weather: Mild and Cloudy
Initial car park occupancy: 0 Final car park occupancy: 0
Total People to Total Vehicles ratio (all time periods and directions): 1.23
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity: 0.0% (53 On-Site Spaces)
Data proportions in %
Motor cars 52 Motor cycles 0 Public Service 0
Light goods 44 OGV (1) 2 OGV (2) 1
Taxis 1

Servicing Vehicles count recorded No

Time	Arr 478	Dep 478	Totals 956	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	1	0	1	(1)
5:30-6:00	2	0	2	(3)
6:00-6:30	0	0	0	(3)
6:30-7:00	1	1	2	(3)
7:00-7:30	18	6	24	(15)
7:30-8:00	24	23	47	(16)
8:00-8:30	16	9	25	(23)
8:30-9:00	17	11	28	(29)
9:00-9:30	20	17	37	(32)
9:30-10:00	27	30	57	(29)
10:00-10:30	24	23	47	(30)
10:30-11:00	27	24	51	(33)
11:00-11:30	29	26	55	(36)
11:30-12:00	26	27	53	(35)
12:00-12:30	22	24	46	(33)
12:30-13:00	24	24	48	(33)
13:00-13:30	18	22	40	(29)
13:30-14:00	23	23	46	(29)
14:00-14:30	27	30	57	(26)
14:30-15:00	25	29	54	(22)
15:00-15:30	26	28	54	(20)
15:30-16:00	16	22	38	(14)
16:00-16:30	14	15	29	(13)
16:30-17:00	12	16	28	(9)
17:00-17:30	10	8	18	(11)
17:30-18:00	9	8	17	(12)
18:00-18:30	9	7	16	(14)
18:30-19:00	7	9	16	(12)
19:00-19:30	4	6	10	(10)
19:30-20:00	0	8	8	(2)
20:00-20:30	0	2	2	(0)
20:30-21:00	0	0	0	(0)

Time	Arr 478	Dep 478	Totals 956	Parking Accum
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
There was an underground and rail strike across Greater London on the day of this survey.
No PSV's visited the site during this survey.

Site reference: BN-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Total People

Time	Arr 589	Dep 589	Totals 1178	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	1	0	1	(1)
5:30-6:00	2	0	2	(3)
6:00-6:30	0	0	0	(3)
6:30-7:00	1	0	1	(4)
7:00-7:30	23	8	31	(19)
7:30-8:00	27	26	53	(20)
8:00-8:30	19	11	30	(28)
8:30-9:00	20	14	34	(34)
9:00-9:30	23	21	44	(36)
9:30-10:00	32	34	66	(34)
10:00-10:30	33	26	59	(41)
10:30-11:00	32	31	63	(42)
11:00-11:30	34	34	68	(42)
11:30-12:00	35	32	67	(45)
12:00-12:30	27	33	60	(39)
12:30-13:00	31	28	59	(42)
13:00-13:30	22	27	49	(37)
13:30-14:00	32	31	63	(38)
14:00-14:30	35	36	71	(37)
14:30-15:00	30	32	62	(35)
15:00-15:30	33	38	71	(30)
15:30-16:00	20	28	48	(22)
16:00-16:30	20	19	39	(23)
16:30-17:00	15	19	34	(19)
17:00-17:30	10	11	21	(18)
17:30-18:00	11	11	22	(18)
18:00-18:30	10	10	20	(18)
18:30-19:00	7	10	17	(15)
19:00-19:30	4	7	11	(12)
19:30-20:00	0	10	10	(2)
20:00-20:30	0	2	2	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022
OGVs

Day of week: Monday

Data proportions in % OGV (1) 2 OGV (2) 1

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 28	Accum
	OGV1 10	OGV2 10	Total 20	OGV1 4	OGV2 4	Total 8		
0:00-0:30								(0)
0:30-1:00								(0)
1:00-1:30								(0)
1:30-2:00								(0)
2:00-2:30								(0)
2:30-3:00								(0)
3:00-3:30								(0)
3:30-4:00								(0)
4:00-4:30								(0)
4:30-5:00								(0)
5:00-5:30	0	0	0	0	0	0	0	(0)
5:30-6:00	0	0	0	0	0	0	0	(0)
6:00-6:30	0	0	0	0	0	0	0	(0)
6:30-7:00	0	0	0	0	0	0	0	(0)
7:00-7:30	0	0	0	0	0	0	0	(0)
7:30-8:00	1	1	2	1	0	1	3	(1)
8:00-8:30	2	2	4	0	1	1	5	(0)
8:30-9:00	1	1	2	1	0	1	3	(1)
9:00-9:30	0	0	0	0	0	0	0	(1)
9:30-10:00	0	0	0	0	0	0	0	(1)
10:00-10:30	2	2	4	0	1	1	5	(0)
10:30-11:00	0	0	0	0	0	0	0	(0)
11:00-11:30	1	1	2	0	0	0	2	(0)
11:30-12:00	0	0	0	0	0	0	0	(0)
12:00-12:30	0	0	0	1	0	1	1	(1)
12:30-13:00	1	1	2	0	0	0	2	(1)
13:00-13:30	0	0	0	0	1	1	1	(0)
13:30-14:00	1	1	2	0	0	0	2	(0)
14:00-14:30	0	0	0	0	0	0	0	(0)
14:30-15:00	1	1	2	1	0	1	3	(1)
15:00-15:30	0	0	0	0	0	0	0	(1)
15:30-16:00	0	0	0	0	1	1	1	(0)
16:00-16:30	0	0	0	0	0	0	0	(0)
16:30-17:00	0	0	0	0	0	0	0	(0)
17:00-17:30	0	0	0	0	0	0	0	(0)
17:30-18:00	0	0	0	0	0	0	0	(0)
18:00-18:30	0	0	0	0	0	0	0	(0)
18:30-19:00	0	0	0	0	0	0	0	(0)
19:00-19:30	0	0	0	0	0	0	0	(0)
19:30-20:00	0	0	0	0	0	0	0	(0)
20:00-20:30	0	0	0	0	0	0	0	(0)
20:30-21:00	0	0	0	0	0	0	0	(0)
21:00-21:30								(0)
21:30-22:00								(0)
22:00-22:30								(0)
22:30-23:00								(0)
23:00-23:30								(0)
23:30-24:00								(0)

Site reference: BN-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Cyclists

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Pedestrians

Time	Arr 38	Dep 38	Totals 76	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	1	0	1	(1)
7:30-8:00	2	2	4	(1)
8:00-8:30	2	1	3	(2)
8:30-9:00	2	2	4	(2)
9:00-9:30	1	2	3	(1)
9:30-10:00	2	1	3	(2)
10:00-10:30	1	1	2	(2)
10:30-11:00	2	2	4	(2)
11:00-11:30	1	2	3	(1)
11:30-12:00	2	2	4	(1)
12:00-12:30	3	3	6	(1)
12:30-13:00	2	0	2	(3)
13:00-13:30	2	2	4	(3)
13:30-14:00	3	3	6	(3)
14:00-14:30	2	1	3	(4)
14:30-15:00	1	0	1	(5)
15:00-15:30	2	2	4	(5)
15:30-16:00	1	2	3	(4)
16:00-16:30	3	1	4	(6)
16:30-17:00	1	2	3	(5)
17:00-17:30	0	3	3	(2)
17:30-18:00	1	1	2	(2)
18:00-18:30	1	2	3	(1)
18:30-19:00	0	1	1	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 06/06/2022
Public Transport Users

Day of week: Monday

Time	Arr 22	Dep 22	Totals 44	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	2	0	2	(2)
7:30-8:00	0	1	1	(1)
8:00-8:30	1	1	2	(1)
8:30-9:00	1	1	2	(1)
9:00-9:30	1	1	2	(1)
9:30-10:00	1	0	1	(2)
10:00-10:30	2	1	3	(3)
10:30-11:00	1	0	1	(4)
11:00-11:30	1	1	2	(4)
11:30-12:00	2	1	3	(5)
12:00-12:30	1	3	4	(3)
12:30-13:00	1	2	3	(2)
13:00-13:30	1	1	2	(2)
13:30-14:00	1	1	2	(2)
14:00-14:30	1	0	1	(3)
14:30-15:00	1	0	1	(4)
15:00-15:30	1	3	4	(2)
15:30-16:00	1	1	2	(2)
16:00-16:30	1	0	1	(3)
16:30-17:00	0	0	0	(3)
17:00-17:30	0	0	0	(3)
17:30-18:00	1	2	3	(2)
18:00-18:30	0	1	1	(1)
18:30-19:00	0	0	0	(1)
19:00-19:30	0	1	1	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Bus/Tram Passengers

Time	Arr 18	Dep 18	Totals 36	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	2	0	2	(2)
7:30-8:00	0	1	1	(1)
8:00-8:30	1	1	2	(1)
8:30-9:00	1	1	2	(1)
9:00-9:30	1	1	2	(1)
9:30-10:00	1	0	1	(2)
10:00-10:30	1	1	2	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	1	0	1	(3)
11:30-12:00	2	1	3	(4)
12:00-12:30	1	2	3	(3)
12:30-13:00	1	2	3	(2)
13:00-13:30	1	1	2	(2)
13:30-14:00	0	1	1	(1)
14:00-14:30	1	0	1	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	1	2	3	(1)
15:30-16:00	1	1	2	(1)
16:00-16:30	1	0	1	(2)
16:30-17:00	0	0	0	(2)
17:00-17:30	0	0	0	(2)
17:30-18:00	1	1	2	(2)
18:00-18:30	0	1	1	(1)
18:30-19:00	0	0	0	(1)
19:00-19:30	0	1	1	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Total Rail Passengers

Time	Arr 4	Dep 4	Totals 8	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	1	0	1	(1)
10:30-11:00	1	0	1	(2)
11:00-11:30	0	1	1	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	1	1	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	0	1	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	1	0	1	(2)
15:00-15:30	0	1	1	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Taxis

Time	Arr 4	Dep 4	Totals 8	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	1	1	2	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	1	1	2	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	1	2	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	1	1	2	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Cars

Time	Arr 251	Dep 251	Totals 502	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	1	0	1	(1)
5:30-6:00	2	0	2	(3)
6:00-6:30	0	0	0	(3)
6:30-7:00	0	0	0	(3)
7:00-7:30	8	3	11	(8)
7:30-8:00	12	8	20	(12)
8:00-8:30	5	3	8	(14)
8:30-9:00	7	6	13	(15)
9:00-9:30	12	6	18	(21)
9:30-10:00	15	15	30	(21)
10:00-10:30	10	7	17	(24)
10:30-11:00	14	13	27	(25)
11:00-11:30	16	15	31	(26)
11:30-12:00	15	16	31	(25)
12:00-12:30	12	14	26	(23)
12:30-13:00	10	12	22	(21)
13:00-13:30	10	13	23	(18)
13:30-14:00	12	11	23	(19)
14:00-14:30	12	16	28	(15)
14:30-15:00	13	16	29	(12)
15:00-15:30	18	19	37	(11)
15:30-16:00	9	13	22	(7)
16:00-16:30	9	9	18	(7)
16:30-17:00	6	9	15	(4)
17:00-17:30	5	4	9	(5)
17:30-18:00	6	4	10	(7)
18:00-18:30	5	4	9	(8)
18:30-19:00	4	7	11	(5)
19:00-19:30	3	4	7	(4)
19:30-20:00	0	4	4	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022

Day of week: Monday

LGVs

Time	Arr 208	Dep 208	Totals 416	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	10	3	13	(7)
7:30-8:00	10	15	25	(2)
8:00-8:30	9	3	12	(8)
8:30-9:00	8	5	13	(11)
9:00-9:30	7	9	16	(9)
9:30-10:00	11	13	24	(7)
10:00-10:30	12	13	25	(6)
10:30-11:00	12	10	22	(8)
11:00-11:30	12	11	23	(9)
11:30-12:00	11	10	21	(10)
12:00-12:30	9	10	19	(9)
12:30-13:00	13	11	24	(11)
13:00-13:30	8	8	16	(11)
13:30-14:00	10	12	22	(9)
14:00-14:30	15	13	28	(11)
14:30-15:00	9	12	21	(8)
15:00-15:30	8	8	16	(8)
15:30-16:00	7	8	15	(7)
16:00-16:30	5	6	11	(6)
16:30-17:00	6	7	13	(5)
17:00-17:30	5	4	9	(6)
17:30-18:00	3	4	7	(5)
18:00-18:30	4	3	7	(6)
18:30-19:00	3	2	5	(7)
19:00-19:30	1	2	3	(6)
19:30-20:00	0	4	4	(2)
20:00-20:30	0	2	2	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022
Motorcycles

Day of week: Monday

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	1	1	2	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022
Underground Passengers

Day of week: Monday

Time	Arr 4	Dep 4	Totals 8	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	1	0	1	(1)
10:30-11:00	1	0	1	(2)
11:00-11:30	0	1	1	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	1	1	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	0	1	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	1	0	1	(2)
15:00-15:30	0	1	1	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Bus Passengers

Time	Arr 18	Dep 18	Totals 36	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	2	0	2	(2)
7:30-8:00	0	1	1	(1)
8:00-8:30	1	1	2	(1)
8:30-9:00	1	1	2	(1)
9:00-9:30	1	1	2	(1)
9:30-10:00	1	0	1	(2)
10:00-10:30	1	1	2	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	1	0	1	(3)
11:30-12:00	2	1	3	(4)
12:00-12:30	1	2	3	(3)
12:30-13:00	1	2	3	(2)
13:00-13:30	1	1	2	(2)
13:30-14:00	0	1	1	(1)
14:00-14:30	1	0	1	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	1	2	3	(1)
15:30-16:00	1	1	2	(1)
16:00-16:30	1	0	1	(2)
16:30-17:00	0	0	0	(2)
17:00-17:30	0	0	0	(2)
17:30-18:00	1	1	2	(2)
18:00-18:30	0	1	1	(1)
18:30-19:00	0	0	0	(1)
19:00-19:30	0	1	1	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 06/06/2022

Day of week: Monday

Scooters

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	1	0	1	(1)
8:00-8:30	0	0	0	(1)
8:30-9:00	0	0	0	(1)
9:00-9:30	0	0	0	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	1	1	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BN-02-D-01

Survey date: 06/06/2022

Day of week: Monday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 527	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 527	Avg Per Veh 1.1	Totals 1054	Avg Per Veh 479.1	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0.5	(1)
5:30-6:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0.5	(3)
6:00-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3)
6:30-7:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0.5	(4)
7:00-7:30	16	2	0	0	0	0	0	20	1.1	4	2	0	0	0	0	0	8	1.3	28	1.2	(16)
7:30-8:00	24	0	0	0	0	0	0	24	1	23	0	0	0	0	0	0	23	1	47	1	(17)
8:00-8:30	16	0	0	0	0	0	0	16	1	9	0	0	0	0	0	0	9	1	25	1	(24)
8:30-9:00	17	0	0	0	0	0	0	17	1	11	0	0	0	0	0	0	11	1	28	1	(30)
9:00-9:30	19	1	0	0	0	0	0	21	1.0	14	2	0	0	0	0	0	18	1.1	39	1.0	(33)
9:30-10:00	25	2	0	0	0	0	0	29	1.1	27	3	0	0	0	0	0	33	1.1	62	1.1	(29)
10:00-10:30	20	3	1	0	0	0	0	29	1.2	23	0	0	0	0	0	0	23	1	52	1.1	(35)
10:30-11:00	23	3	0	0	0	0	0	29	1.1	19	5	0	0	0	0	0	29	1.2	58	1.2	(35)
11:00-11:30	26	3	0	0	0	0	0	32	1.1	23	2	1	0	0	0	0	30	1.2	62	1.2	(37)
11:30-12:00	21	5	0	0	0	0	0	31	1.2	25	2	0	0	0	0	0	29	1.1	60	1.2	(39)
12:00-12:30	21	1	0	0	0	0	0	23	1.0	21	3	0	0	0	0	0	27	1.1	50	1.0	(35)
12:30-13:00	20	4	0	0	0	0	0	28	1.2	22	2	0	0	0	0	0	26	1.1	54	1.2	(37)
13:00-13:30	17	1	0	0	0	0	0	19	1.1	20	2	0	0	0	0	0	24	1.1	43	1.1	(32)
13:30-14:00	18	5	0	0	0	0	0	28	1.2	19	4	0	0	0	0	0	27	1.2	55	1.2	(33)
14:00-14:30	22	5	0	0	0	0	0	32	1.2	25	5	0	0	0	0	0	35	1.2	67	1.2	(30)
14:30-15:00	20	4	0	0	0	0	0	28	1.2	26	3	0	0	0	0	0	32	1.1	60	1.2	(26)
15:00-15:30	22	4	0	0	0	0	0	30	1.2	23	5	0	0	0	0	0	33	1.2	63	1.2	(23)

Time	1	2	3	4	5	6	7	Arr 527	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 527	Avg Per Veh 1.1	Totals 1054	Avg Per Veh 479.1	Accum
15:30-16:00	14	2	0	0	0	0	0	18	1.1	19	3	0	0	0	0	0	25	1.1	43	1.1	(16)
16:00-16:30	12	2	0	0	0	0	0	16	1.1	12	3	0	0	0	0	0	18	1.2	34	1.2	(14)
16:30-17:00	10	2	0	0	0	0	0	14	1.2	15	1	0	0	0	0	0	17	1.1	31	1.2	(11)
17:00-17:30	10	0	0	0	0	0	0	10	1	8	0	0	0	0	0	0	8	1	18	1	(13)
17:30-18:00	9	0	0	0	0	0	0	9	1	8	0	0	0	0	0	0	8	1	17	1	(14)
18:00-18:30	9	0	0	0	0	0	0	9	1	7	0	0	0	0	0	0	7	1	16	1	(16)
18:30-19:00	7	0	0	0	0	0	0	7	1	9	0	0	0	0	0	0	9	1	16	1	(14)
19:00-19:30	4	0	0	0	0	0	0	4	1	6	0	0	0	0	0	0	6	1	10	1	(12)
19:30-20:00	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	10	1.2	10	0.6	(2)
20:00-20:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	1	2	0.5	(0)
20:30-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0)
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	426	49	1	0	0	0	0			426	49	1	0	0	0	0					

Parameters:

Site Reference: BT-02-D-01 MULTI-MODAL Site
Latitude/Longitude: 51.55302, -0.25353
Land Use Type: 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Region/Area: /BRENT

Description: INDUSTRIAL ESTATE
Street: NORTH CIRCULAR ROAD
District: BRENT PARK
Town: NEASDEN
Post Code: NW10 0AB
Planning Authority: L.B. BRENT

Location: Suburban Area
Location Sub Category: Built-Up Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 12%
Research & Development 10%
Light Industrial 27%
General Industrial 0%

Storage & Distribution
51%

Population within 500m: 5534
Population within 1 Mile: 5,001 to 10,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 1375+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	870	505	1375
Monday-Friday	0700-1000	220	130	350
Monday-Friday	1600-1900	220	135	355
Saturday	0700-1900	915	575	1490
Sunday	0700-1900	670	540	1210

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat: Flat
Urban Regeneration: No
PTAL Rating: 3 - Moderate
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 0.7599999904632568 hect
Gross floor area 5565 sqm

Parking Spaces 51
Number of employees 180

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located in the Brent Park area of Neasden. Propeller Park has one vehicle access located on Great Central Way which is the B4557 exit of the North Circular Road (A406). The surrounding area consists of urban residential, commercial and retail land uses. It is approximately 300 metres from Neasden train station.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Ealing Hospital	7	60
Ealing Broadway	6	55
Bishops Bridge	6	50
Ealing Broadway	5	25

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
London Waterloo	20	45

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The individual bus services shown are just four of the most frequent.

Design features encouraging non-car modes

12. Pedestrians

The site is accessible via local footpaths. There is a pedestrian footbridge over the North Circular Road with access to local shops/a local superstore.

13. Pedal cycles

Limited bicycle stands are available for staff/visitors on-site. Dual cycle/pedestrian paths are located alongside the North Circular road with access to the site.

14. Public transport

The site is generally accessible using public transport. Neasden Underground Station is located approximately 600 metres away, and is accessible by footpath. Local bus stops are located within 300 metres.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2018
Nearest Primary School	0.7 kilometres
Nearest Secondary School	0.9 kilometres
Nearest Local Shop/Corner Shop	0.6 kilometres
Nearest Main Supermarket	0.6 kilometres
Nearest Doctors Surgery	0.7 kilometres
Nearest Hospital with Minor Injuries/A & E	3.6 kilometres
Nearest Sports/Leisure Centre	3.4 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00002899
Number of people employed within Census Output Area/Data Zone	111
Number of households within Census Output Area/Data Zone	103
Number of people living within Census Output Area/Data Zone	288
Area of Census Output Area (hectares)	11.25
Population density within Census Output Area (per hectare)	25.60

DEVELOPMENT DETAILS 01

Site Reference:	BT-02-D-01 MULTI-MODAL Site
Trade name:	PROPELLER PARK
Site area (h/a):	0.76
Gross floor area (sqm)	5565
GFA not in use (sqm)	985
Open since	2007
Total Employees	180
Full Time Employees	170
Part Time Employees	10
Approximate % of total employees working standard 9-5 hours or similar	60%
Approximate % of total employees working from home (any amount)	%
GFA per employee	30.917
Number of units	15
Name of nearest site	TOWERS BUSINESS PARK
Distance to nearest similar site	1.9 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	09:00 to 18:00
Friday	09:00 to 18:00
Saturday	00:00 to 00:00
Sunday	00:00 to 00:00

Comments:

There are 19 units, of which four appeared to be vacant at the time of the survey.

On-Site Parking

Total no. of parking spaces:	51
Parking Spaces Per Hectare:	67.105
Parking Spaces Per 100m2 GFA:	0.916

Number of spaces

Employee	0
Disabled	0
Visitor/Customer	50
OGV parking bays	0
OGV loading bays	1
Cycle racks	38
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	No
-----------------	----

Comments about the management of the site car park, along with enforcement measures

Parking controls at the site are unknown.

Site parking surface or non-surface (multi-storey/underground) Surface

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	No
If prepared to pay, easy to find somewhere to park off-site all day	

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	1250
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	No
Charge amount	
Charge period	

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: BT-02-D-01 Survey date: 14/11/2018 Day of week: Wednesday

Multi-Modal survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy:

Total Vehicles

Manual Count

Cold and Clear

Cold and Clear

Final car park occupancy:

Total People to Total Vehicles ratio (all time periods and directions): 1.66

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 17.65% (51 On-Site Spaces)

Data proportions in %

Motor cars 55

Light goods 38

Motor cycles 1

OGV (1) 5

Public Service 0

OGV (2) 0

Taxis 1

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	15	0	100
OGV (2)			
Light Goods	144	0	100
Motor Car	209	0	100
Motor Cycle	4	0	100

Time	Arr 193	Dep 184	Totals 377	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	11	0	11	(11)
7:30-8:00	7	2	9	(16)
8:00-8:30	10	4	14	(22)
8:30-9:00	8	6	14	(24)
9:00-9:30	20	2	22	(42)
9:30-10:00	14	9	23	(47)
10:00-10:30	11	9	20	(49)
10:30-11:00	9	6	15	(52)
11:00-11:30	14	9	23	(57)
11:30-12:00	11	8	19	(60)
12:00-12:30	10	13	23	(57)
12:30-13:00	6	11	17	(52)
13:00-13:30	13	17	30	(48)
13:30-14:00	8	4	12	(52)
14:00-14:30	8	6	14	(54)
14:30-15:00	5	15	20	(44)
15:00-15:30	5	8	13	(41)
15:30-16:00	4	3	7	(42)
16:00-16:30	3	8	11	(37)
16:30-17:00	4	12	16	(29)
17:00-17:30	2	3	5	(28)

Time	Arr 193	Dep 184	Totals 377	Parking Accum
17:30-18:00	4	13	17	(19)
18:00-18:30	4	10	14	(13)
18:30-19:00	2	6	8	(9)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
The maximum parking accumulation exceeding the number of parking spaces at the site can be explained by the fact that off-site parking was also included in the survey.

Site reference: BT-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Total People

Time	Arr 318	Dep 309	Totals 627	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	21	3	24	(18)
7:30-8:00	15	2	17	(31)
8:00-8:30	12	4	16	(39)
8:30-9:00	18	8	26	(49)
9:00-9:30	28	3	31	(74)
9:30-10:00	25	10	35	(89)
10:00-10:30	13	15	28	(87)
10:30-11:00	14	8	22	(93)
11:00-11:30	19	8	27	(104)
11:30-12:00	12	8	20	(108)
12:00-12:30	13	18	31	(103)
12:30-13:00	9	17	26	(95)
13:00-13:30	26	20	46	(101)
13:30-14:00	29	6	35	(124)
14:00-14:30	12	12	24	(124)
14:30-15:00	9	23	32	(110)
15:00-15:30	8	31	39	(87)
15:30-16:00	4	6	10	(85)
16:00-16:30	6	11	17	(80)
16:30-17:00	7	17	24	(70)
17:00-17:30	7	13	20	(64)
17:30-18:00	5	36	41	(33)
18:00-18:30	4	18	22	(19)
18:30-19:00	2	12	14	(9)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

OGVs

Data proportions in % OGV (1) 5 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 15	Accum
	OGV1 0	OGV2 0	Total 0	OGV1 7	OGV2 8	Total 15		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30								
5:30-6:00								
6:00-6:30								
6:30-7:00								
7:00-7:30	0	0	0	0	0	0	0	(0)
7:30-8:00	0	0	0	0	0	0	0	(0)
8:00-8:30	0	0	0	0	0	0	0	(0)
8:30-9:00	0	0	0	0	0	0	0	(0)
9:00-9:30	0	0	0	0	0	0	0	(0)
9:30-10:00	0	0	0	2	2	4	4	(0)
10:00-10:30	0	0	0	0	0	0	0	(0)
10:30-11:00	0	0	0	1	1	2	2	(0)
11:00-11:30	0	0	0	1	0	1	1	(1)
11:30-12:00	0	0	0	1	2	3	3	(0)
12:00-12:30	0	0	0	0	0	0	0	(0)
12:30-13:00	0	0	0	0	0	0	0	(0)
13:00-13:30	0	0	0	1	1	2	2	(0)
13:30-14:00	0	0	0	0	0	0	0	(0)
14:00-14:30	0	0	0	0	0	0	0	(0)
14:30-15:00	0	0	0	1	1	2	2	(0)
15:00-15:30	0	0	0	0	0	0	0	(0)
15:30-16:00	0	0	0	0	0	0	0	(0)
16:00-16:30	0	0	0	0	0	0	0	(0)
16:30-17:00	0	0	0	0	1	1	1	(-1)
17:00-17:30	0	0	0	0	0	0	0	(-1)
17:30-18:00	0	0	0	0	0	0	0	(-1)
18:00-18:30	0	0	0	0	0	0	0	(-1)
18:30-19:00	0	0	0	0	0	0	0	(-1)
19:00-19:30								
19:30-20:00								
20:00-20:30								
20:30-21:00								
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

PSVs

Time	Arr 1	Dep 0	Totals 1	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	1	0	1	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	0	0	(1)
18:00-18:30	0	0	0	(1)
18:30-19:00	0	0	0	(1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Cyclists

Time	Arr 3	Dep 9	Totals 12	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	2	0	2	(2)
9:30-10:00	0	0	0	(2)
10:00-10:30	0	0	0	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	0	0	0	(2)
11:30-12:00	1	0	1	(3)
12:00-12:30	0	0	0	(3)
12:30-13:00	0	1	1	(2)
13:00-13:30	0	0	0	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	0	0	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	4	4	(-2)
15:30-16:00	0	0	0	(-2)
16:00-16:30	0	0	0	(-2)
16:30-17:00	0	0	0	(-2)
17:00-17:30	0	1	1	(-3)
17:30-18:00	0	1	1	(-4)
18:00-18:30	0	1	1	(-5)
18:30-19:00	0	1	1	(-6)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Pedestrians

Time	Arr 27	Dep 16	Totals 43	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	1	1	(-1)
7:30-8:00	1	0	1	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	1	0	1	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	2	2	4	(1)
12:30-13:00	1	1	2	(1)
13:00-13:30	3	1	4	(3)
13:30-14:00	12	1	13	(14)
14:00-14:30	0	2	2	(12)
14:30-15:00	3	0	3	(15)
15:00-15:30	0	1	1	(14)
15:30-16:00	0	1	1	(13)
16:00-16:30	2	1	3	(14)
16:30-17:00	0	0	0	(14)
17:00-17:30	1	1	2	(14)
17:30-18:00	0	1	1	(13)
18:00-18:30	0	0	0	(13)
18:30-19:00	0	2	2	(11)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 14/11/2018
Public Transport Users

Day of week: Wednesday

Time	Arr 68	Dep 70	Totals 138	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	10	2	12	(8)
7:30-8:00	5	0	5	(13)
8:00-8:30	2	0	2	(15)
8:30-9:00	9	0	9	(24)
9:00-9:30	5	1	6	(28)
9:30-10:00	6	1	7	(33)
10:00-10:30	0	2	2	(31)
10:30-11:00	5	1	6	(35)
11:00-11:30	2	0	2	(37)
11:30-12:00	0	0	0	(37)
12:00-12:30	0	0	0	(37)
12:30-13:00	2	4	6	(35)
13:00-13:30	6	1	7	(40)
13:30-14:00	8	0	8	(48)
14:00-14:30	4	2	6	(50)
14:30-15:00	0	6	6	(44)
15:00-15:30	0	17	17	(27)
15:30-16:00	0	2	2	(25)
16:00-16:30	0	1	1	(24)
16:30-17:00	2	2	4	(24)
17:00-17:30	1	5	6	(20)
17:30-18:00	1	17	18	(4)
18:00-18:30	0	4	4	(0)
18:30-19:00	0	2	2	(-2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Bus/Tram Passengers

Day of week: Wednesday

Time	Arr 30	Dep 30	Totals 60	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	8	1	9	(7)
7:30-8:00	3	0	3	(10)
8:00-8:30	2	0	2	(12)
8:30-9:00	2	0	2	(14)
9:00-9:30	2	1	3	(15)
9:30-10:00	1	0	1	(16)
10:00-10:30	0	0	0	(16)
10:30-11:00	2	0	2	(18)
11:00-11:30	0	0	0	(18)
11:30-12:00	0	0	0	(18)
12:00-12:30	0	0	0	(18)
12:30-13:00	0	1	1	(17)
13:00-13:30	4	0	4	(21)
13:30-14:00	4	0	4	(25)
14:00-14:30	1	1	2	(25)
14:30-15:00	0	4	4	(21)
15:00-15:30	0	14	14	(7)
15:30-16:00	0	1	1	(6)
16:00-16:30	0	0	0	(6)
16:30-17:00	1	0	1	(7)
17:00-17:30	0	1	1	(6)
17:30-18:00	0	4	4	(2)
18:00-18:30	0	2	2	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Coach Passengers

Time	Arr 1	Dep 0	Totals 1	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	1	0	1	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	0	0	(1)
18:00-18:30	0	0	0	(1)
18:30-19:00	0	0	0	(1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Total Rail Passengers

Day of week: Wednesday

Time	Arr 36	Dep 40	Totals 76	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	1	3	(1)
7:30-8:00	2	0	2	(3)
8:00-8:30	0	0	0	(3)
8:30-9:00	7	0	7	(10)
9:00-9:30	3	0	3	(13)
9:30-10:00	5	1	6	(17)
10:00-10:30	0	2	2	(15)
10:30-11:00	2	1	3	(16)
11:00-11:30	2	0	2	(18)
11:30-12:00	0	0	0	(18)
12:00-12:30	0	0	0	(18)
12:30-13:00	2	3	5	(17)
13:00-13:30	2	1	3	(18)
13:30-14:00	4	0	4	(22)
14:00-14:30	2	1	3	(23)
14:30-15:00	0	2	2	(21)
15:00-15:30	0	3	3	(18)
15:30-16:00	0	1	1	(17)
16:00-16:30	0	1	1	(16)
16:30-17:00	1	2	3	(15)
17:00-17:30	1	4	5	(12)
17:30-18:00	1	13	14	(0)
18:00-18:30	0	2	2	(-2)
18:30-19:00	0	2	2	(-4)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Taxis

Time	Arr 2	Dep 2	Totals 4	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	1	1	2	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	1	1	2	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Cars

Time	Arr 109	Dep 100	Totals 209	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	7	0	7	(7)
7:30-8:00	5	1	6	(11)
8:00-8:30	7	1	8	(17)
8:30-9:00	6	3	9	(20)
9:00-9:30	17	2	19	(35)
9:30-10:00	8	3	11	(40)
10:00-10:30	9	5	14	(44)
10:30-11:00	3	2	5	(45)
11:00-11:30	8	3	11	(50)
11:30-12:00	4	3	7	(51)
12:00-12:30	5	8	13	(48)
12:30-13:00	1	3	4	(46)
13:00-13:30	6	6	12	(46)
13:30-14:00	5	2	7	(49)
14:00-14:30	4	3	7	(50)
14:30-15:00	1	9	10	(42)
15:00-15:30	2	4	6	(40)
15:30-16:00	0	0	0	(40)
16:00-16:30	1	7	8	(34)
16:30-17:00	2	7	9	(29)
17:00-17:30	1	3	4	(27)
17:30-18:00	1	10	11	(18)
18:00-18:30	4	9	13	(13)
18:30-19:00	2	6	8	(9)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

LGVs

Time	Arr 72	Dep 72	Totals 144	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	4	0	4	(4)
7:30-8:00	2	1	3	(5)
8:00-8:30	3	3	6	(5)
8:30-9:00	2	3	5	(4)
9:00-9:30	3	0	3	(7)
9:30-10:00	4	4	8	(7)
10:00-10:30	1	4	5	(4)
10:30-11:00	5	3	8	(6)
11:00-11:30	4	5	9	(5)
11:30-12:00	5	3	8	(7)
12:00-12:30	5	4	9	(8)
12:30-13:00	5	8	13	(5)
13:00-13:30	5	9	14	(1)
13:30-14:00	3	2	5	(2)
14:00-14:30	3	3	6	(2)
14:30-15:00	3	5	8	(0)
15:00-15:30	3	4	7	(-1)
15:30-16:00	4	3	7	(0)
16:00-16:30	2	1	3	(1)
16:30-17:00	2	3	5	(0)
17:00-17:30	1	0	1	(1)
17:30-18:00	3	3	6	(1)
18:00-18:30	0	1	1	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Motorcycles

Day of week: Wednesday

Time	Arr 2	Dep 2	Totals 4	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	1	0	1	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	1	0	1	(2)
12:00-12:30	0	1	1	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	1	1	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Underground Passengers

Day of week: Wednesday

Time	Arr 35	Dep 38	Totals 73	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	1	3	(1)
7:30-8:00	2	0	2	(3)
8:00-8:30	0	0	0	(3)
8:30-9:00	7	0	7	(10)
9:00-9:30	3	0	3	(13)
9:30-10:00	5	1	6	(17)
10:00-10:30	0	2	2	(15)
10:30-11:00	1	1	2	(15)
11:00-11:30	2	0	2	(17)
11:30-12:00	0	0	0	(17)
12:00-12:30	0	0	0	(17)
12:30-13:00	2	3	5	(16)
13:00-13:30	2	0	2	(18)
13:30-14:00	4	0	4	(22)
14:00-14:30	2	1	3	(23)
14:30-15:00	0	2	2	(21)
15:00-15:30	0	3	3	(18)
15:30-16:00	0	1	1	(17)
16:00-16:30	0	1	1	(16)
16:30-17:00	1	1	2	(16)
17:00-17:30	1	4	5	(13)
17:30-18:00	1	13	14	(1)
18:00-18:30	0	2	2	(-1)
18:30-19:00	0	2	2	(-3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Overground Passengers

Day of week: Wednesday

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	0	1	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	1	1	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
National Rail Passengers

Day of week: Wednesday

Time	Arr 0	Dep 1	Totals 1	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	1	1	(-1)
13:30-14:00	0	0	0	(-1)
14:00-14:30	0	0	0	(-1)
14:30-15:00	0	0	0	(-1)
15:00-15:30	0	0	0	(-1)
15:30-16:00	0	0	0	(-1)
16:00-16:30	0	0	0	(-1)
16:30-17:00	0	0	0	(-1)
17:00-17:30	0	0	0	(-1)
17:30-18:00	0	0	0	(-1)
18:00-18:30	0	0	0	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Water Service Passengers

Day of week: Wednesday

Time	Arr 1	Dep 0	Totals 1	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	0	1	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	0	0	(1)
18:00-18:30	0	0	0	(1)
18:30-19:00	0	0	0	(1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018
Servicing Vehicles

Day of week: Wednesday

Time	Arr 79	Dep 80	Totals 159	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	4	0	4	(4)
7:30-8:00	2	1	3	(5)
8:00-8:30	3	3	6	(5)
8:30-9:00	2	3	5	(4)
9:00-9:30	3	0	3	(7)
9:30-10:00	6	6	12	(7)
10:00-10:30	1	4	5	(4)
10:30-11:00	6	4	10	(6)
11:00-11:30	5	5	10	(6)
11:30-12:00	6	5	11	(7)
12:00-12:30	5	4	9	(8)
12:30-13:00	5	8	13	(5)
13:00-13:30	6	10	16	(1)
13:30-14:00	3	2	5	(2)
14:00-14:30	3	3	6	(2)
14:30-15:00	4	6	10	(0)
15:00-15:30	3	4	7	(-1)
15:30-16:00	4	3	7	(0)
16:00-16:30	2	1	3	(1)
16:30-17:00	2	4	6	(-1)
17:00-17:30	1	0	1	(0)
17:30-18:00	3	3	6	(0)
18:00-18:30	0	1	1	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 14/11/2018

Day of week: Wednesday

Bus Passengers

Time	Arr 30	Dep 30	Totals 60	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	8	1	9	(7)
7:30-8:00	3	0	3	(10)
8:00-8:30	2	0	2	(12)
8:30-9:00	2	0	2	(14)
9:00-9:30	2	1	3	(15)
9:30-10:00	1	0	1	(16)
10:00-10:30	0	0	0	(16)
10:30-11:00	2	0	2	(18)
11:00-11:30	0	0	0	(18)
11:30-12:00	0	0	0	(18)
12:00-12:30	0	0	0	(18)
12:30-13:00	0	1	1	(17)
13:00-13:30	4	0	4	(21)
13:30-14:00	4	0	4	(25)
14:00-14:30	1	1	2	(25)
14:30-15:00	0	4	4	(21)
15:00-15:30	0	14	14	(7)
15:30-16:00	0	1	1	(6)
16:00-16:30	0	0	0	(6)
16:30-17:00	1	0	1	(7)
17:00-17:30	0	1	1	(6)
17:30-18:00	0	4	4	(2)
18:00-18:30	0	2	2	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-D-01

Survey date: 14/11/2018

Day of week: Wednesday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 220	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 214	Avg Per Veh 1.2	Totals 434	Avg Per Veh 180.8	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30																					
5:30-6:00																					
6:00-6:30																					
6:30-7:00																					
7:00-7:30	11	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	11	0.5	(11)
7:30-8:00	6	0	1	0	0	0	0	9	1.3	2	0	0	0	0	0	0	2	1	11	1.2	(18)
8:00-8:30	10	0	0	0	0	0	0	10	1	4	0	0	0	0	0	0	4	1	14	1	(24)
8:30-9:00	7	1	0	0	0	0	0	9	1.1	4	2	0	0	0	0	0	8	1.3	17	1.2	(25)
9:00-9:30	19	1	0	0	0	0	0	21	1.0	2	0	0	0	0	0	0	2	1	23	1.0	(44)
9:30-10:00	10	3	1	0	0	0	0	19	1.4	9	0	0	0	0	0	0	9	1	28	1.2	(54)
10:00-10:30	10	1	0	0	0	0	0	12	1.1	7	1	1	0	0	0	0	12	1.3	24	1.2	(54)
10:30-11:00	9	0	0	0	0	0	0	9	1	5	1	0	0	0	0	0	7	1.2	16	1.1	(56)
11:00-11:30	12	2	0	0	0	0	0	16	1.1	8	0	0	0	0	0	0	8	1	24	1.0	(64)
11:30-12:00	11	0	0	0	0	0	0	11	1	8	0	0	0	0	0	0	8	1	19	1	(67)
12:00-12:30	9	1	0	0	0	0	0	11	1.1	12	0	0	1	0	0	0	16	1.2	27	1.2	(62)
12:30-13:00	6	0	0	0	0	0	0	6	1	11	0	0	0	0	0	0	11	1	17	1	(57)
13:00-13:30	9	2	0	1	0	0	0	17	1.4	16	1	0	0	0	0	0	18	1.1	35	1.2	(56)
13:30-14:00	7	1	0	0	0	0	0	9	1.1	3	1	0	0	0	0	0	5	1.2	14	1.2	(60)
14:00-14:30	6	1	0	0	0	0	0	8	1.1	4	2	0	0	0	0	0	8	1.3	16	1.2	(60)
14:30-15:00	4	1	0	0	0	0	0	6	1.2	13	2	0	0	0	0	0	17	1.1	23	1.2	(49)
15:00-15:30	3	1	1	0	0	0	0	8	1.6	7	1	0	0	0	0	0	9	1.1	17	1.4	(48)

Time	1	2	3	4	5	6	7	Arr 220	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 214	Avg Per Veh 1.2	Totals 434	Avg Per Veh 180.8	Accum
15:30-16:00	4	0	0	0	0	0	0	4	1	3	0	0	0	0	0	0	3	1	7	1	(49)
16:00-16:30	2	1	0	0	0	0	0	4	1.3	7	1	0	0	0	0	0	9	1.1	13	1.2	(44)
16:30-17:00	3	1	0	0	0	0	0	5	1.2	9	3	0	0	0	0	0	15	1.2	20	1.2	(34)
17:00-17:30	0	1	1	0	0	0	0	5	2.5	1	1	1	0	0	0	0	6	2	11	2.2	(33)
17:30-18:00	4	0	0	0	0	0	0	4	1	11	1	0	1	0	0	0	17	1.3	21	1.2	(20)
18:00-18:30	4	0	0	0	0	0	0	4	1	7	3	0	0	0	0	0	13	1.3	17	1.2	(11)
18:30-19:00	2	0	0	0	0	0	0	2	1	5	1	0	0	0	0	0	7	1.2	9	1.1	(6)
19:00-19:30																					
19:30-20:00																					
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	168	18	4	1	0	0	0			158	21	2	2	0	0	0					

Parameters:

Site Reference: HD-02-D-02 MULTI-MODAL Site
Latitude/Longitude: 51.55573, -0.37913
Land Use Type: 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Region/Area: /HILLINGDON

Description: INDUSTRIAL ESTATE
Street: BRADFIELD ROAD
District: SOUTH RUISLIP
Town: RUISLIP
Post Code: HA4 0NU
Planning Authority:

Location: Edge of Town
Location Sub Category: Industrial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 15%
Research & Development 5%
Light Industrial 20%
General Industrial 0%

Storage & Distribution
60%

Population within 500m: 5800
Population within 1 Mile: 50,001 to 100,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions): 264+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	264		264
Monday-Friday	0700-1000	66		66
Monday-Friday	1600-1900	66		66
Saturday	0700-1900	254		254
Sunday	0700-1900	200		200

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
PTAL Rating: 1b - Very poor
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 2.759999990463257 hect
Gross floor area 13850 sqm

Parking Spaces 195
Number of employees 200

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located in north-west London, with local routes heading towards various local areas. The nearest major road is the A40 Western Avenue, which is located about 1.5 kilometres south of the site (heading east and west).

This site has two vehicle accesses.

The site is bordered by railway lines running east and west to the south. Across the railway lines are residential developments, with residential streets also to the east. To the west and north is a large area of industrial and retail development.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes

6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Mill Hill	6	50
Ealing Hospital	5	35

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Design features encouraging non-car modes

12. Pedestrians

The site is in proximity to local residential areas and local convenience stores.

13. Pedal cycles

The local terrain is flat.

14. Public transport

The site is in proximity to local bus routes.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	0.6 kilometres
Nearest Secondary School	0.5 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	1.1 kilometres
Nearest Doctors Surgery	0.4 kilometres
Nearest Hospital with Minor Injuries/A & E	4.4 kilometres
Nearest Sports/Leisure Centre	1.2 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00012434
Number of people employed within Census Output Area/Data Zone	132

Census Data	
Number of households within Census Output Area/Data Zone	119
Number of people living within Census Output Area/Data Zone	231
Area of Census Output Area (hectares)	11.00
Population density within Census Output Area (per hectare)	21.80

DEVELOPMENT DETAILS 01

Site Reference:	HD-02-D-02 MULTI-MODAL Site
Trade name:	BRADFIELD ROAD INDUSTRIAL ESTATE
Site area (h/a):	2.76
Gross floor area (sqm)	13850
GFA not in use (sqm)	0
Open since	1998
Total Employees	200
Full Time Employees	150
Part Time Employees	50
Approximate % of total employees working standard 9-5 hours or similar	10%
Approximate % of total employees working from home (any amount)	%
GFA per employee	69.250
Number of units	20
Name of nearest site	STONEFIELD WAY
Distance to nearest similar site	0.0 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	06:30 to 20:00
Friday	06:30 to 20:00
Saturday	07:00 to 19:00
Sunday	09:00 to 17:00

Comments:

The GFA of 13,850m2 shown includes 2,000m2 of permanent external storage area.

The companies operating at this site are as follows:

Safestore, The Allen Group, KC Micro Media, I Desire Store (UK) Ltd, Solomon Fox Ltd, Easy Stationery Solutions, Adhoc Ltd, Greenford Cars, P R Cooper Builders, Enigma Computers, Spire (BMW & Mini servicing), Benchmark (Kitchens), B&S Group (pharmaceuticals), Selco (Builders' Merchants), Howdens (Joinery), City Electrical Factors (Electrical retail), Top Tiles, Tool Station, Café, Willis Motor Company Skoda.

The nearest similar site is located less than 1 kilometre away.

On-Site Parking	
Total no. of parking spaces:	195
Parking Spaces Per Hectare:	70.652
Parking Spaces Per 100m2 GFA:	1.408

Number of spaces	
Employee	3
Disabled	0
Visitor/Customer	179
OGV parking bays	10
OGV loading bays	3
Cycle racks	15
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	No
-----------------	----

Comments about the management of the site car park, along with enforcement measures

No specific parking enforcement or management was observed, although each unit is privately owned and secured.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

All parking spaces without clear signage have been put down as "visitor" spaces, but these are likely to be used by employees as well.

Types of servicing vehicle parking taking place	
on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	No

Off-Site parking details	
Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions	
Area subject to parking restrictions (controlled parking zone - CPZ)	No

Off-Street parking	
Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	250
Parking located within a control parking zone (CPZ)	No
Charges for this Off-Street parking	No
Charge amount	
Charge period	

Park & Ride	
Park & Ride Type Facility providing relevant means of accessing the site	No

Site reference: HD-02-D-02 Survey date: 25/06/2015 Day of week: Thursday
Multi-Modal survey site
Vehicles Surveyed: **Total Vehicles**
Survey type: Manual Count
AM weather: Mild and Clear
PM weather: Mild and Clear
Initial car park occupancy: 63 Final car park occupancy: 67
Total People to Total Vehicles ratio (all time periods and directions): 1.31
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity: 34.36% (195 On-Site Spaces)
Data proportions in %
Motor cars 54 Motor cycles 1 Public Service 0
Light goods 42 OGV (1) 2 OGV (2) 1
Taxis 0

Servicing Vehicles count recorded No

Time	Arr 1647	Dep 1643	Totals 3290	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	58	35	93	86
7:30-8:00	65	60	125	91
8:00-8:30	88	45	133	134
8:30-9:00	95	68	163	161
9:00-9:30	92	73	165	180
9:30-10:00	83	87	170	176
10:00-10:30	83	89	172	170
10:30-11:00	93	76	169	187
11:00-11:30	97	110	207	174
11:30-12:00	79	88	167	165
12:00-12:30	92	85	177	172
12:30-13:00	60	69	129	163
13:00-13:30	82	90	172	155
13:30-14:00	71	56	127	170
14:00-14:30	71	84	155	157
14:30-15:00	69	71	140	155
15:00-15:30	70	77	147	148
15:30-16:00	58	69	127	137
16:00-16:30	61	59	120	139
16:30-17:00	49	57	106	131
17:00-17:30	37	60	97	108
17:30-18:00	32	59	91	81
18:00-18:30	37	50	87	68
18:30-19:00	25	26	51	67
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				

Time	Arr 1647	Dep 1643	Totals 3290	Parking Accum
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
No PSV's visited the site during this survey.

Site reference: HD-02-D-02
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Total People

Time	Arr 2189	Dep 2136	Totals 4325	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	95	49	144	(46)
7:30-8:00	92	98	190	(40)
8:00-8:30	122	60	182	(102)
8:30-9:00	138	96	234	(144)
9:00-9:30	121	91	212	(174)
9:30-10:00	103	98	201	(179)
10:00-10:30	99	100	199	(178)
10:30-11:00	119	101	220	(196)
11:00-11:30	114	134	248	(176)
11:30-12:00	100	116	216	(160)
12:00-12:30	114	99	213	(175)
12:30-13:00	71	85	156	(161)
13:00-13:30	106	115	221	(152)
13:30-14:00	90	70	160	(172)
14:00-14:30	89	95	184	(166)
14:30-15:00	91	90	181	(167)
15:00-15:30	95	95	190	(167)
15:30-16:00	88	90	178	(165)
16:00-16:30	84	104	188	(145)
16:30-17:00	74	73	147	(146)
17:00-17:30	50	89	139	(107)
17:30-18:00	46	76	122	(77)
18:00-18:30	51	77	128	(51)
18:30-19:00	37	35	72	(53)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02

Survey date: 25/06/2015

Day of week: Thursday

Multi-Modal survey site

Vehicles Surveyed:

OGVs

Data proportions in %

OGV (1) 2

OGV (2) 1

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 107	Accum
	OGV1 0	OGV2 0	Total 0	OGV1 53	OGV2 54	Total 107		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30								
5:30-6:00								
6:00-6:30								
6:30-7:00								
7:00-7:30	0	0	0	2	8	10	10	(-6)
7:30-8:00	0	0	0	2	0	2	2	(-4)
8:00-8:30	0	0	0	2	2	4	4	(-4)
8:30-9:00	0	0	0	4	2	6	6	(-2)
9:00-9:30	0	0	0	0	1	1	1	(-3)
9:30-10:00	0	0	0	6	5	11	11	(-2)
10:00-10:30	0	0	0	6	3	9	9	(1)
10:30-11:00	0	0	0	1	4	5	5	(-2)
11:00-11:30	0	0	0	0	3	3	3	(-5)
11:30-12:00	0	0	0	3	2	5	5	(-4)
12:00-12:30	0	0	0	3	1	4	4	(-2)
12:30-13:00	0	0	0	2	1	3	3	(-1)
13:00-13:30	0	0	0	7	3	10	10	(3)
13:30-14:00	0	0	0	4	8	12	12	(-1)
14:00-14:30	0	0	0	3	3	6	6	(-1)
14:30-15:00	0	0	0	2	0	2	2	(1)
15:00-15:30	0	0	0	3	3	6	6	(1)
15:30-16:00	0	0	0	2	2	4	4	(1)
16:00-16:30	0	0	0	1	3	4	4	(-1)
16:30-17:00	0	0	0	0	0	0	0	(-1)
17:00-17:30	0	0	0	0	0	0	0	(-1)
17:30-18:00	0	0	0	0	0	0	0	(-1)
18:00-18:30	0	0	0	0	0	0	0	(-1)
18:30-19:00	0	0	0	0	0	0	0	(-1)
19:00-19:30								
19:30-20:00								
20:00-20:30								
20:30-21:00								
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: HD-02-D-02
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Cyclists

Time	Arr 14	Dep 16	Totals 30	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	0	2	(2)
7:30-8:00	3	1	4	(4)
8:00-8:30	0	1	1	(3)
8:30-9:00	0	1	1	(2)
9:00-9:30	0	0	0	(2)
9:30-10:00	0	0	0	(2)
10:00-10:30	0	0	0	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	1	0	1	(3)
11:30-12:00	0	1	1	(2)
12:00-12:30	1	0	1	(3)
12:30-13:00	3	0	3	(6)
13:00-13:30	0	1	1	(5)
13:30-14:00	1	1	2	(5)
14:00-14:30	0	0	0	(5)
14:30-15:00	0	0	0	(5)
15:00-15:30	0	3	3	(2)
15:30-16:00	1	1	2	(2)
16:00-16:30	0	1	1	(1)
16:30-17:00	1	1	2	(1)
17:00-17:30	0	3	3	(-2)
17:30-18:00	0	0	0	(-2)
18:00-18:30	0	0	0	(-2)
18:30-19:00	1	1	2	(-2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Pedestrians

Time	Arr 90	Dep 69	Totals 159	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	3	1	4	(2)
7:30-8:00	1	2	3	(1)
8:00-8:30	2	1	3	(2)
8:30-9:00	5	2	7	(5)
9:00-9:30	8	2	10	(11)
9:30-10:00	8	1	9	(18)
10:00-10:30	4	0	4	(22)
10:30-11:00	8	9	17	(21)
11:00-11:30	2	3	5	(20)
11:30-12:00	2	2	4	(20)
12:00-12:30	2	1	3	(21)
12:30-13:00	0	1	1	(20)
13:00-13:30	2	8	10	(14)
13:30-14:00	7	5	12	(16)
14:00-14:30	7	5	12	(18)
14:30-15:00	7	3	10	(22)
15:00-15:30	5	2	7	(25)
15:30-16:00	6	0	6	(31)
16:00-16:30	3	12	15	(22)
16:30-17:00	2	2	4	(22)
17:00-17:30	1	2	3	(21)
17:30-18:00	2	2	4	(21)
18:00-18:30	1	3	4	(19)
18:30-19:00	2	0	2	(21)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015
Public Transport Users

Day of week: Thursday

Time	Arr 73	Dep 40	Totals 113	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	9	1	10	(8)
7:30-8:00	3	0	3	(11)
8:00-8:30	13	1	14	(23)
8:30-9:00	9	1	10	(31)
9:00-9:30	11	1	12	(41)
9:30-10:00	6	3	9	(44)
10:00-10:30	1	0	1	(45)
10:30-11:00	1	0	1	(46)
11:00-11:30	4	0	4	(50)
11:30-12:00	1	0	1	(51)
12:00-12:30	0	0	0	(51)
12:30-13:00	0	0	0	(51)
13:00-13:30	0	1	1	(50)
13:30-14:00	1	0	1	(51)
14:00-14:30	0	0	0	(51)
14:30-15:00	0	1	1	(50)
15:00-15:30	0	1	1	(49)
15:30-16:00	3	0	3	(52)
16:00-16:30	4	14	18	(42)
16:30-17:00	4	1	5	(45)
17:00-17:30	2	4	6	(43)
17:30-18:00	0	5	5	(38)
18:00-18:30	0	5	5	(33)
18:30-19:00	1	1	2	(33)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Bus/Tram Passengers

Day of week: Thursday

Time	Arr 66	Dep 35	Totals 101	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	7	1	8	(6)
7:30-8:00	1	0	1	(7)
8:00-8:30	12	0	12	(19)
8:30-9:00	8	1	9	(26)
9:00-9:30	11	1	12	(36)
9:30-10:00	6	3	9	(39)
10:00-10:30	1	0	1	(40)
10:30-11:00	0	0	0	(40)
11:00-11:30	4	0	4	(44)
11:30-12:00	1	0	1	(45)
12:00-12:30	0	0	0	(45)
12:30-13:00	0	0	0	(45)
13:00-13:30	0	1	1	(44)
13:30-14:00	1	0	1	(45)
14:00-14:30	0	0	0	(45)
14:30-15:00	0	1	1	(44)
15:00-15:30	0	1	1	(43)
15:30-16:00	3	0	3	(46)
16:00-16:30	4	12	16	(38)
16:30-17:00	4	1	5	(41)
17:00-17:30	2	4	6	(39)
17:30-18:00	0	4	4	(35)
18:00-18:30	0	4	4	(31)
18:30-19:00	1	1	2	(31)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Total Rail Passengers

Time	Arr 7	Dep 5	Totals 12	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	0	2	(2)
7:30-8:00	2	0	2	(4)
8:00-8:30	1	1	2	(4)
8:30-9:00	1	0	1	(5)
9:00-9:30	0	0	0	(5)
9:30-10:00	0	0	0	(5)
10:00-10:30	0	0	0	(5)
10:30-11:00	1	0	1	(6)
11:00-11:30	0	0	0	(6)
11:30-12:00	0	0	0	(6)
12:00-12:30	0	0	0	(6)
12:30-13:00	0	0	0	(6)
13:00-13:30	0	0	0	(6)
13:30-14:00	0	0	0	(6)
14:00-14:30	0	0	0	(6)
14:30-15:00	0	0	0	(6)
15:00-15:30	0	0	0	(6)
15:30-16:00	0	0	0	(6)
16:00-16:30	0	2	2	(4)
16:30-17:00	0	0	0	(4)
17:00-17:30	0	0	0	(4)
17:30-18:00	0	1	1	(3)
18:00-18:30	0	1	1	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Taxis

Time	Arr 3	Dep 3	Totals 6	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	1	1	2	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	2	2	4	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Cars

Time	Arr 889	Dep 877	Totals 1766	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	29	9	38	(20)
7:30-8:00	31	17	48	(34)
8:00-8:30	43	14	57	(63)
8:30-9:00	57	28	85	(92)
9:00-9:30	63	42	105	(113)
9:30-10:00	45	52	97	(106)
10:00-10:30	44	44	88	(106)
10:30-11:00	49	40	89	(115)
11:00-11:30	56	56	112	(115)
11:30-12:00	30	35	65	(110)
12:00-12:30	45	48	93	(107)
12:30-13:00	31	29	60	(109)
13:00-13:30	44	54	98	(99)
13:30-14:00	35	34	69	(100)
14:00-14:30	34	39	73	(95)
14:30-15:00	32	37	69	(90)
15:00-15:30	38	38	76	(90)
15:30-16:00	36	44	80	(82)
16:00-16:30	40	41	81	(81)
16:30-17:00	29	41	70	(69)
17:00-17:30	26	41	67	(54)
17:30-18:00	16	47	63	(23)
18:00-18:30	26	31	57	(18)
18:30-19:00	10	16	26	(12)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

LGVs

Time	Arr 694	Dep 700	Totals 1394	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	27	18	45	(9)
7:30-8:00	30	42	72	(-3)
8:00-8:30	43	29	72	(11)
8:30-9:00	33	38	71	(6)
9:00-9:30	29	30	59	(5)
9:30-10:00	32	30	62	(7)
10:00-10:30	33	42	75	(-2)
10:30-11:00	43	32	75	(9)
11:00-11:30	40	50	90	(-1)
11:30-12:00	46	51	97	(-6)
12:00-12:30	43	36	79	(1)
12:30-13:00	27	38	65	(-10)
13:00-13:30	29	32	61	(-13)
13:30-14:00	32	14	46	(5)
14:00-14:30	34	41	75	(-2)
14:30-15:00	33	32	65	(-1)
15:00-15:30	29	35	64	(-7)
15:30-16:00	19	23	42	(-11)
16:00-16:30	20	14	34	(-5)
16:30-17:00	19	14	33	(0)
17:00-17:30	11	19	30	(-8)
17:30-18:00	16	12	28	(-4)
18:00-18:30	11	18	29	(-11)
18:30-19:00	15	10	25	(-6)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Motorcycles

Day of week: Thursday

Time	Arr 8	Dep 9	Totals 17	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	2	1	3	(1)
8:00-8:30	0	0	0	(1)
8:30-9:00	1	0	1	(2)
9:00-9:30	0	0	0	(2)
9:30-10:00	0	0	0	(2)
10:00-10:30	0	0	0	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	1	1	2	(2)
11:30-12:00	0	0	0	(2)
12:00-12:30	1	0	1	(3)
12:30-13:00	0	1	1	(2)
13:00-13:30	1	0	1	(3)
13:30-14:00	0	0	0	(3)
14:00-14:30	0	1	1	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	1	1	(1)
15:30-16:00	1	0	1	(2)
16:00-16:30	0	1	1	(1)
16:30-17:00	1	2	3	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	1	1	(-1)
18:30-19:00	0	0	0	(-1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Underground Passengers

Day of week: Thursday

Time	Arr 5	Dep 5	Totals 10	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	2	0	2	(2)
8:00-8:30	1	1	2	(2)
8:30-9:00	1	0	1	(3)
9:00-9:30	0	0	0	(3)
9:30-10:00	0	0	0	(3)
10:00-10:30	0	0	0	(3)
10:30-11:00	1	0	1	(4)
11:00-11:30	0	0	0	(4)
11:30-12:00	0	0	0	(4)
12:00-12:30	0	0	0	(4)
12:30-13:00	0	0	0	(4)
13:00-13:30	0	0	0	(4)
13:30-14:00	0	0	0	(4)
14:00-14:30	0	0	0	(4)
14:30-15:00	0	0	0	(4)
15:00-15:30	0	0	0	(4)
15:30-16:00	0	0	0	(4)
16:00-16:30	0	2	2	(2)
16:30-17:00	0	0	0	(2)
17:00-17:30	0	0	0	(2)
17:30-18:00	0	1	1	(1)
18:00-18:30	0	1	1	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
National Rail Passengers

Day of week: Thursday

Time	Arr 2	Dep 0	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	0	2	(2)
7:30-8:00	0	0	0	(2)
8:00-8:30	0	0	0	(2)
8:30-9:00	0	0	0	(2)
9:00-9:30	0	0	0	(2)
9:30-10:00	0	0	0	(2)
10:00-10:30	0	0	0	(2)
10:30-11:00	0	0	0	(2)
11:00-11:30	0	0	0	(2)
11:30-12:00	0	0	0	(2)
12:00-12:30	0	0	0	(2)
12:30-13:00	0	0	0	(2)
13:00-13:30	0	0	0	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	0	0	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	0	0	(2)
15:30-16:00	0	0	0	(2)
16:00-16:30	0	0	0	(2)
16:30-17:00	0	0	0	(2)
17:00-17:30	0	0	0	(2)
17:30-18:00	0	0	0	(2)
18:00-18:30	0	0	0	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Bus Passengers

Day of week: Thursday

Time	Arr 66	Dep 35	Totals 101	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	7	1	8	(6)
7:30-8:00	1	0	1	(7)
8:00-8:30	12	0	12	(19)
8:30-9:00	8	1	9	(26)
9:00-9:30	11	1	12	(36)
9:30-10:00	6	3	9	(39)
10:00-10:30	1	0	1	(40)
10:30-11:00	0	0	0	(40)
11:00-11:30	4	0	4	(44)
11:30-12:00	1	0	1	(45)
12:00-12:30	0	0	0	(45)
12:30-13:00	0	0	0	(45)
13:00-13:30	0	1	1	(44)
13:30-14:00	1	0	1	(45)
14:00-14:30	0	0	0	(45)
14:30-15:00	0	1	1	(44)
15:00-15:30	0	1	1	(43)
15:30-16:00	3	0	3	(46)
16:00-16:30	4	12	16	(38)
16:30-17:00	4	1	5	(41)
17:00-17:30	2	4	6	(39)
17:30-18:00	0	4	4	(35)
18:00-18:30	0	4	4	(31)
18:30-19:00	1	1	2	(31)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-02

Survey date: 25/06/2015

Day of week: Thursday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 2012	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 2011	Avg Per Veh 1.2	Totals 4023	Avg Per Veh 1676.2	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30																					
5:30-6:00																					
6:00-6:30																					
6:30-7:00																					
7:00-7:30	42	11	3	2	0	0	0	81	1.4	25	5	4	0	0	0	0	47	1.4	128	1.4	(34)
7:30-8:00	49	13	2	1	0	0	0	85	1.3	32	18	9	0	0	0	0	95	1.6	180	1.4	(24)
8:00-8:30	70	17	1	0	0	0	0	107	1.2	36	6	3	0	0	0	0	57	1.3	164	1.2	(74)
8:30-9:00	71	19	5	0	0	0	0	124	1.3	48	16	4	0	0	0	0	92	1.4	216	1.4	(106)
9:00-9:30	86	4	0	2	0	0	0	102	1.1	61	9	3	0	0	0	0	88	1.2	190	1.2	(120)
9:30-10:00	77	6	0	0	0	0	0	89	1.1	81	5	1	0	0	0	0	94	1.1	183	1.1	(115)
10:00-10:30	74	7	2	0	0	0	0	94	1.1	78	11	0	0	0	0	0	100	1.1	194	1.1	(109)
10:30-11:00	76	17	0	0	0	0	0	110	1.2	62	12	2	0	0	0	0	92	1.2	202	1.2	(127)
11:00-11:30	87	10	0	0	0	0	0	107	1.1	89	21	0	0	0	0	0	131	1.2	238	1.2	(103)
11:30-12:00	61	18	0	0	0	0	0	97	1.2	65	21	2	0	0	0	0	113	1.3	210	1.2	(87)
12:00-12:30	73	19	0	0	0	0	0	111	1.2	72	13	0	0	0	0	0	98	1.2	209	1.2	(100)
12:30-13:00	52	8	0	0	0	0	0	68	1.1	54	15	0	0	0	0	0	84	1.2	152	1.2	(84)
13:00-13:30	61	20	1	0	0	0	0	104	1.3	73	16	0	0	0	0	0	105	1.2	209	1.2	(83)
13:30-14:00	61	10	0	0	0	0	0	81	1.1	46	9	0	0	0	0	0	64	1.2	145	1.2	(100)
14:00-14:30	60	11	0	0	0	0	0	82	1.2	78	6	0	0	0	0	0	90	1.1	172	1.2	(92)
14:30-15:00	52	16	0	0	0	0	0	84	1.2	55	14	1	0	0	0	0	86	1.2	170	1.2	(90)
15:00-15:30	52	16	2	0	0	0	0	90	1.3	65	12	0	0	0	0	0	89	1.2	179	1.2	(91)

Time	1	2	3	4	5	6	7	Arr 2012	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 2011	Avg Per Veh 1.2	Totals 4023	Avg Per Veh 1676.2	Accum
15:30-16:00	41	14	3	0	0	0	0	78	1.3	51	16	2	0	0	0	0	89	1.3	167	1.3	(80)
16:00-16:30	48	11	1	1	0	0	0	77	1.3	46	10	2	0	1	0	0	77	1.3	154	1.3	(80)
16:30-17:00	37	8	3	0	1	0	0	67	1.4	46	10	1	0	0	0	0	69	1.2	136	1.3	(78)
17:00-17:30	28	8	1	0	0	0	0	47	1.3	46	10	3	0	1	0	0	80	1.3	127	1.3	(45)
17:30-18:00	22	8	2	0	0	0	0	44	1.4	50	8	1	0	0	0	0	69	1.2	113	1.3	(20)
18:00-18:30	27	7	3	0	0	0	0	50	1.4	34	13	3	0	0	0	0	69	1.4	119	1.4	(1)
18:30-19:00	18	6	1	0	0	0	0	33	1.3	20	5	1	0	0	0	0	33	1.3	66	1.3	(1)
19:00-19:30																					
19:30-20:00																					
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	132 5	284	30	6	1	0	0			131 3	281	42	0	2	0	0					

Parameters:

Site Reference: HD-02-D-03 MULTI-MODAL Site
Latitude/Longitude: 51.55611, -0.37986
Land Use Type: 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Region/Area: /HILLINGDON

Description: INDUSTRIAL ESTATE
Street: BRADFIELD ROAD
District: SOUTH RUISLIP
Town: RUISLIP
Post Code: HA4 0NU
Planning Authority: L.B. HILLINGDON

Location: Suburban Area
Location Sub Category: Industrial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 15%
Research & Development 5%
Light Industrial 20%
General Industrial 0%

Storage & Distribution
60%

Population within 500m: 6733
Population within 1 Mile: 50,001 to 100,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 1.1 to 1.5
Buses/Trains per day (both directions): 266+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	266		266
Monday-Friday	0700-1000	68		68
Monday-Friday	1600-1900	64		64
Saturday	0700-1900	244		244
Sunday	0700-1900	194		194

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
PTAL Rating: 1b - Very poor
Covid-19 Restrictions:

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 2.299999952316284 hect
Gross floor area 8310 sqm

Parking Spaces 149
Number of employees 120

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located in north-west London, with local routes heading towards various local areas. The nearest major road is the A40 Western Avenue, which is located about 1.5 kilometres south of the site (heading east and west).

This site has two vehicle accesses.

The site is bordered by railway lines running east and west to the south. Across the railway lines are residential developments, with residential streets also to the east. To the west and north is a large area of industrial and retail development.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes

6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Mill Hill Broadway	6	63
Ealing Hospital	5	35

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Design features encouraging non-car modes

12. Pedestrians

This site is located on a busy main road and there is a crossing for pedestrians located nearby to the site. The pavements are wide and well lit.

13. Pedal cycles

None

14. Public transport

Two local bus routes stop nearby to the site which are regular. All rail stations are over 1km away.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2019
Nearest Primary School	0.6 kilometres
Nearest Secondary School	0.6 kilometres
Nearest Local Shop/Corner Shop	0.6 kilometres
Nearest Main Supermarket	1.6 kilometres
Nearest Doctors Surgery	0.6 kilometres
Nearest Hospital with Minor Injuries/A & E	5.1 kilometres
Nearest Sports/Leisure Centre	0.8 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00012434

Census Data	
Number of people employed within Census Output Area/Data Zone	129
Number of households within Census Output Area/Data Zone	124
Number of people living within Census Output Area/Data Zone	231
Area of Census Output Area (hectares)	10.62
Population density within Census Output Area (per hectare)	21.80

DEVELOPMENT DETAILS 01

Site Reference:	HD-02-D-03 MULTI-MODAL Site
Trade name:	BRADFIELD ROAD IND. ESTATE (PART)
Site area (h/a):	2.30
Gross floor area (sqm)	8310
GFA not in use (sqm)	0
Open since	1998
Total Employees	120
Full Time Employees	90
Part Time Employees	30
Approximate % of total employees working standard 9-5 hours or similar	10%
Approximate % of total employees working from home (any amount)	%
GFA per employee	69.250
Number of units	20
Name of nearest site	STONEFIELD WAY IND. E.
Distance to nearest similar site	0.1 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	06:30 to 20:00
Friday	06:30 to 20:00
Saturday	07:00 to 19:00
Sunday	09:00 to 17:00

Comments:

Companies active at this site include: DHL Service Point, Safestore Self Storage, Barons Servicing, Benchmarx Kitchens & Joinery, B&S Group, Willie Motor Company, Selco Builders, WearWolf Clothing, Greenford Cars, CEF, Topps Tiles, Selco Hire and Toolstation Ruislip.

A previous survey at this development included a second access and some additional units, so this is not considered a re-survey.

The GFA and employee figures shown are estimates.

On-Site Parking

Total no. of parking spaces:	149
Parking Spaces Per Hectare:	64.783
Parking Spaces Per 100m2 GFA:	1.793

Number of spaces

Employee	146
Disabled	3
Visitor/Customer	0
OGV parking bays	0
OGV loading bays	0
Cycle racks	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	No
-----------------	----

Comments about the management of the site car park, along with enforcement measures

The estate manages parking at the site. Enforcement measures are unknown.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The employee spaces shown are also visitor spaces. Vehicles park wherever they are able to and are not always in marked bays.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	Yes

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	No
--	----

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	300
Parking located within a control parking zone (CPZ)	Yes
Charges for this Off-Street parking	No
Charge amount	
Charge period	

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site	No
--	----

Site reference: HD-02-D-03 Survey date: 10/06/2019 Day of week: Monday
Multi-Modal survey site
Vehicles Surveyed: **Total Vehicles**
Survey type: Manual Count
AM weather: Mild and Light Rain
PM weather: Mild and Heavy Rain
Initial car park occupancy: 36 Final car park occupancy: 76
Total People to Total Vehicles ratio (all time periods and directions): 1.59
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity: 51.01% (149 On-Site Spaces)
Data proportions in %
Motor cars 72 Motor cycles 0 Public Service 0
Light goods 18 OGV (1) 7 OGV (2) 1
Taxis 2

Servicing Vehicles count recorded No

Time	Arr 505	Dep 465	Totals 970	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	4	0	4	40
5:30-6:00	7	1	8	46
6:00-6:30	8	5	13	49
6:30-7:00	14	3	17	60
7:00-7:30	19	6	25	73
7:30-8:00	23	9	32	87
8:00-8:30	26	13	39	100
8:30-9:00	24	11	35	113
9:00-9:30	22	14	36	121
9:30-10:00	30	14	44	137
10:00-10:30	20	19	39	138
10:30-11:00	27	26	53	139
11:00-11:30	22	22	44	139
11:30-12:00	24	27	51	136
12:00-12:30	20	25	45	131
12:30-13:00	24	21	45	134
13:00-13:30	22	27	49	129
13:30-14:00	17	13	30	133
14:00-14:30	17	16	33	134
14:30-15:00	20	20	40	134
15:00-15:30	24	30	54	128
15:30-16:00	14	18	32	124
16:00-16:30	19	22	41	121
16:30-17:00	10	17	27	114
17:00-17:30	12	19	31	107
17:30-18:00	7	13	20	101
18:00-18:30	4	12	16	93
18:30-19:00	9	11	20	91
19:00-19:30	11	15	26	87
19:30-20:00	4	8	12	83
20:00-20:30	1	4	5	80
20:30-21:00	0	4	4	76

Time	Arr 505	Dep 465	Totals 970	Parking Accum
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
No PSV's visited the site during this survey.

Site reference: HD-02-D-03
Multi-Modal survey site
People Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Total People

Time	Arr 778	Dep 764	Totals 1542	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	7	0	7	(7)
5:30-6:00	12	2	14	(17)
6:00-6:30	19	6	25	(30)
6:30-7:00	29	5	34	(54)
7:00-7:30	40	8	48	(86)
7:30-8:00	41	17	58	(110)
8:00-8:30	48	20	68	(138)
8:30-9:00	38	19	57	(157)
9:00-9:30	42	21	63	(178)
9:30-10:00	49	20	69	(207)
10:00-10:30	35	28	63	(214)
10:30-11:00	36	37	73	(213)
11:00-11:30	32	32	64	(213)
11:30-12:00	34	37	71	(210)
12:00-12:30	32	41	73	(201)
12:30-13:00	31	32	63	(200)
13:00-13:30	30	40	70	(190)
13:30-14:00	20	21	41	(189)
14:00-14:30	23	27	50	(185)
14:30-15:00	26	29	55	(182)
15:00-15:30	31	44	75	(169)
15:30-16:00	20	29	49	(160)
16:00-16:30	27	32	59	(155)
16:30-17:00	15	29	44	(141)
17:00-17:30	13	32	45	(122)
17:30-18:00	9	22	31	(109)
18:00-18:30	7	24	31	(92)
18:30-19:00	10	26	36	(76)
19:00-19:30	15	33	48	(58)
19:30-20:00	6	25	31	(39)
20:00-20:30	1	14	15	(26)
20:30-21:00	0	12	12	(14)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03

Survey date: 10/06/2019

Day of week: Monday

Multi-Modal survey site

Vehicles Surveyed:

OGVs

Data proportions in %

OGV (1) 7

OGV (2) 1

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 83	Accum
	OGV1 0	OGV2 0	Total 0	OGV1 42	OGV2 41	Total 83		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30	0	0	0	1	0	1	1	(1)
5:30-6:00	0	0	0	1	0	1	1	(2)
6:00-6:30	0	0	0	0	0	0	0	(2)
6:30-7:00	0	0	0	2	0	2	2	(4)
7:00-7:30	0	0	0	2	0	2	2	(6)
7:30-8:00	0	0	0	2	1	3	3	(7)
8:00-8:30	0	0	0	1	1	2	2	(7)
8:30-9:00	0	0	0	2	1	3	3	(8)
9:00-9:30	0	0	0	2	2	4	4	(8)
9:30-10:00	0	0	0	2	2	4	4	(8)
10:00-10:30	0	0	0	3	4	7	7	(7)
10:30-11:00	0	0	0	3	3	6	6	(7)
11:00-11:30	0	0	0	3	2	5	5	(8)
11:30-12:00	0	0	0	2	3	5	5	(7)
12:00-12:30	0	0	0	1	2	3	3	(6)
12:30-13:00	0	0	0	1	1	2	2	(6)
13:00-13:30	0	0	0	2	3	5	5	(5)
13:30-14:00	0	0	0	1	1	2	2	(5)
14:00-14:30	0	0	0	2	1	3	3	(6)
14:30-15:00	0	0	0	1	1	2	2	(6)
15:00-15:30	0	0	0	1	3	4	4	(4)
15:30-16:00	0	0	0	1	0	1	1	(5)
16:00-16:30	0	0	0	1	3	4	4	(3)
16:30-17:00	0	0	0	1	0	1	1	(4)
17:00-17:30	0	0	0	1	3	4	4	(2)
17:30-18:00	0	0	0	0	0	0	0	(2)
18:00-18:30	0	0	0	0	2	2	2	(0)
18:30-19:00	0	0	0	1	0	1	1	(1)
19:00-19:30	0	0	0	1	2	3	3	(0)
19:30-20:00	0	0	0	1	0	1	1	(1)
20:00-20:30	0	0	0	0	0	0	0	(1)
20:30-21:00	0	0	0	0	0	0	0	(1)
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: HD-02-D-03
Multi-Modal survey site
People Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Cyclists

Time	Arr 10	Dep 8	Totals 18	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	1	1	(-1)
6:00-6:30	0	0	0	(-1)
6:30-7:00	0	0	0	(-1)
7:00-7:30	2	0	2	(1)
7:30-8:00	3	0	3	(4)
8:00-8:30	0	1	1	(3)
8:30-9:00	0	0	0	(3)
9:00-9:30	1	0	1	(4)
9:30-10:00	0	0	0	(4)
10:00-10:30	0	1	1	(3)
10:30-11:00	0	1	1	(2)
11:00-11:30	1	1	2	(2)
11:30-12:00	1	0	1	(3)
12:00-12:30	0	1	1	(2)
12:30-13:00	0	0	0	(2)
13:00-13:30	1	1	2	(2)
13:30-14:00	0	0	0	(2)
14:00-14:30	0	1	1	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	1	0	1	(2)
15:30-16:00	0	0	0	(2)
16:00-16:30	0	0	0	(2)
16:30-17:00	0	0	0	(2)
17:00-17:30	0	0	0	(2)
17:30-18:00	0	0	0	(2)
18:00-18:30	0	0	0	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30	0	0	0	(2)
19:30-20:00	0	0	0	(2)
20:00-20:30	0	0	0	(2)
20:30-21:00	0	0	0	(2)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
People Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Pedestrians

Time	Arr 27	Dep 39	Totals 66	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	3	0	3	(3)
5:30-6:00	1	0	1	(4)
6:00-6:30	3	0	3	(7)
6:30-7:00	3	0	3	(10)
7:00-7:30	5	1	6	(14)
7:30-8:00	0	2	2	(12)
8:00-8:30	5	0	5	(17)
8:30-9:00	0	0	0	(17)
9:00-9:30	5	1	6	(21)
9:30-10:00	0	0	0	(21)
10:00-10:30	0	1	1	(20)
10:30-11:00	0	0	0	(20)
11:00-11:30	0	0	0	(20)
11:30-12:00	0	0	0	(20)
12:00-12:30	0	2	2	(18)
12:30-13:00	0	0	0	(18)
13:00-13:30	0	0	0	(18)
13:30-14:00	0	0	0	(18)
14:00-14:30	0	2	2	(16)
14:30-15:00	0	0	0	(16)
15:00-15:30	0	1	1	(15)
15:30-16:00	0	3	3	(12)
16:00-16:30	0	2	2	(10)
16:30-17:00	0	3	3	(7)
17:00-17:30	0	2	2	(5)
17:30-18:00	0	2	2	(3)
18:00-18:30	1	2	3	(2)
18:30-19:00	0	3	3	(-1)
19:00-19:30	0	3	3	(-4)
19:30-20:00	1	4	5	(-7)
20:00-20:30	0	2	2	(-9)
20:30-21:00	0	3	3	(-12)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
People Surveyed:

Survey date: 10/06/2019
Public Transport Users

Day of week: Monday

Time	Arr 119	Dep 136	Totals 255	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	3	0	3	(3)
6:00-6:30	7	0	7	(10)
6:30-7:00	9	0	9	(19)
7:00-7:30	8	0	8	(27)
7:30-8:00	8	4	12	(31)
8:00-8:30	11	3	14	(39)
8:30-9:00	7	4	11	(42)
9:00-9:30	9	4	13	(47)
9:30-10:00	8	3	11	(52)
10:00-10:30	12	3	15	(61)
10:30-11:00	4	4	8	(61)
11:00-11:30	8	5	13	(64)
11:30-12:00	3	4	7	(63)
12:00-12:30	5	7	12	(61)
12:30-13:00	1	5	6	(57)
13:00-13:30	1	6	7	(52)
13:30-14:00	0	6	6	(46)
14:00-14:30	3	3	6	(46)
14:30-15:00	2	5	7	(43)
15:00-15:30	2	5	7	(40)
15:30-16:00	2	3	5	(39)
16:00-16:30	2	5	7	(36)
16:30-17:00	1	5	6	(32)
17:00-17:30	0	8	8	(24)
17:30-18:00	1	3	4	(22)
18:00-18:30	1	6	7	(17)
18:30-19:00	0	6	6	(11)
19:00-19:30	1	9	10	(3)
19:30-20:00	0	9	9	(-6)
20:00-20:30	0	6	6	(-12)
20:30-21:00	0	5	5	(-17)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Bus/Tram Passengers

Time	Arr 74	Dep 79	Totals 153	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	3	0	3	(3)
6:00-6:30	5	0	5	(8)
6:30-7:00	5	0	5	(13)
7:00-7:30	7	0	7	(20)
7:30-8:00	6	3	9	(23)
8:00-8:30	5	3	8	(25)
8:30-9:00	5	3	8	(27)
9:00-9:30	5	2	7	(30)
9:30-10:00	4	3	7	(31)
10:00-10:30	6	2	8	(35)
10:30-11:00	3	2	5	(36)
11:00-11:30	3	2	5	(37)
11:30-12:00	2	2	4	(37)
12:00-12:30	3	4	7	(36)
12:30-13:00	0	3	3	(33)
13:00-13:30	1	4	5	(30)
13:30-14:00	0	3	3	(27)
14:00-14:30	2	1	3	(28)
14:30-15:00	2	2	4	(28)
15:00-15:30	1	2	3	(27)
15:30-16:00	2	1	3	(28)
16:00-16:30	1	4	5	(25)
16:30-17:00	1	5	6	(21)
17:00-17:30	0	4	4	(17)
17:30-18:00	0	2	2	(15)
18:00-18:30	1	2	3	(14)
18:30-19:00	0	4	4	(10)
19:00-19:30	1	8	9	(3)
19:30-20:00	0	3	3	(0)
20:00-20:30	0	2	2	(-2)
20:30-21:00	0	3	3	(-5)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Total Rail Passengers

Time	Arr 45	Dep 57	Totals 102	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	2	0	2	(2)
6:30-7:00	4	0	4	(6)
7:00-7:30	1	0	1	(7)
7:30-8:00	2	1	3	(8)
8:00-8:30	6	0	6	(14)
8:30-9:00	2	1	3	(15)
9:00-9:30	4	2	6	(17)
9:30-10:00	4	0	4	(21)
10:00-10:30	6	1	7	(26)
10:30-11:00	1	2	3	(25)
11:00-11:30	5	3	8	(27)
11:30-12:00	1	2	3	(26)
12:00-12:30	2	3	5	(25)
12:30-13:00	1	2	3	(24)
13:00-13:30	0	2	2	(22)
13:30-14:00	0	3	3	(19)
14:00-14:30	1	2	3	(18)
14:30-15:00	0	3	3	(15)
15:00-15:30	1	3	4	(13)
15:30-16:00	0	2	2	(11)
16:00-16:30	1	1	2	(11)
16:30-17:00	0	0	0	(11)
17:00-17:30	0	4	4	(7)
17:30-18:00	1	1	2	(7)
18:00-18:30	0	4	4	(3)
18:30-19:00	0	2	2	(1)
19:00-19:30	0	1	1	(0)
19:30-20:00	0	6	6	(-6)
20:00-20:30	0	4	4	(-10)
20:30-21:00	0	2	2	(-12)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Taxis

Time	Arr 8	Dep 8	Totals 16	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	1	1	2	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	2	2	4	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	1	1	2	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	1	1	2	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	1	1	2	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	1	1	2	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	1	1	2	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Cars

Time	Arr 361	Dep 335	Totals 696	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	3	0	3	(3)
5:30-6:00	4	1	5	(6)
6:00-6:30	6	4	10	(8)
6:30-7:00	9	3	12	(14)
7:00-7:30	11	5	16	(20)
7:30-8:00	14	6	20	(28)
8:00-8:30	18	8	26	(38)
8:30-9:00	17	8	25	(47)
9:00-9:30	15	5	20	(57)
9:30-10:00	21	11	32	(67)
10:00-10:30	14	11	25	(70)
10:30-11:00	22	20	42	(72)
11:00-11:30	14	15	29	(71)
11:30-12:00	18	20	38	(69)
12:00-12:30	17	20	37	(66)
12:30-13:00	17	18	35	(65)
13:00-13:30	15	18	33	(62)
13:30-14:00	12	8	20	(66)
14:00-14:30	11	12	23	(65)
14:30-15:00	14	17	31	(62)
15:00-15:30	18	20	38	(60)
15:30-16:00	10	15	25	(55)
16:00-16:30	13	14	27	(54)
16:30-17:00	9	14	23	(49)
17:00-17:30	8	13	21	(44)
17:30-18:00	7	10	17	(41)
18:00-18:30	4	7	11	(38)
18:30-19:00	7	9	16	(36)
19:00-19:30	9	11	20	(34)
19:30-20:00	3	6	9	(31)
20:00-20:30	1	3	4	(29)
20:30-21:00	0	3	3	(26)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

LGVs

Time	Arr 92	Dep 79	Totals 171	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	2	0	2	(2)
6:00-6:30	2	1	3	(3)
6:30-7:00	3	0	3	(6)
7:00-7:30	5	0	5	(11)
7:30-8:00	6	2	8	(15)
8:00-8:30	7	4	11	(18)
8:30-9:00	4	2	6	(20)
9:00-9:30	3	4	7	(19)
9:30-10:00	7	1	8	(25)
10:00-10:30	3	4	7	(24)
10:30-11:00	2	3	5	(23)
11:00-11:30	4	4	8	(23)
11:30-12:00	4	4	8	(23)
12:00-12:30	2	3	5	(22)
12:30-13:00	6	2	8	(26)
13:00-13:30	4	5	9	(25)
13:30-14:00	4	4	8	(25)
14:00-14:30	4	3	7	(26)
14:30-15:00	5	2	7	(29)
15:00-15:30	4	6	10	(27)
15:30-16:00	3	3	6	(27)
16:00-16:30	4	4	8	(27)
16:30-17:00	0	3	3	(24)
17:00-17:30	2	2	4	(24)
17:30-18:00	0	2	2	(22)
18:00-18:30	0	3	3	(19)
18:30-19:00	1	2	3	(18)
19:00-19:30	1	2	3	(17)
19:30-20:00	0	2	2	(15)
20:00-20:30	0	1	1	(14)
20:30-21:00	0	1	1	(13)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Motorcycles

Time	Arr 2	Dep 2	Totals 4	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	1	0	1	(1)
8:00-8:30	0	0	0	(1)
8:30-9:00	1	0	1	(2)
9:00-9:30	0	1	1	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30	0	0	0	(0)
20:30-21:00	0	0	0	(0)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019
Underground Passengers

Day of week: Monday

Time	Arr 34	Dep 33	Totals 67	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	2	0	2	(2)
6:30-7:00	4	0	4	(6)
7:00-7:30	1	0	1	(7)
7:30-8:00	2	0	2	(9)
8:00-8:30	4	0	4	(13)
8:30-9:00	2	0	2	(15)
9:00-9:30	3	0	3	(18)
9:30-10:00	3	0	3	(21)
10:00-10:30	5	0	5	(26)
10:30-11:00	1	2	3	(25)
11:00-11:30	3	2	5	(26)
11:30-12:00	1	1	2	(26)
12:00-12:30	1	0	1	(27)
12:30-13:00	1	2	3	(26)
13:00-13:30	0	1	1	(25)
13:30-14:00	0	1	1	(24)
14:00-14:30	1	1	2	(24)
14:30-15:00	0	3	3	(21)
15:00-15:30	0	1	1	(20)
15:30-16:00	0	2	2	(18)
16:00-16:30	0	0	0	(18)
16:30-17:00	0	0	0	(18)
17:00-17:30	0	2	2	(16)
17:30-18:00	0	1	1	(15)
18:00-18:30	0	3	3	(12)
18:30-19:00	0	1	1	(11)
19:00-19:30	0	1	1	(10)
19:30-20:00	0	3	3	(7)
20:00-20:30	0	4	4	(3)
20:30-21:00	0	2	2	(1)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019
National Rail Passengers

Day of week: Monday

Time	Arr 11	Dep 24	Totals 35	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	0	1	1	(-1)
8:00-8:30	2	0	2	(1)
8:30-9:00	0	1	1	(0)
9:00-9:30	1	2	3	(-1)
9:30-10:00	1	0	1	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	2	1	3	(1)
11:30-12:00	0	1	1	(0)
12:00-12:30	1	3	4	(-2)
12:30-13:00	0	0	0	(-2)
13:00-13:30	0	1	1	(-3)
13:30-14:00	0	2	2	(-5)
14:00-14:30	0	1	1	(-6)
14:30-15:00	0	0	0	(-6)
15:00-15:30	1	2	3	(-7)
15:30-16:00	0	0	0	(-7)
16:00-16:30	1	1	2	(-7)
16:30-17:00	0	0	0	(-7)
17:00-17:30	0	2	2	(-9)
17:30-18:00	1	0	1	(-8)
18:00-18:30	0	1	1	(-9)
18:30-19:00	0	1	1	(-10)
19:00-19:30	0	0	0	(-10)
19:30-20:00	0	3	3	(-13)
20:00-20:30	0	0	0	(-13)
20:30-21:00	0	0	0	(-13)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 10/06/2019

Day of week: Monday

Bus Passengers

Time	Arr 74	Dep 79	Totals 153	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	3	0	3	(3)
6:00-6:30	5	0	5	(8)
6:30-7:00	5	0	5	(13)
7:00-7:30	7	0	7	(20)
7:30-8:00	6	3	9	(23)
8:00-8:30	5	3	8	(25)
8:30-9:00	5	3	8	(27)
9:00-9:30	5	2	7	(30)
9:30-10:00	4	3	7	(31)
10:00-10:30	6	2	8	(35)
10:30-11:00	3	2	5	(36)
11:00-11:30	3	2	5	(37)
11:30-12:00	2	2	4	(37)
12:00-12:30	3	4	7	(36)
12:30-13:00	0	3	3	(33)
13:00-13:30	1	4	5	(30)
13:30-14:00	0	3	3	(27)
14:00-14:30	2	1	3	(28)
14:30-15:00	2	2	4	(28)
15:00-15:30	1	2	3	(27)
15:30-16:00	2	1	3	(28)
16:00-16:30	1	4	5	(25)
16:30-17:00	1	5	6	(21)
17:00-17:30	0	4	4	(17)
17:30-18:00	0	2	2	(15)
18:00-18:30	1	2	3	(14)
18:30-19:00	0	4	4	(10)
19:00-19:30	1	8	9	(3)
19:30-20:00	0	3	3	(0)
20:00-20:30	0	2	2	(-2)
20:30-21:00	0	3	3	(-5)
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HD-02-D-03

Survey date: 10/06/2019

Day of week: Monday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants

Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 622	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 581	Avg Per Veh 1.3	Totals 1203	Avg Per Veh 481.2	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	4	0.5	(4)
5:30-6:00	6	1	0	0	0	0	0	8	1.1	1	0	0	0	0	0	0	1	1	9	1.0	(11)
6:00-6:30	7	1	0	0	0	0	0	9	1.1	4	1	0	0	0	0	0	6	1.2	15	1.2	(14)
6:30-7:00	11	3	0	0	0	0	0	17	1.2	1	2	0	0	0	0	0	5	1.7	22	1.4	(26)
7:00-7:30	14	4	1	0	0	0	0	25	1.3	3	2	0	0	0	0	0	7	1.4	32	1.4	(44)
7:30-8:00	17	5	1	0	0	0	0	30	1.3	7	2	0	0	0	0	0	11	1.2	41	1.2	(63)
8:00-8:30	20	6	0	0	0	0	0	32	1.2	10	3	0	0	0	0	0	16	1.2	48	1.2	(79)
8:30-9:00	19	6	0	0	0	0	0	31	1.2	8	2	1	0	0	0	0	15	1.4	46	1.3	(95)
9:00-9:30	15	6	0	0	0	0	0	27	1.3	10	3	0	0	0	0	0	16	1.2	43	1.2	(106)
9:30-10:00	20	9	1	0	0	0	0	41	1.4	11	3	0	0	0	0	0	17	1.2	58	1.3	(130)
10:00-10:30	17	3	0	0	0	0	0	23	1.2	15	4	0	0	0	0	0	23	1.2	46	1.2	(130)
10:30-11:00	22	5	0	0	0	0	0	32	1.2	20	6	0	0	0	0	0	32	1.2	64	1.2	(130)
11:00-11:30	19	2	0	0	0	0	0	23	1.1	18	4	0	0	0	0	0	26	1.2	49	1.2	(127)
11:30-12:00	18	6	0	0	0	0	0	30	1.2	22	4	1	0	0	0	0	33	1.2	63	1.2	(124)
12:00-12:30	14	5	1	0	0	0	0	27	1.4	19	6	0	0	0	0	0	31	1.2	58	1.3	(120)
12:30-13:00	18	6	0	0	0	0	0	30	1.2	15	6	0	0	0	0	0	27	1.3	57	1.2	(123)
13:00-13:30	18	2	2	0	0	0	0	28	1.3	19	7	0	0	0	0	0	33	1.3	61	1.3	(118)
13:30-14:00	14	3	0	0	0	0	0	20	1.2	11	2	0	0	0	0	0	15	1.2	35	1.2	(123)
14:00-14:30	14	3	0	0	0	0	0	20	1.2	11	5	0	0	0	0	0	21	1.3	41	1.2	(122)
14:30-15:00	16	4	0	0	0	0	0	24	1.2	16	4	0	0	0	0	0	24	1.2	48	1.2	(122)
15:00-15:30	18	5	0	0	0	0	0	28	1.2	23	6	1	0	0	0	0	38	1.3	66	1.2	(112)

Time	1	2	3	4	5	6	7	Arr 622	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 581	Avg Per Veh 1.3	Totals 1203	Avg Per Veh 481.2	Accum
15:30-16:00	10	4	0	0	0	0	0	18	1.3	13	5	0	0	0	0	0	23	1.3	41	1.3	(107)
16:00-16:30	14	4	1	0	0	0	0	25	1.3	17	4	0	0	0	0	0	25	1.2	50	1.2	(107)
16:30-17:00	7	2	1	0	0	0	0	14	1.4	13	4	0	0	0	0	0	21	1.2	35	1.3	(100)
17:00-17:30	9	2	0	0	0	0	0	13	1.2	16	3	0	0	0	0	0	22	1.2	35	1.2	(91)
17:30-18:00	6	1	0	0	0	0	0	8	1.1	10	2	1	0	0	0	0	17	1.3	25	1.2	(82)
18:00-18:30	3	1	0	0	0	0	0	5	1.2	9	2	1	0	0	0	0	16	1.3	21	1.2	(71)
18:30-19:00	8	1	0	0	0	0	0	10	1.1	6	4	1	0	0	0	0	17	1.5	27	1.3	(64)
19:00-19:30	8	3	0	0	0	0	0	14	1.3	10	4	1	0	0	0	0	21	1.4	35	1.4	(57)
19:30-20:00	3	1	0	0	0	0	0	5	1.2	5	2	1	0	0	0	0	12	1.5	17	1.4	(50)
20:00-20:30	1	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	6	1.5	7	1.2	(45)
20:30-21:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	4	0.5	(41)
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	390	104	8	0	0	0	0			349	104	8	0	0	0	0					

Parameters:

Site Reference: HO-02-D-01 MULTI-MODAL Site
Latitude/Longitude: 51.43795, -0.38559
Land Use Type: 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
Region/Area: /HOUNSLOW

Description: INDUSTRIAL ESTATE
Street: HAMPTON ROAD WEST
District: HANWORTH
Town: FELTHAM
Post Code: TW13 6DH
Planning Authority:

Location: Suburban Area
Location Sub Category: Industrial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 0%
Research & Development 0%
Light Industrial 0%
General Industrial 0%

Storage & Distribution
100%

Population within 500m: 500
Population within 1 Mile: 10,001 to 15,000
Population within 5 Miles: 50,001 to 75,000
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 168+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	168		168
Monday-Friday	0700-1000	42		42
Monday-Friday	1600-1900	42		42
Saturday	0700-1900	148		148
Sunday	0700-1900	146		146

Is site associated with a travel plan: Yes
If not, are there any plans to implement a Travel Plan in the future:
Is survey data available before the implementation of the Travel Plan: No
Is the location of the site hilly or flat: Flat
Urban Regeneration: No
Standard Assessment Methodology (SAM): Yes
PTAL Rating: 2 - Poor
Covid-19 Restrictions:

Local Traffic Calming Features
Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Site area 1.9199999570846558 hect

Gross floor area 7400 sqm
Parking Spaces 93
Number of employees 59

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located just off the A316 Twickenham Road, which heads north-east and south-west. Other local roads head towards various parts of the local area.

The site has a single access for all modes.

The site is within an area of commercial and industrial development, with residential streets a little further out. Hanworth Park is located to the west of the site.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes

6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Heathrow	7	9

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

There are lockers and changing/shower facilities for staff who cycle, and there are local cycle routes available. CCTV also covers the cycle parking area.

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2015
Nearest Primary School	0.9 kilometres
Nearest Secondary School	2.6 kilometres
Nearest Local Shop/Corner Shop	0.4 kilometres
Nearest Main Supermarket	1 kilometres
Nearest Doctors Surgery	0.4 kilometres
Nearest Hospital with Minor Injuries/A & E	6.8 kilometres
Nearest Sports/Leisure Centre	0.8 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00012970
Number of people employed within Census Output Area/Data Zone	190
Number of households within Census Output Area/Data Zone	142
Number of people living within Census Output Area/Data Zone	428
Area of Census Output Area (hectares)	12.00
Population density within Census Output Area (per hectare)	37.00

Additional Travel Plan Features

Changes from Previous Survey

Travel Plan Type

Type Compulsory

Travel Plan History

Date of Travel Plan implementation August 2012

Has the Travel Plan been accredited, or received an award in recognition of its quality, from either a national body such as ACT or a local authority? No

Travel Plan Target Group

Main target market(s) for the Travel Plan	
Staff	Target group
Visitors	Not a target group
Customers	Not a target group
Students	Not present
Patients	Not present
All site users	Not a target group
Other	
Other (specify)	

Travel Plan Co-Ordinator

Is there a Travel Plan co-ordinator - a member of staff whose job it is to manage the implementation of the Travel Plan? Yes

If YES to the above, do they work on the Travel Plan full time or part time? Part time

Pre-Travel Plan Mode Split

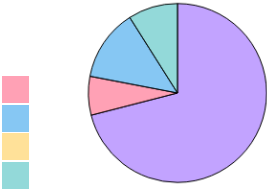
Was modal split data obtained before the introduction of the Travel Plan? No

Vehicle Occupants
Cyclists
Public Transport Users
Pedestrians

Travel Plan Modal Split Targets

Did the Travel Plan identify mode split targets? Yes

Vehicle Occupants	71%
Cyclists	7%
Public Transport Users	13%
Pedestrians	9%



Travel Plan Targets

Changes In Site Environment And Circumstances

Since the travel plan was implemented, have any of the following changes occurred?

Has there been large scale changes in numbers of staff on site? No

Has there been a change in site function from, for example, call centre to head office; or from administrative to sales, etc? No

Have parking controls been implemented around a site where previously many staff parked at no charge? No

Has there been large scale changes in local public transport services? No

Has the site been relocated to somewhere with different accessibility characteristics (e.g. from city centre to edge of town)? No

Factors that may have affected trip rates

Additional Travel Plan Comments

Cycling Measures

Covered cycle racks close to building entrances No

Date implemented

Capital cost

Annual operating cost

Good lighting in cycle parking areas No

Date implemented

Capital cost

Annual operating cost

Lockers/Facilities for staff who cycle to store their clothing Yes

Date implemented August 2012

Capital cost

Annual operating cost

Secure well-lit/covered cycle parking compound No

Date implemented

Capital cost

Annual operating cost

CCTV coverage of cycle parking areas Yes

Date implemented August 2012

Capital cost

Annual operating cost

Shower and changing facilities for staff who cycle and walk Yes

Date implemented August 2012

Capital cost

Annual operating cost

Good network of cycle routes linking the site to main residential areas locally Yes

Date implemented

Capital cost

Annual operating cost

Additional comments

Costs for travel plan elements are not known.

Information on when the local network of cycle routes was implemented is not known (this was not part of the site's travel plan).

Car Sharing Measures

Car-share matching system where employer takes active role in setting up car-share teams (i.e. more than just a voluntary noticeboard) No

Date implemented

Capital cost

Annual operating cost

Guaranteed free ride home available to all staff if they car-share and need to get home in an emergency Yes

Date implemented

Capital cost

Annual operating cost

Priority parking spaces for car-sharers close to building entrances No

Date implemented

Capital cost

Annual operating cost

Car Club available locally that could be used by occupants of the site No

Date implemented

Capital cost

Annual operating cost

Does the site operate its own Car Club, or subscribe to an independent Car Club organisation? No

Date implemented

Capital cost

Annual operating cost

Additional comments

Costs of travel plan elements are not known.

Car Parking Management

Limited availability of on-site parking spaces (on-site parking supply is set at less than demand for target group of Travel Plan) No

Date implemented

Capital cost

Annual operating cost

Parking permit eligibility restrictions (e.g. only staff without viable public transport alternative are issued with a permit) No

Date implemented

Capital cost

Annual operating cost

Charging for parking for Travel Plan target group (e.g. staff, patients, visitors, etc.) No
Date implemented

Capital cost

Annual operating cost

Charge

Period of Charge

Parking enforcement (e.g. barrier control, parking attendants, clamping, ticketing) No
on-site

Date implemented

Capital cost

Annual operating cost

Additional comments

Financial Incentives

Daily payment of £2 or more to staff not to use the car (also known as cash-out) No
Date implemented

Capital cost

Annual operating cost

Daily payment value

Annual payment to give up entitlement to a parking permit No
Date implemented

Capital cost

Annual operating cost

Annual payment value

Site provides employees with season ticket/cycle loans No
Date implemented

Capital cost

Annual operating cost

Annual loan amount

Additional comments

Public Transport Measures

Bus waiting facilities (clean, graffiti-free bus shelter and seats) close to the site's main entrance (e.g. within 400 metres) No
Date implemented

Capital cost

Annual operating cost

New/improved bus services close to the site No
Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to bus/tram stops within 400 metres No
Date implemented

Capital cost

Annual operating cost

Secure well-lit pedestrian routes to railway stations within 1000 metres No

Date implemented

Capital cost

Annual operating cost

Public transport information provided on site on paper and/or computer No

Date implemented

Capital cost

Annual operating cost

Publicity and awareness raising material about local public transport No

Date implemented

Capital cost

Annual operating cost

Personalised journey planning/travel assistance (e.g. helpline) No

Date implemented

Capital cost

Annual operating cost

Additional comments

Shuttle Bus

Shuttle bus(es) to main staff/customer residential areas No

Date implemented

Capital cost

Annual operating cost

Shuttle bus(es) to railway and/or bus station(s) No

Date implemented

Capital cost

Annual operating cost

Additional comments

DEVELOPMENT DETAILS 01

Site Reference:	HO-02-D-01 MULTI-MODAL Site
Trade name:	HANWORTH TRADE PARK
Site area (h/a):	1.92
Gross floor area (sqm)	7400
GFA not in use (sqm)	1030
Open since	2012
Total Employees	59
Full Time Employees	49
Part Time Employees	10
Approximate % of total employees working standard 9-5 hours or similar	85%
Approximate % of total employees working from home (any amount)	%
GFA per employee	125.424
Number of units	5
Name of nearest site	HOUNSLOW TRADE PK
Distance to nearest similar site	4.0 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	06:30 to 20:00
Friday	06:30 to 20:00
Saturday	07:00 to 16:00
Sunday	10:00 to 16:00

Comments:

In addition to the GFA there is a permanent external storage area of 1,800m².

The opening times shown are for the main unit at the site. The other units are open from 0730-1730 Mondays to Fridays and 0800-1400 Saturdays.

At the time of the survey the site was occupied by the following companies:

- Selco
- HSS Equipment Hire
- Eco House
- Wilsons
- B&P Bathrooms & Plumbing Services

Two further units were being fitted out, with one unit being empty.

On-Site Parking	
Total no. of parking spaces:	93
Parking Spaces Per Hectare:	48.438
Parking Spaces Per 100m2 GFA:	1.257

Number of spaces	
Employee	52
Disabled	2
Visitor/Customer	36
OGV parking bays	0
OGV loading bays	3
Cycle racks	
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0

Parking charges	No
-----------------	----

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The number of cycle spaces is not known.

Types of servicing vehicle parking taking place	
on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	

Off-Site parking details	
Is there off-site parking available	No
Off-Site parking included in the counts	No
Free On-Street parking available nearby	Yes
If prepared to pay, easy to find somewhere to park off-site all day	Yes

Parking restrictions	
Area subject to parking restrictions (controlled parking zone - CPZ)	No

Off-Street parking	
Off-Street parking available	No

Park & Ride	
Park & Ride Type Facility providing relevant means of accessing the site	No

Site reference: HO-02-D-01 Survey date: 25/06/2015 Day of week: Thursday

Multi-Modal survey site

Vehicles Surveyed:

Survey type: Manual Count
AM weather: Hot and Clear
PM weather: Hot and Clear

Initial car park occupancy: 0 Final car park occupancy: 0

Total People to Total Vehicles ratio (all time periods and directions): 1.30

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 0.0% (93 On-Site Spaces)

Data proportions in %

Motor cars	36	Motor cycles	1	Public Service	0
Light goods	53	OGV (1)	8	OGV (2)	2
				Taxis	0

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	121	5	95
OGV (2)	28	0	100
Light Goods	767	0	100
Motor Car	519	0	100
Motor Cycle	10	0	100

Time	Arr 722	Dep 722	Totals 1444	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	3	0	3	(3)
6:00-6:30	19	2	21	(20)
6:30-7:00	22	14	36	(28)
7:00-7:30	27	31	58	(24)
7:30-8:00	28	26	54	(26)
8:00-8:30	29	31	60	(24)
8:30-9:00	35	30	65	(29)
9:00-9:30	31	22	53	(38)
9:30-10:00	34	32	66	(40)
10:00-10:30	49	46	95	(43)
10:30-11:00	46	38	84	(51)
11:00-11:30	42	43	85	(50)
11:30-12:00	29	41	70	(38)
12:00-12:30	40	36	76	(42)
12:30-13:00	37	38	75	(41)
13:00-13:30	29	34	63	(36)
13:30-14:00	31	27	58	(40)
14:00-14:30	25	32	57	(33)
14:30-15:00	25	28	53	(30)
15:00-15:30	24	28	52	(26)
15:30-16:00	27	29	56	(24)
16:00-16:30	18	23	41	(19)
16:30-17:00	13	23	36	(9)
17:00-17:30	16	18	34	(7)

Time	Arr 722	Dep 722	Totals 1444	Parking Accum
17:30-18:00	5	11	16	(1)
18:00-18:30	12	10	22	(3)
18:30-19:00	13	13	26	(3)
19:00-19:30	9	6	15	(6)
19:30-20:00	4	10	14	(0)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

No PSV's or taxis visited the site during this survey.

When the OGV parking areas are busy, OGV's also park in general areas within the site.

Site reference: HO-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Total People

Time	Arr 944	Dep 938	Totals 1882	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	11	0	11	(11)
6:00-6:30	30	2	32	(39)
6:30-7:00	40	14	54	(65)
7:00-7:30	43	33	76	(75)
7:30-8:00	40	39	79	(76)
8:00-8:30	38	43	81	(71)
8:30-9:00	45	35	80	(81)
9:00-9:30	36	32	68	(85)
9:30-10:00	46	43	89	(88)
10:00-10:30	51	62	113	(77)
10:30-11:00	60	48	108	(89)
11:00-11:30	53	52	105	(90)
11:30-12:00	36	38	74	(88)
12:00-12:30	41	42	83	(87)
12:30-13:00	46	49	95	(84)
13:00-13:30	41	42	83	(83)
13:30-14:00	39	37	76	(85)
14:00-14:30	39	38	77	(86)
14:30-15:00	32	36	68	(82)
15:00-15:30	22	38	60	(66)
15:30-16:00	33	38	71	(61)
16:00-16:30	26	32	58	(55)
16:30-17:00	16	34	50	(37)
17:00-17:30	21	23	44	(35)
17:30-18:00	7	17	24	(25)
18:00-18:30	22	17	39	(30)
18:30-19:00	16	16	32	(30)
19:00-19:30	10	14	24	(26)
19:30-20:00	4	24	28	(6)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01

Survey date: 25/06/2015

Day of week: Thursday

Multi-Modal survey site

Vehicles Surveyed:

OGVs

Data proportions in %

OGV (1) 8

OGV (2) 2

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 149	Accum
	OGV1 0	OGV2 0	Total 0	OGV1 77	OGV2 72	Total 149		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30	0	0	0	0	0	0	0	(0)
5:30-6:00	0	0	0	0	0	0	0	(0)
6:00-6:30	0	0	0	1	0	1	1	(1)
6:30-7:00	0	0	0	2	2	4	4	(1)
7:00-7:30	0	0	0	3	4	7	7	(0)
7:30-8:00	0	0	0	1	3	4	4	(-2)
8:00-8:30	0	0	0	4	2	6	6	(0)
8:30-9:00	0	0	0	6	6	12	12	(0)
9:00-9:30	0	0	0	1	4	5	5	(-3)
9:30-10:00	0	0	0	4	2	6	6	(-1)
10:00-10:30	0	0	0	6	5	11	11	(0)
10:30-11:00	0	0	0	4	4	8	8	(0)
11:00-11:30	0	0	0	6	4	10	10	(2)
11:30-12:00	0	0	0	5	6	11	11	(1)
12:00-12:30	0	0	0	2	4	6	6	(-1)
12:30-13:00	0	0	0	3	3	6	6	(-1)
13:00-13:30	0	0	0	3	2	5	5	(0)
13:30-14:00	0	0	0	4	5	9	9	(-1)
14:00-14:30	0	0	0	1	2	3	3	(-2)
14:30-15:00	0	0	0	2	1	3	3	(-1)
15:00-15:30	0	0	0	6	4	10	10	(1)
15:30-16:00	0	0	0	2	2	4	4	(1)
16:00-16:30	0	0	0	6	2	8	8	(5)
16:30-17:00	0	0	0	1	4	5	5	(2)
17:00-17:30	0	0	0	3	1	4	4	(4)
17:30-18:00	0	0	0	1	0	1	1	(5)
18:00-18:30	0	0	0	0	0	0	0	(5)
18:30-19:00	0	0	0	0	0	0	0	(5)
19:00-19:30	0	0	0	0	0	0	0	(5)
19:30-20:00	0	0	0	0	0	0	0	(5)
20:00-20:30								
20:30-21:00								
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: HO-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Cyclists

Time	Arr 11	Dep 11	Totals 22	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	4	0	4	(4)
6:00-6:30	0	0	0	(4)
6:30-7:00	1	0	1	(5)
7:00-7:30	0	0	0	(5)
7:30-8:00	0	0	0	(5)
8:00-8:30	0	0	0	(5)
8:30-9:00	0	1	1	(4)
9:00-9:30	0	0	0	(4)
9:30-10:00	1	0	1	(5)
10:00-10:30	0	1	1	(4)
10:30-11:00	1	0	1	(5)
11:00-11:30	1	1	2	(5)
11:30-12:00	0	0	0	(5)
12:00-12:30	0	0	0	(5)
12:30-13:00	0	0	0	(5)
13:00-13:30	0	0	0	(5)
13:30-14:00	0	0	0	(5)
14:00-14:30	2	0	2	(7)
14:30-15:00	0	0	0	(7)
15:00-15:30	0	3	3	(4)
15:30-16:00	0	0	0	(4)
16:00-16:30	0	2	2	(2)
16:30-17:00	1	0	1	(3)
17:00-17:30	0	1	1	(2)
17:30-18:00	0	0	0	(2)
18:00-18:30	0	0	0	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30	0	0	0	(2)
19:30-20:00	0	2	2	(0)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Pedestrians

Time	Arr 56	Dep 63	Totals 119	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	3	0	3	(3)
6:00-6:30	4	0	4	(7)
6:30-7:00	7	0	7	(14)
7:00-7:30	2	0	2	(16)
7:30-8:00	3	1	4	(18)
8:00-8:30	3	1	4	(20)
8:30-9:00	0	1	1	(19)
9:00-9:30	0	2	2	(17)
9:30-10:00	1	3	4	(15)
10:00-10:30	2	4	6	(13)
10:30-11:00	5	3	8	(15)
11:00-11:30	2	2	4	(15)
11:30-12:00	2	3	5	(14)
12:00-12:30	1	2	3	(13)
12:30-13:00	1	3	4	(11)
13:00-13:30	4	3	7	(12)
13:30-14:00	3	2	5	(13)
14:00-14:30	3	0	3	(16)
14:30-15:00	2	3	5	(15)
15:00-15:30	0	3	3	(12)
15:30-16:00	2	4	6	(10)
16:00-16:30	1	2	3	(9)
16:30-17:00	0	3	3	(6)
17:00-17:30	0	3	3	(3)
17:30-18:00	2	3	5	(2)
18:00-18:30	2	2	4	(2)
18:30-19:00	1	2	3	(1)
19:00-19:30	0	2	2	(-1)
19:30-20:00	0	6	6	(-7)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
People Surveyed:

Survey date: 25/06/2015
Public Transport Users

Day of week: Thursday

Time	Arr 19	Dep 15	Totals 34	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	1	0	1	(1)
6:00-6:30	3	0	3	(4)
6:30-7:00	2	0	2	(6)
7:00-7:30	3	0	3	(9)
7:30-8:00	2	0	2	(11)
8:00-8:30	1	0	1	(12)
8:30-9:00	0	0	0	(12)
9:00-9:30	0	0	0	(12)
9:30-10:00	1	0	1	(13)
10:00-10:30	1	2	3	(12)
10:30-11:00	0	1	1	(11)
11:00-11:30	1	0	1	(12)
11:30-12:00	1	0	1	(13)
12:00-12:30	0	0	0	(13)
12:30-13:00	0	0	0	(13)
13:00-13:30	0	1	1	(12)
13:30-14:00	0	0	0	(12)
14:00-14:30	1	0	1	(13)
14:30-15:00	0	1	1	(12)
15:00-15:30	0	2	2	(10)
15:30-16:00	1	0	1	(11)
16:00-16:30	0	0	0	(11)
16:30-17:00	0	2	2	(9)
17:00-17:30	1	1	2	(9)
17:30-18:00	0	0	0	(9)
18:00-18:30	0	0	0	(9)
18:30-19:00	0	0	0	(9)
19:00-19:30	0	1	1	(8)
19:30-20:00	0	4	4	(4)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Bus/Tram Passengers

Day of week: Thursday

Time	Arr 19	Dep 15	Totals 34	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	1	0	1	(1)
6:00-6:30	3	0	3	(4)
6:30-7:00	2	0	2	(6)
7:00-7:30	3	0	3	(9)
7:30-8:00	2	0	2	(11)
8:00-8:30	1	0	1	(12)
8:30-9:00	0	0	0	(12)
9:00-9:30	0	0	0	(12)
9:30-10:00	1	0	1	(13)
10:00-10:30	1	2	3	(12)
10:30-11:00	0	1	1	(11)
11:00-11:30	1	0	1	(12)
11:30-12:00	1	0	1	(13)
12:00-12:30	0	0	0	(13)
12:30-13:00	0	0	0	(13)
13:00-13:30	0	1	1	(12)
13:30-14:00	0	0	0	(12)
14:00-14:30	1	0	1	(13)
14:30-15:00	0	1	1	(12)
15:00-15:30	0	2	2	(10)
15:30-16:00	1	0	1	(11)
16:00-16:30	0	0	0	(11)
16:30-17:00	0	2	2	(9)
17:00-17:30	1	1	2	(9)
17:30-18:00	0	0	0	(9)
18:00-18:30	0	0	0	(9)
18:30-19:00	0	0	0	(9)
19:00-19:30	0	1	1	(8)
19:30-20:00	0	4	4	(4)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Cars

Time	Arr 271	Dep 248	Totals 519	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	3	0	3	(3)
6:00-6:30	10	1	11	(12)
6:30-7:00	9	4	13	(17)
7:00-7:30	9	4	13	(22)
7:30-8:00	12	3	15	(31)
8:00-8:30	10	8	18	(33)
8:30-9:00	6	3	9	(36)
9:00-9:30	16	4	20	(48)
9:30-10:00	14	18	32	(44)
10:00-10:30	15	13	28	(46)
10:30-11:00	16	11	27	(51)
11:00-11:30	13	13	26	(51)
11:30-12:00	10	11	21	(50)
12:00-12:30	15	19	34	(46)
12:30-13:00	16	10	26	(52)
13:00-13:30	8	14	22	(46)
13:30-14:00	7	7	14	(46)
14:00-14:30	12	9	21	(49)
14:30-15:00	12	15	27	(46)
15:00-15:30	7	13	20	(40)
15:30-16:00	7	10	17	(37)
16:00-16:30	5	10	15	(32)
16:30-17:00	4	6	10	(30)
17:00-17:30	9	9	18	(30)
17:30-18:00	2	8	10	(24)
18:00-18:30	6	6	12	(24)
18:30-19:00	9	6	15	(27)
19:00-19:30	6	5	11	(28)
19:30-20:00	3	8	11	(23)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

LGVs

Time	Arr 369	Dep 398	Totals 767	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	8	1	9	(7)
6:30-7:00	11	8	19	(10)
7:00-7:30	15	23	38	(2)
7:30-8:00	14	20	34	(-4)
8:00-8:30	14	21	35	(-11)
8:30-9:00	23	20	43	(-8)
9:00-9:30	14	14	28	(-8)
9:30-10:00	16	12	28	(-4)
10:00-10:30	28	28	56	(-4)
10:30-11:00	26	23	49	(-1)
11:00-11:30	23	26	49	(-4)
11:30-12:00	14	24	38	(-14)
12:00-12:30	23	13	36	(-4)
12:30-13:00	18	25	43	(-11)
13:00-13:30	18	18	36	(-11)
13:30-14:00	18	15	33	(-8)
14:00-14:30	12	20	32	(-16)
14:30-15:00	11	12	23	(-17)
15:00-15:30	11	11	22	(-17)
15:30-16:00	17	16	33	(-16)
16:00-16:30	7	11	18	(-20)
16:30-17:00	8	13	21	(-25)
17:00-17:30	4	7	11	(-28)
17:30-18:00	2	3	5	(-29)
18:00-18:30	6	4	10	(-27)
18:30-19:00	4	7	11	(-30)
19:00-19:30	3	1	4	(-28)
19:30-20:00	1	2	3	(-29)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Motorcycles

Day of week: Thursday

Time	Arr 5	Dep 5	Totals 10	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	0	0	0	(0)
6:00-6:30	0	0	0	(0)
6:30-7:00	0	0	0	(0)
7:00-7:30	0	0	0	(0)
7:30-8:00	1	0	1	(1)
8:00-8:30	1	0	1	(2)
8:30-9:00	0	1	1	(1)
9:00-9:30	0	0	0	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	2	0	2	(3)
14:00-14:30	0	1	1	(2)
14:30-15:00	0	0	0	(2)
15:00-15:30	0	0	0	(2)
15:30-16:00	1	1	2	(2)
16:00-16:30	0	0	0	(2)
16:30-17:00	0	0	0	(2)
17:00-17:30	0	1	1	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30	0	0	0	(0)
19:30-20:00	0	0	0	(0)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				



Site reference: HO-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015
Servicing Vehicles

Day of week: Thursday

Time	Arr 0	Dep 0	Totals 0	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30				
7:30-8:00				
8:00-8:30				
8:30-9:00				
9:00-9:30				
9:30-10:00				
10:00-10:30				
10:30-11:00				
11:00-11:30				
11:30-12:00				
12:00-12:30				
12:30-13:00				
13:00-13:30				
13:30-14:00				
14:00-14:30				
14:30-15:00				
15:00-15:30				
15:30-16:00				
16:00-16:30				
16:30-17:00				
17:00-17:30				
17:30-18:00				
18:00-18:30				
18:30-19:00				
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 25/06/2015

Day of week: Thursday

Bus Passengers

Time	Arr 19	Dep 15	Totals 34	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30	0	0	0	(0)
5:30-6:00	1	0	1	(1)
6:00-6:30	3	0	3	(4)
6:30-7:00	2	0	2	(6)
7:00-7:30	3	0	3	(9)
7:30-8:00	2	0	2	(11)
8:00-8:30	1	0	1	(12)
8:30-9:00	0	0	0	(12)
9:00-9:30	0	0	0	(12)
9:30-10:00	1	0	1	(13)
10:00-10:30	1	2	3	(12)
10:30-11:00	0	1	1	(11)
11:00-11:30	1	0	1	(12)
11:30-12:00	1	0	1	(13)
12:00-12:30	0	0	0	(13)
12:30-13:00	0	0	0	(13)
13:00-13:30	0	1	1	(12)
13:30-14:00	0	0	0	(12)
14:00-14:30	1	0	1	(13)
14:30-15:00	0	1	1	(12)
15:00-15:30	0	2	2	(10)
15:30-16:00	1	0	1	(11)
16:00-16:30	0	0	0	(11)
16:30-17:00	0	2	2	(9)
17:00-17:30	1	1	2	(9)
17:30-18:00	0	0	0	(9)
18:00-18:30	0	0	0	(9)
18:30-19:00	0	0	0	(9)
19:00-19:30	0	1	1	(8)
19:30-20:00	0	4	4	(4)
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-D-01

Survey date: 25/06/2015

Day of week: Thursday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 858	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 849	Avg Per Veh 1.2	Totals 1707	Avg Per Veh 711.2	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0)
5:30-6:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	3	0.5	(3)
6:00-6:30	15	4	0	0	0	0	0	23	1.2	2	0	0	0	0	0	0	2	1	25	1.1	(24)
6:30-7:00	14	8	0	0	0	0	0	30	1.4	14	0	0	0	0	0	0	14	1	44	1.2	(40)
7:00-7:30	19	6	1	1	0	0	0	38	1.4	17	8	0	0	0	0	0	33	1.3	71	1.4	(45)
7:30-8:00	19	8	0	0	0	0	0	35	1.3	19	6	1	1	0	0	0	38	1.4	73	1.4	(42)
8:00-8:30	22	6	0	0	0	0	0	34	1.2	26	8	0	0	0	0	0	42	1.2	76	1.2	(34)
8:30-9:00	27	6	2	0	0	0	0	45	1.3	25	4	0	0	0	0	0	33	1.1	78	1.2	(46)
9:00-9:30	26	5	0	0	0	0	0	36	1.2	17	5	1	0	0	0	0	30	1.3	66	1.2	(52)
9:30-10:00	26	7	1	0	0	0	0	43	1.3	29	4	1	0	0	0	0	40	1.2	83	1.2	(55)
10:00-10:30	38	5	0	0	0	0	0	48	1.1	38	7	1	0	0	0	0	55	1.2	103	1.2	(48)
10:30-11:00	39	6	1	0	0	0	0	54	1.2	32	6	0	0	0	0	0	44	1.2	98	1.2	(58)
11:00-11:30	35	7	0	0	0	0	0	49	1.2	37	6	0	0	0	0	0	49	1.1	98	1.2	(58)
11:30-12:00	25	4	0	0	0	0	0	33	1.1	27	4	0	0	0	0	0	35	1.1	68	1.1	(56)
12:00-12:30	30	5	0	0	0	0	0	40	1.1	26	7	0	0	0	0	0	40	1.2	80	1.2	(56)
12:30-13:00	29	8	0	0	0	0	0	45	1.2	31	6	1	0	0	0	0	46	1.2	91	1.2	(55)
13:00-13:30	22	6	1	0	0	0	0	37	1.3	22	8	0	0	0	0	0	38	1.3	75	1.3	(54)
13:30-14:00	18	9	0	0	0	0	0	36	1.3	23	6	0	0	0	0	0	35	1.2	71	1.2	(55)
14:00-14:30	18	6	1	0	0	0	0	33	1.3	20	9	0	0	0	0	0	38	1.3	71	1.3	(50)
14:30-15:00	20	5	0	0	0	0	0	30	1.2	24	4	0	0	0	0	0	32	1.1	62	1.2	(48)
15:00-15:30	20	1	0	0	0	0	0	22	1.0	26	2	0	0	0	0	0	30	1.1	52	1.0	(40)

Time	1	2	3	4	5	6	7	Arr 858	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 849	Avg Per Veh 1.2	Totals 1707	Avg Per Veh 711.2	Accum
15:30-16:00	22	4	0	0	0	0	0	30	1.2	23	4	1	0	0	0	0	34	1.2	64	1.2	(36)
16:00-16:30	13	3	2	0	0	0	0	25	1.4	18	5	0	0	0	0	0	28	1.2	53	1.3	(33)
16:30-17:00	11	2	0	0	0	0	0	15	1.2	15	7	0	0	0	0	0	29	1.3	44	1.2	(19)
17:00-17:30	12	4	0	0	0	0	0	20	1.2	16	1	0	0	0	0	0	18	1.1	38	1.2	(21)
17:30-18:00	5	0	0	0	0	0	0	5	1	10	2	0	0	0	0	0	14	1.2	19	1.1	(12)
18:00-18:30	9	4	1	0	0	0	0	20	1.4	6	3	1	0	0	0	0	15	1.5	35	1.4	(17)
18:30-19:00	11	2	0	0	0	0	0	15	1.2	10	2	0	0	0	0	0	14	1.2	29	1.2	(18)
19:00-19:30	8	1	0	0	0	0	0	10	1.1	5	3	0	0	0	0	0	11	1.4	21	1.2	(17)
19:30-20:00	4	0	0	0	0	0	0	4	1	8	2	0	0	0	0	0	12	1.2	16	1.1	(9)
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	560	132	10	1	0	0	0			566	129	7	1	0	0	0					

ANNEX C

Parameters:

Site Reference: BT-02-B-01 MULTI-MODAL Site
Latitude/Longitude: 51.5317, -0.26629
Land Use Type: 02 - EMPLOYMENT/B - BUSINESS PARK
Region/Area: /BRENT

Description: BUSINESS PARK
Street: CENTRAL WAY
District:
Town: PARK ROYAL
Post Code: NW10 7NS
Planning Authority:

Location: Suburban Area
Location Sub Category: Commercial Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 0%
Research & Development 55%
Light Industrial 21%
General Industrial 12%

Storage & Distribution
12%

Population within 500m: 900
Population within 1 Mile: 25,001 to 50,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 1032+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	816	216	1032
Monday-Friday	0700-1000	200	27	227
Monday-Friday	1600-1900	200	25	225
Saturday	0700-1900	782	216	998
Sunday	0700-1900	478	210	688

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: Yes
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat Flat
Urban Regeneration: No
Standard Assessment Methodology (SAM): Yes
PTAL Rating: 2 - Poor
Covid-19 Restrictions:

Local Traffic Calming Features
Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Gross floor area 15111 sqm

Number of employees 9 EMPLOY
Parking Spaces 123
Number of employees 0

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located between the A40 and North Circular Road main routes, with the junction of these being around 1.5km to the west. Various other roads head towards various parts of the local area. Harlesden rail station is to the north-east, with North Acton to the south and Park Royal Underground station just over 1 kilometre to the south-west.

The site has a single vehicle access and two gated pedestrian accesses.

The site is situated next to Central Middlesex Hospital, and is surrounded by various industrial, retail and commercial developments, with a small residential area just to the east.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes

4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes

5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes

6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Shepherds Bush	6	28
Golders Green	6	47
South Harrow	5	45
Chippenhams Road	5	65

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes

8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes

9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat): Yes

10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Watford Junction	3	29
Harrow & Wealdstone	6	13

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

The bus services shown are the most frequent. There are other services also available.

Design features encouraging non-car modes

12. Pedestrians

There is a secondary pedestrian access off Acton Lane to encourage pedestrian trips.

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2016
Nearest Primary School	1.3 kilometres
Nearest Secondary School	3 kilometres
Nearest Local Shop/Corner Shop	0.7 kilometres
Nearest Main Supermarket	0.6 kilometres
Nearest Doctors Surgery	1.5 kilometres
Nearest Hospital with Minor Injuries/A & E	0.2 kilometres
Nearest Sports/Leisure Centre	2.8 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00174692
Number of people employed within Census Output Area/Data Zone	1001
Number of households within Census Output Area/Data Zone	783
Number of people living within Census Output Area/Data Zone	2052
Area of Census Output Area (hectares)	208.00
Population density within Census Output Area (per hectare)	10.00

DEVELOPMENT DETAILS 01

Site Reference:	BT-02-B-01 MULTI-MODAL Site
Trade name:	CENTRAL PARK
Site area (h/a):	1.60
Gross floor area (sqm)	15111
GFA not in use (sqm)	0
Open since	2012
Number of units	9
Name of nearest site	OLIVER BUSINESS PARK
Distance to nearest similar site	1.0 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	08:00 to 18:00
Friday	08:00 to 18:00
Saturday	08:00 to 18:00
Sunday	08:00 to 18:00

Comments:

The units at the site are occupied as follows:
Unit 1: Kinetic Enterprises Limited
Unit 2: Alva West Limited
Unit 3: Alaraby TV
Unit 4: Alaraby TV
Unit 5: Alaraby TV
Unit 6: Granger Hertzog
Unit 7: Christies
Unit 8: Alaraby TV
Unit 9: St John Ambulance
Employee information is not available for this site.
The nearest similar site is located 600 metres away.

On-Site Parking
Total no. of parking spaces: 123
Parking Spaces Per 100m2 GFA: 0.814
Parking Spaces Per Employee:

Number of spaces
Employee 123
Disabled 0
Visitor/Customer 0
OGV parking bays 0
OGV loading bays 0
Cycle racks 44
Parent & Toddler 0
Motorcycle spaces 0
Electric Vehicle Charging Bays 0
Is this site associated with a Car Club?

Parking charges No

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The parking spaces are not allocated to any specific type. The bays are at the front of each unit, allocated to each tenant.

Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise) Yes
off-site (on-street, in designated loading/servicing bays) No
off-site (in restricted areas e.g. double yellow lines)

Off-Site parking details
Is there off-site parking available No
Off-Site parking included in the counts No
Free On-Street parking available nearby Yes
If prepared to pay, easy to find somewhere to park off-site all day No

Parking restrictions
Area subject to parking restrictions (controlled parking zone - CPZ) No

Off-Street parking
Off-Street parking available No

Park & Ride
Park & Ride Type Facility providing relevant means of accessing the site No

Site reference: BT-02-B-01 Survey date: 21/04/2016 Day of week: Thursday

Multi-Modal survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy: 47

Total Vehicles

Manual Count

Cold and Clear

Cold and Clear

Final car park occupancy: 29

Total People to Total Vehicles ratio (all time periods and directions): 1.76

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 47.15% (123 On-Site Spaces)

Data proportions in %

Motor cars 48

Light goods 34

Motor cycles 2

OGV (1) 12

Public Service 0

OGV (2) 1

Taxis 3

Servicing Vehicles count recorded Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	65	100	0
OGV (2)	4	100	0
Light Goods	177	80	20
Motor Car	254	1	99
Motor Cycle	12	0	100

Time	Arr 254	Dep 272	Totals 526	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	19	6	25	60
7:30-8:00	21	4	25	77
8:00-8:30	17	7	24	87
8:30-9:00	10	7	17	90
9:00-9:30	20	12	32	98
9:30-10:00	14	8	22	104
10:00-10:30	17	15	32	106
10:30-11:00	12	12	24	106
11:00-11:30	11	8	19	109
11:30-12:00	9	10	19	108
12:00-12:30	10	7	17	111
12:30-13:00	11	17	28	105
13:00-13:30	20	9	29	116
13:30-14:00	10	22	32	104
14:00-14:30	9	10	19	103
14:30-15:00	10	16	26	97
15:00-15:30	9	12	21	94
15:30-16:00	5	17	22	82
16:00-16:30	4	12	16	74
16:30-17:00	3	16	19	61
17:00-17:30	5	8	13	58

Time	Arr 254	Dep 272	Totals 526	Parking Accum
17:30-18:00	2	15	17	45
18:00-18:30	5	10	15	40
18:30-19:00	1	12	13	29
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
No PSV's visited the site during this survey.
OGV's visiting the site park in the general parking area, as there are no specified OGV parking spaces or loading bays present.

Site reference: BT-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Total People

Time	Arr 452	Dep 473	Totals 925	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	35	6	41	(29)
7:30-8:00	53	7	60	(75)
8:00-8:30	38	9	47	(104)
8:30-9:00	25	10	35	(119)
9:00-9:30	38	18	56	(139)
9:30-10:00	17	14	31	(142)
10:00-10:30	23	17	40	(148)
10:30-11:00	18	17	35	(149)
11:00-11:30	21	13	34	(157)
11:30-12:00	15	17	32	(155)
12:00-12:30	17	13	30	(159)
12:30-13:00	19	24	43	(154)
13:00-13:30	37	24	61	(167)
13:30-14:00	20	33	53	(154)
14:00-14:30	13	13	26	(154)
14:30-15:00	15	23	38	(146)
15:00-15:30	12	24	36	(134)
15:30-16:00	10	38	48	(106)
16:00-16:30	4	16	20	(94)
16:30-17:00	6	40	46	(60)
17:00-17:30	6	23	29	(43)
17:30-18:00	3	32	35	(14)
18:00-18:30	6	23	29	(-3)
18:30-19:00	1	19	20	(-21)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

OGVs

Data proportions in % OGV (1) 12 OGV (2) 1

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 69	Accum
	OGV1 0	OGV2 2	Total 2	OGV1 33	OGV2 34	Total 67		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30								
5:30-6:00								
6:00-6:30								
6:30-7:00								
7:00-7:30	0	0	0	2	0	2	2	(2)
7:30-8:00	0	0	0	4	2	6	6	(4)
8:00-8:30	0	0	0	1	2	3	3	(3)
8:30-9:00	0	0	0	0	1	1	1	(2)
9:00-9:30	0	0	0	2	1	3	3	(3)
9:30-10:00	0	0	0	1	2	3	3	(2)
10:00-10:30	0	0	0	1	0	1	1	(3)
10:30-11:00	0	0	0	3	4	7	7	(2)
11:00-11:30	0	0	0	1	2	3	3	(1)
11:30-12:00	0	0	0	0	1	1	1	(0)
12:00-12:30	0	0	0	2	2	4	4	(0)
12:30-13:00	0	0	0	4	4	8	8	(0)
13:00-13:30	0	0	0	2	0	2	2	(2)
13:30-14:00	0	0	0	1	4	5	5	(-1)
14:00-14:30	0	0	0	1	0	1	1	(0)
14:30-15:00	0	0	0	2	2	4	4	(0)
15:00-15:30	0	0	0	3	4	7	7	(-1)
15:30-16:00	0	0	0	0	1	1	1	(-2)
16:00-16:30	0	0	0	0	0	0	0	(-2)
16:30-17:00	0	0	0	0	0	0	0	(-2)
17:00-17:30	0	0	0	1	0	1	1	(-1)
17:30-18:00	0	0	0	1	1	2	2	(-1)
18:00-18:30	0	0	0	1	1	2	2	(-1)
18:30-19:00	0	0	0	0	0	0	0	(-1)
19:00-19:30								
19:30-20:00								
20:00-20:30								
20:30-21:00								
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: BT-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Cyclists

Time	Arr 9	Dep 9	Totals 18	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	1	0	1	(1)
7:30-8:00	3	0	3	(4)
8:00-8:30	2	0	2	(6)
8:30-9:00	0	0	0	(6)
9:00-9:30	1	0	1	(7)
9:30-10:00	0	0	0	(7)
10:00-10:30	0	0	0	(7)
10:30-11:00	0	0	0	(7)
11:00-11:30	0	0	0	(7)
11:30-12:00	0	0	0	(7)
12:00-12:30	0	0	0	(7)
12:30-13:00	0	0	0	(7)
13:00-13:30	0	0	0	(7)
13:30-14:00	1	1	2	(7)
14:00-14:30	1	2	3	(6)
14:30-15:00	0	0	0	(6)
15:00-15:30	0	0	0	(6)
15:30-16:00	0	0	0	(6)
16:00-16:30	0	0	0	(6)
16:30-17:00	0	2	2	(4)
17:00-17:30	0	1	1	(3)
17:30-18:00	0	0	0	(3)
18:00-18:30	0	1	1	(2)
18:30-19:00	0	2	2	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Pedestrians

Time	Arr 58	Dep 60	Totals 118	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	2	1	3	(1)
8:00-8:30	8	0	8	(9)
8:30-9:00	6	2	8	(13)
9:00-9:30	4	5	9	(12)
9:30-10:00	0	2	2	(10)
10:00-10:30	3	1	4	(12)
10:30-11:00	1	4	5	(9)
11:00-11:30	5	1	6	(13)
11:30-12:00	2	5	7	(10)
12:00-12:30	4	5	9	(9)
12:30-13:00	6	2	8	(13)
13:00-13:30	8	9	17	(12)
13:30-14:00	4	1	5	(15)
14:00-14:30	0	1	1	(14)
14:30-15:00	0	2	2	(12)
15:00-15:30	0	2	2	(10)
15:30-16:00	3	3	6	(10)
16:00-16:30	0	1	1	(9)
16:30-17:00	1	4	5	(6)
17:00-17:30	0	4	4	(2)
17:30-18:00	1	5	6	(-2)
18:00-18:30	0	0	0	(-2)
18:30-19:00	0	0	0	(-2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 21/04/2016
Public Transport Users

Day of week: Thursday

Time	Arr 90	Dep 89	Totals 179	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	15	0	15	(15)
7:30-8:00	19	2	21	(32)
8:00-8:30	10	2	12	(40)
8:30-9:00	9	0	9	(49)
9:00-9:30	9	0	9	(58)
9:30-10:00	3	0	3	(61)
10:00-10:30	2	0	2	(63)
10:30-11:00	1	1	2	(63)
11:00-11:30	3	3	6	(63)
11:30-12:00	4	1	5	(66)
12:00-12:30	1	0	1	(67)
12:30-13:00	1	1	2	(67)
13:00-13:30	4	3	7	(68)
13:30-14:00	2	4	6	(66)
14:00-14:30	3	0	3	(69)
14:30-15:00	1	3	4	(67)
15:00-15:30	0	4	4	(63)
15:30-16:00	1	14	15	(50)
16:00-16:30	0	3	3	(47)
16:30-17:00	2	14	16	(35)
17:00-17:30	0	9	9	(26)
17:30-18:00	0	11	11	(15)
18:00-18:30	0	11	11	(4)
18:30-19:00	0	3	3	(1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016
Bus/Tram Passengers

Day of week: Thursday

Time	Arr 24	Dep 21	Totals 45	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	3	0	3	(3)
7:30-8:00	3	0	3	(6)
8:00-8:30	2	1	3	(7)
8:30-9:00	1	0	1	(8)
9:00-9:30	3	0	3	(11)
9:30-10:00	2	0	2	(13)
10:00-10:30	2	0	2	(15)
10:30-11:00	1	1	2	(15)
11:00-11:30	0	1	1	(14)
11:30-12:00	1	1	2	(14)
12:00-12:30	0	0	0	(14)
12:30-13:00	1	0	1	(15)
13:00-13:30	3	0	3	(18)
13:30-14:00	1	1	2	(18)
14:00-14:30	0	0	0	(18)
14:30-15:00	0	0	0	(18)
15:00-15:30	0	1	1	(17)
15:30-16:00	1	3	4	(15)
16:00-16:30	0	0	0	(15)
16:30-17:00	0	2	2	(13)
17:00-17:30	0	3	3	(10)
17:30-18:00	0	1	1	(9)
18:00-18:30	0	5	5	(4)
18:30-19:00	0	1	1	(3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Total Rail Passengers

Time	Arr 66	Dep 68	Totals 134	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	12	0	12	(12)
7:30-8:00	16	2	18	(26)
8:00-8:30	8	1	9	(33)
8:30-9:00	8	0	8	(41)
9:00-9:30	6	0	6	(47)
9:30-10:00	1	0	1	(48)
10:00-10:30	0	0	0	(48)
10:30-11:00	0	0	0	(48)
11:00-11:30	3	2	5	(49)
11:30-12:00	3	0	3	(52)
12:00-12:30	1	0	1	(53)
12:30-13:00	0	1	1	(52)
13:00-13:30	1	3	4	(50)
13:30-14:00	1	3	4	(48)
14:00-14:30	3	0	3	(51)
14:30-15:00	1	3	4	(49)
15:00-15:30	0	3	3	(46)
15:30-16:00	0	11	11	(35)
16:00-16:30	0	3	3	(32)
16:30-17:00	2	12	14	(22)
17:00-17:30	0	6	6	(16)
17:30-18:00	0	10	10	(6)
18:00-18:30	0	6	6	(0)
18:30-19:00	0	2	2	(-2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Taxis

Time	Arr 7	Dep 7	Totals 14	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	1	1	2	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	1	1	2	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	1	2	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	1	1	2	(0)
15:00-15:30	1	1	2	(0)
15:30-16:00	1	1	2	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	1	1	2	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Cars

Time	Arr 121	Dep 133	Totals 254	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	12	5	17	(7)
7:30-8:00	12	1	13	(18)
8:00-8:30	10	3	13	(25)
8:30-9:00	4	2	6	(27)
9:00-9:30	11	4	15	(34)
9:30-10:00	8	1	9	(41)
10:00-10:30	8	7	15	(42)
10:30-11:00	3	4	7	(41)
11:00-11:30	5	2	7	(44)
11:30-12:00	5	1	6	(48)
12:00-12:30	3	3	6	(48)
12:30-13:00	4	7	11	(45)
13:00-13:30	11	6	17	(50)
13:30-14:00	3	11	14	(42)
14:00-14:30	6	6	12	(42)
14:30-15:00	5	5	10	(42)
15:00-15:30	2	6	8	(38)
15:30-16:00	1	9	10	(30)
16:00-16:30	1	6	7	(25)
16:30-17:00	1	10	11	(16)
17:00-17:30	2	4	6	(14)
17:30-18:00	1	12	13	(3)
18:00-18:30	3	8	11	(-2)
18:30-19:00	0	10	10	(-12)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

LGVs

Time	Arr 87	Dep 90	Totals 177	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	3	1	4	(2)
7:30-8:00	4	1	5	(5)
8:00-8:30	4	2	6	(7)
8:30-9:00	6	4	10	(9)
9:00-9:30	7	7	14	(9)
9:30-10:00	5	5	10	(9)
10:00-10:30	8	8	16	(9)
10:30-11:00	5	2	7	(12)
11:00-11:30	4	4	8	(12)
11:30-12:00	4	8	12	(8)
12:00-12:30	5	2	7	(11)
12:30-13:00	2	5	7	(8)
13:00-13:30	7	1	8	(14)
13:30-14:00	5	5	10	(14)
14:00-14:30	2	3	5	(13)
14:30-15:00	2	7	9	(8)
15:00-15:30	3	1	4	(10)
15:30-16:00	3	5	8	(8)
16:00-16:30	3	6	9	(5)
16:30-17:00	2	5	7	(2)
17:00-17:30	2	4	6	(0)
17:30-18:00	0	2	2	(-2)
18:00-18:30	1	1	2	(-2)
18:30-19:00	0	1	1	(-3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016
Motorcycles

Day of week: Thursday

Time	Arr 6	Dep 6	Totals 12	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	2	0	2	(2)
7:30-8:00	1	0	1	(3)
8:00-8:30	2	0	2	(5)
8:30-9:00	0	0	0	(5)
9:00-9:30	0	0	0	(5)
9:30-10:00	0	0	0	(5)
10:00-10:30	0	0	0	(5)
10:30-11:00	0	0	0	(5)
11:00-11:30	1	0	1	(6)
11:30-12:00	0	0	0	(6)
12:00-12:30	0	0	0	(6)
12:30-13:00	0	0	0	(6)
13:00-13:30	0	2	2	(4)
13:30-14:00	0	0	0	(4)
14:00-14:30	0	1	1	(3)
14:30-15:00	0	1	1	(2)
15:00-15:30	0	0	0	(2)
15:30-16:00	0	1	1	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	1	1	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016
Underground Passengers

Day of week: Thursday

Time	Arr 40	Dep 37	Totals 77	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	7	0	7	(7)
7:30-8:00	10	0	10	(17)
8:00-8:30	3	1	4	(19)
8:30-9:00	4	0	4	(23)
9:00-9:30	3	0	3	(26)
9:30-10:00	0	0	0	(26)
10:00-10:30	0	0	0	(26)
10:30-11:00	0	0	0	(26)
11:00-11:30	3	2	5	(27)
11:30-12:00	3	0	3	(30)
12:00-12:30	1	0	1	(31)
12:30-13:00	0	1	1	(30)
13:00-13:30	0	2	2	(28)
13:30-14:00	0	2	2	(26)
14:00-14:30	3	0	3	(29)
14:30-15:00	1	3	4	(27)
15:00-15:30	0	3	3	(24)
15:30-16:00	0	7	7	(17)
16:00-16:30	0	0	0	(17)
16:30-17:00	2	7	9	(12)
17:00-17:30	0	4	4	(8)
17:30-18:00	0	5	5	(3)
18:00-18:30	0	0	0	(3)
18:30-19:00	0	0	0	(3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016
National Rail Passengers

Day of week: Thursday

Time	Arr 26	Dep 31	Totals 57	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	5	0	5	(5)
7:30-8:00	6	2	8	(9)
8:00-8:30	5	0	5	(14)
8:30-9:00	4	0	4	(18)
9:00-9:30	3	0	3	(21)
9:30-10:00	1	0	1	(22)
10:00-10:30	0	0	0	(22)
10:30-11:00	0	0	0	(22)
11:00-11:30	0	0	0	(22)
11:30-12:00	0	0	0	(22)
12:00-12:30	0	0	0	(22)
12:30-13:00	0	0	0	(22)
13:00-13:30	1	1	2	(22)
13:30-14:00	1	1	2	(22)
14:00-14:30	0	0	0	(22)
14:30-15:00	0	0	0	(22)
15:00-15:30	0	0	0	(22)
15:30-16:00	0	4	4	(18)
16:00-16:30	0	3	3	(15)
16:30-17:00	0	5	5	(10)
17:00-17:30	0	2	2	(8)
17:30-18:00	0	5	5	(3)
18:00-18:30	0	6	6	(-3)
18:30-19:00	0	2	2	(-5)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016
Servicing Vehicles

Day of week: Thursday

Time	Arr 0	Dep 0	Totals 0	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30				
7:30-8:00				
8:00-8:30				
8:30-9:00				
9:00-9:30				
9:30-10:00				
10:00-10:30				
10:30-11:00				
11:00-11:30				
11:30-12:00				
12:00-12:30				
12:30-13:00				
13:00-13:30				
13:30-14:00				
14:00-14:30				
14:30-15:00				
15:00-15:30				
15:30-16:00				
16:00-16:30				
16:30-17:00				
17:00-17:30				
17:30-18:00				
18:00-18:30				
18:30-19:00				
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 21/04/2016

Day of week: Thursday

Bus Passengers

Time	Arr 24	Dep 21	Totals 45	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	3	0	3	(3)
7:30-8:00	3	0	3	(6)
8:00-8:30	2	1	3	(7)
8:30-9:00	1	0	1	(8)
9:00-9:30	3	0	3	(11)
9:30-10:00	2	0	2	(13)
10:00-10:30	2	0	2	(15)
10:30-11:00	1	1	2	(15)
11:00-11:30	0	1	1	(14)
11:30-12:00	1	1	2	(14)
12:00-12:30	0	0	0	(14)
12:30-13:00	1	0	1	(15)
13:00-13:30	3	0	3	(18)
13:30-14:00	1	1	2	(18)
14:00-14:30	0	0	0	(18)
14:30-15:00	0	0	0	(18)
15:00-15:30	0	1	1	(17)
15:30-16:00	1	3	4	(15)
16:00-16:30	0	0	0	(15)
16:30-17:00	0	2	2	(13)
17:00-17:30	0	3	3	(10)
17:30-18:00	0	1	1	(9)
18:00-18:30	0	5	5	(4)
18:30-19:00	0	1	1	(3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: BT-02-B-01

Survey date: 21/04/2016

Day of week: Thursday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 295	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 315	Avg Per Veh 1.2	Totals 610	Avg Per Veh 254.2	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30																					
5:30-6:00																					
6:00-6:30																					
6:30-7:00																					
7:00-7:30	19	0	0	0	0	0	0	19	1	6	0	0	0	0	0	0	6	1	25	1	(13)
7:30-8:00	16	2	3	0	0	0	0	29	1.4	4	0	0	0	0	0	0	4	1	33	1.2	(38)
8:00-8:30	16	1	0	0	0	0	0	18	1.1	7	0	0	0	0	0	0	7	1	25	1.0	(49)
8:30-9:00	10	0	0	0	0	0	0	10	1	6	1	0	0	0	0	0	8	1.1	18	1.0	(51)
9:00-9:30	16	4	0	0	0	0	0	24	1.2	11	1	0	0	0	0	0	13	1.1	37	1.2	(62)
9:30-10:00	14	0	0	0	0	0	0	14	1	6	1	0	1	0	0	0	12	1.5	26	1.2	(64)
10:00-10:30	16	1	0	0	0	0	0	18	1.1	14	1	0	0	0	0	0	16	1.1	34	1.1	(66)
10:30-11:00	9	2	1	0	0	0	0	16	1.3	12	0	0	0	0	0	0	12	1	28	1.2	(70)
11:00-11:30	9	2	0	0	0	0	0	13	1.2	7	1	0	0	0	0	0	9	1.1	22	1.2	(74)
11:30-12:00	9	0	0	0	0	0	0	9	1	9	1	0	0	0	0	0	11	1.1	20	1.0	(72)
12:00-12:30	8	2	0	0	0	0	0	12	1.2	6	1	0	0	0	0	0	8	1.1	20	1.2	(76)
12:30-13:00	10	1	0	0	0	0	0	12	1.1	13	4	0	0	0	0	0	21	1.2	33	1.2	(67)
13:00-13:30	16	3	1	0	0	0	0	25	1.2	7	1	1	0	0	0	0	12	1.3	37	1.2	(80)
13:30-14:00	7	3	0	0	0	0	0	13	1.3	17	5	0	0	0	0	0	27	1.2	40	1.2	(66)
14:00-14:30	9	0	0	0	0	0	0	9	1	10	0	0	0	0	0	0	10	1	19	1	(65)
14:30-15:00	7	2	1	0	0	0	0	14	1.4	14	2	0	0	0	0	0	18	1.1	32	1.2	(61)
15:00-15:30	7	1	1	0	0	0	0	12	1.3	7	4	1	0	0	0	0	18	1.5	30	1.4	(55)

Time	1	2	3	4	5	6	7	Arr 295	Avg Per Veh 1.2	1	2	3	4	5	6	7	Dep 315	Avg Per Veh 1.2	Totals 610	Avg Per Veh 254.2	Accum
15:30-16:00	4	1	0	0	0	0	0	6	1.2	14	2	1	0	0	0	0	21	1.2	27	1.2	(40)
16:00-16:30	4	0	0	0	0	0	0	4	1	12	0	0	0	0	0	0	12	1	16	1	(32)
16:30-17:00	3	0	0	0	0	0	0	3	1	13	2	1	0	0	0	0	20	1.2	23	1.1	(15)
17:00-17:30	4	1	0	0	0	0	0	6	1.2	7	1	0	0	0	0	0	9	1.1	15	1.2	(12)
17:30-18:00	2	0	0	0	0	0	0	2	1	14	1	0	0	0	0	0	16	1.1	18	1.0	(-2)
18:00-18:30	4	1	0	0	0	0	0	6	1.2	9	1	0	0	0	0	0	11	1.1	17	1.2	(-7)
18:30-19:00	1	0	0	0	0	0	0	1	1	10	2	0	0	0	0	0	14	1.2	15	1.1	(-20)
19:00-19:30																					
19:30-20:00																					
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	220	27	7	0	0	0	0			235	32	4	1	0	0	0					

Parameters:

Site Reference: HO-02-B-04 MULTI-MODAL Site
Latitude/Longitude: 51.49519, -0.27443
Land Use Type: 02 - EMPLOYMENT/B - BUSINESS PARK
Region/Area: /HOUNSLOW

Description: BUSINESS PARK
Street: CHISWICK HIGH ROAD
District: GUNNERSBURY
Town: CHISWICK
Post Code: W4 5YA
Planning Authority: L. B. HOUNSLOW

Location: Suburban Area
Location Sub Category: Development Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 100%
Research & Development 0%
Light Industrial 0%
General Industrial 0%

Storage & Distribution
0%

Population within 500m: 2850
Population within 1 Mile: 25,001 to 50,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 1258+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	1018	240	1258
Monday-Friday	0700-1000	264	60	324
Monday-Friday	1600-1900	240	60	300
Saturday	0700-1900	932	242	1174
Sunday	0700-1900	666	208	874

Is site associated with a travel plan: Yes
If not, are there any plans to implement a Travel Plan in the future:
Is survey data available before the implementation of the Travel Plan: Yes
Is the location of the site hilly or flat: Flat
Urban Regeneration: Yes
Standard Assessment Methodology (SAM): Yes
PTAL Rating: 2 - Poor
Covid-19 Restrictions:

Local Traffic Calming Features
Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Previous Survey HO-02-B-03

Gross floor area 185000 sqm
Number of employees 12 EMPLOY
Parking Spaces 0
Number of employees 9016

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is located just to the north-east of the junction of the M4 motorway and the North Circular Road. The site has two vehicle access points, one at the front (off Chiswick High Road) and the other at the rear (onto Bollo Lane). There has been large scale regeneration in the local area with both residential and commercial developments being built. The local train stations were also being developed at the time of this survey. Gunnersbury rail station is to the south of the site, with South Acton station to the north. Gunnersbury Triangle Nature Reserve is at the site's eastern border, with residential streets to the east and south. An industrial zone is to the north.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Chalk Farm	8	84
White City	7	36
South Kensington	6	71
Hammersmith	6	23

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat): Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Ealing Broadway	6	10
Stratford	4	57

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus services shown there are 5 services per hour to Hammersmith, the journey time taking 18 minutes, 5 per hour to Fulham (Sands End), the journey time taking 51 minutes, and a new service (which wasn't present at the time of the previous survey) at 4 buses per hour.
There are two public bus stops located within the site.

Design features encouraging non-car modes

12. Pedestrians

The main road into the site bears off around the outskirts of the site, allowing a large part of the site to become pedestrianised. There are clearly defined wide walkways which have an even surface, some of which are covered by large overhangs from the b

13. Pedal cycles

The site has a dedicated cycle lane from the main entrance of the site. There are Sheffield stands at the site. The site is well lit and there are speed restriction signs in place for vehicles. There are also cycle routes on the main road and around the C

14. Public transport

Several local bus routes stop near the site, and they are all regular (between 4 and 8 buses per hour).

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2018
Nearest Primary School	1.2 kilometres
Nearest Secondary School	2.2 kilometres
Nearest Local Shop/Corner Shop	0.2 kilometres
Nearest Main Supermarket	0.8 kilometres
Nearest Doctors Surgery	1.1 kilometres
Nearest Hospital with Minor Injuries/A & E	4.3 kilometres
Nearest Sports/Leisure Centre	0.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00013383
Number of people employed within Census Output Area/Data Zone	158
Number of households within Census Output Area/Data Zone	120
Number of people living within Census Output Area/Data Zone	276
Area of Census Output Area (hectares)	28.39
Population density within Census Output Area (per hectare)	9.40

DEVELOPMENT DETAILS 01

Site Reference:	HO-02-B-04 MULTI-MODAL Site
Trade name:	CHISWICK PARK
Site area (h/a):	13.30
Gross floor area (sqm)	185000
GFA not in use (sqm)	15040
Open since	1999
Total Employees	9016
Full Time Employees	6016
Part Time Employees	3000
Approximate % of total employees working standard 9-5 hours or similar	90%
Approximate % of total employees working from home (any amount)	%
GFA per employee	20.519
Number of units	12
Name of nearest site	CROXLEY BUSINESS PARK
Distance to nearest similar site	23.0 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	07:00 to 19:00
Friday	07:00 to 19:00
Saturday	07:00 to 19:00
Sunday	07:00 to 19:00

Comments:

This business park consists of 12 separate buildings, some of which have multiple occupants (there were a total of 65 occupants at the time of this survey including some of the world's leading companies).

The opening times shown are standard business hours. However, some units will operate outside of these hours (including a Virgin Active health club which is also on the site).

This is an award winning site and is held as a beacon, with architects from around the world visiting it.

On-Site Parking

Number of spaces

Cycle racks

286

Is this site associated with a Car Club?

Comments about the management of the site car park, along with enforcement measures

For each building it is down to the building management to allocate permits to essential users. This is then managed by wardens. The wardens also check the perimeter access road to ensure that the vehicles parked there also have permits. On Stanhope Way by the bridge there is an automatic barrier in place.

There is a security guard at the site in a permanent position advising motorists where to go.

Site parking surface or non-surface (multi-storey/underground) Surface

General Comments on Parking

The total number of parking spaces for the site is not known (nor is the breakdown between specific parking space types). The parking conditions at the site were very good. There were clear signs directing vehicles where to park and there was also good lighting and bay markings.

There is a large amount of parking space which is clearly signed and marked out. Each unit has its own number of spaces and has use of additional spaces around the perimeter access road.

The 1,280 "employee" spaces shown are actually unspecified.

The off-street off-site parking spaces (500) are available at local superstores such as B&Q, Sainsbury's, etc.

Types of servicing vehicle parking taking place

on-site (internal, within specified bays or otherwise) Yes

off-site (on-street, in designated loading/servicing bays) No

off-site (in restricted areas e.g. double yellow lines) Yes

Off-Site parking details

Is there off-site parking available No

Off-Site parking included in the counts No

Free On-Street parking available nearby No

If prepared to pay, easy to find somewhere to park off-site all day

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ) Yes, Most Of The Area

Permitted on-street parking for non-residents available within this CPZ Yes, At Special Times Of The Day

If yes, time limited for non-residents Y

Charges for non-residents parking if permitted YS

Average charge per hour 200

Maximum parking duration 240

Off-Street parking

Off-Street parking available Yes, Public Off-Street Parking is Available

Approx. available spaces 500

Parking located within a control parking zone (CPZ) Yes

Charges for this Off-Street parking No

Charge amount

Charge period

Park & Ride

Park & Ride Type Facility providing relevant means of accessing the site No

Site reference: HO-02-B-04

Survey date: 08/11/2018

Day of week: Thursday

Multi-Modal survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy:

Total Vehicles

Manual Count

Cold and Clear

Cold and Clear

Final car park occupancy:

Total People to Total Vehicles ratio (all time periods and directions): 4.91

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Data proportions in %

Motor cars 67

Light goods 8

Motor cycles 5

OGV (1) 2

Public Service 8

OGV (2) 0

Taxis 10

Servicing Vehicles count recorded

Yes

Servicing/Standard Vehicle percentages			
	Vehicles	Servicing %	Standard %
OGV (1)	68	71	29
OGV (2)	6	100	0
Light Goods	330	16	84
Motor Car	2630	0	100
Motor Cycle	192	0	100

Time	Arr 2068	Dep 1898	Totals 3966	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	100	30	130	(70)
7:30-8:00	152	49	201	(173)
8:00-8:30	167	49	216	(291)
8:30-9:00	194	42	236	(443)
9:00-9:30	144	48	192	(539)
9:30-10:00	145	46	191	(638)
10:00-10:30	87	61	148	(664)
10:30-11:00	82	38	120	(708)
11:00-11:30	75	44	119	(739)
11:30-12:00	77	58	135	(758)
12:00-12:30	76	52	128	(782)
12:30-13:00	54	86	140	(750)
13:00-13:30	83	49	132	(784)
13:30-14:00	87	48	135	(823)
14:00-14:30	62	75	137	(810)
14:30-15:00	73	83	156	(800)
15:00-15:30	39	66	105	(773)
15:30-16:00	33	62	95	(744)
16:00-16:30	64	129	193	(679)
16:30-17:00	54	181	235	(552)
17:00-17:30	59	136	195	(475)
17:30-18:00	56	173	229	(358)

Time	Arr 2068	Dep 1898	Totals 3966	Parking Accum
18:00-18:30	44	173	217	(229)
18:30-19:00	61	120	181	(170)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments
OGV's visiting the site park in general unspecified areas within the site as well as at the OGV parking space noted.
It should be noted that in this re-survey the average number of vehicle occupants per vehicle is 1.4, compared to a significantly lower 1.1 in the previous 2016 survey. However, both datasets are correct.

Site reference: HO-02-B-04
Multi-Modal survey site
People Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Total People

Time	Arr 9791	Dep 9693	Totals 19484	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	297	64	361	(233)
7:30-8:00	701	117	818	(817)
8:00-8:30	930	148	1078	(1599)
8:30-9:00	1205	207	1412	(2597)
9:00-9:30	1094	157	1251	(3534)
9:30-10:00	661	204	865	(3991)
10:00-10:30	378	210	588	(4159)
10:30-11:00	359	155	514	(4363)
11:00-11:30	222	109	331	(4476)
11:30-12:00	234	237	471	(4473)
12:00-12:30	470	435	905	(4508)
12:30-13:00	395	438	833	(4465)
13:00-13:30	453	363	816	(4555)
13:30-14:00	408	264	672	(4699)
14:00-14:30	322	311	633	(4710)
14:30-15:00	269	287	556	(4692)
15:00-15:30	165	236	401	(4621)
15:30-16:00	140	231	371	(4530)
16:00-16:30	196	499	695	(4227)
16:30-17:00	193	747	940	(3673)
17:00-17:30	195	1053	1248	(2815)
17:30-18:00	208	1485	1693	(1538)
18:00-18:30	145	1182	1327	(501)
18:30-19:00	151	554	705	(98)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

OGVs

Data proportions in % OGV (1) 2 OGV (2) 0

1 occupant per OGV is assumed, and included in the vehicle occupants count

Time	Inbound			Outbound			Totals 74	Accum
	OGV1 0	OGV2 0	Total 0	OGV1 39	OGV2 35	Total 74		
0:00-0:30								
0:30-1:00								
1:00-1:30								
1:30-2:00								
2:00-2:30								
2:30-3:00								
3:00-3:30								
3:30-4:00								
4:00-4:30								
4:30-5:00								
5:00-5:30								
5:30-6:00								
6:00-6:30								
6:30-7:00								
7:00-7:30	0	0	0	2	0	2	2	(2)
7:30-8:00	0	0	0	1	1	2	2	(2)
8:00-8:30	0	0	0	3	0	3	3	(5)
8:30-9:00	0	0	0	1	0	1	1	(6)
9:00-9:30	0	0	0	2	0	2	2	(8)
9:30-10:00	0	0	0	3	2	5	5	(9)
10:00-10:30	0	0	0	3	1	4	4	(11)
10:30-11:00	0	0	0	0	3	3	3	(8)
11:00-11:30	0	0	0	3	3	6	6	(8)
11:30-12:00	0	0	0	2	7	9	9	(3)
12:00-12:30	0	0	0	2	2	4	4	(3)
12:30-13:00	0	0	0	2	5	7	7	(0)
13:00-13:30	0	0	0	3	1	4	4	(2)
13:30-14:00	0	0	0	1	1	2	2	(2)
14:00-14:30	0	0	0	2	1	3	3	(3)
14:30-15:00	0	0	0	0	1	1	1	(2)
15:00-15:30	0	0	0	2	0	2	2	(4)
15:30-16:00	0	0	0	1	1	2	2	(4)
16:00-16:30	0	0	0	3	3	6	6	(4)
16:30-17:00	0	0	0	0	2	2	2	(2)
17:00-17:30	0	0	0	1	0	1	1	(3)
17:30-18:00	0	0	0	0	0	0	0	(3)
18:00-18:30	0	0	0	1	1	2	2	(3)
18:30-19:00	0	0	0	1	0	1	1	(4)
19:00-19:30								
19:30-20:00								
20:00-20:30								
20:30-21:00								
21:00-21:30								
21:30-22:00								
22:00-22:30								
22:30-23:00								
23:00-23:30								
23:30-24:00								

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

PSVs

Time	Arr 168	Dep 168	Totals 336	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	10	10	20	(0)
7:30-8:00	10	10	20	(0)
8:00-8:30	7	6	13	(1)
8:30-9:00	9	10	19	(0)
9:00-9:30	7	7	14	(0)
9:30-10:00	7	7	14	(0)
10:00-10:30	6	6	12	(0)
10:30-11:00	6	5	11	(1)
11:00-11:30	6	7	13	(0)
11:30-12:00	6	6	12	(0)
12:00-12:30	6	6	12	(0)
12:30-13:00	6	5	11	(1)
13:00-13:30	5	6	11	(0)
13:30-14:00	6	5	11	(1)
14:00-14:30	7	8	15	(0)
14:30-15:00	11	10	21	(1)
15:00-15:30	6	7	13	(0)
15:30-16:00	6	6	12	(0)
16:00-16:30	7	7	14	(0)
16:30-17:00	7	7	14	(0)
17:00-17:30	7	7	14	(0)
17:30-18:00	7	7	14	(0)
18:00-18:30	7	7	14	(0)
18:30-19:00	6	6	12	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
People Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Cyclists

Time	Arr 217	Dep 169	Totals 386	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	5	4	9	(1)
7:30-8:00	23	3	26	(21)
8:00-8:30	28	4	32	(45)
8:30-9:00	42	8	50	(79)
9:00-9:30	29	8	37	(100)
9:30-10:00	13	1	14	(112)
10:00-10:30	5	2	7	(115)
10:30-11:00	3	0	3	(118)
11:00-11:30	2	2	4	(118)
11:30-12:00	4	0	4	(122)
12:00-12:30	2	3	5	(121)
12:30-13:00	1	9	10	(113)
13:00-13:30	7	10	17	(110)
13:30-14:00	6	4	10	(112)
14:00-14:30	4	7	11	(109)
14:30-15:00	5	3	8	(111)
15:00-15:30	0	3	3	(108)
15:30-16:00	4	3	7	(109)
16:00-16:30	3	9	12	(103)
16:30-17:00	2	8	10	(97)
17:00-17:30	3	23	26	(77)
17:30-18:00	8	35	43	(50)
18:00-18:30	15	14	29	(51)
18:30-19:00	3	6	9	(48)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
People Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Pedestrians

Time	Arr 2120	Dep 2062	Totals 4182	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	50	12	62	(38)
7:30-8:00	138	16	154	(160)
8:00-8:30	195	26	221	(329)
8:30-9:00	277	28	305	(578)
9:00-9:30	232	24	256	(786)
9:30-10:00	112	46	158	(852)
10:00-10:30	83	33	116	(902)
10:30-11:00	65	35	100	(932)
11:00-11:30	36	24	60	(944)
11:30-12:00	39	53	92	(930)
12:00-12:30	124	162	286	(892)
12:30-13:00	123	107	230	(908)
13:00-13:30	120	101	221	(927)
13:30-14:00	91	65	156	(953)
14:00-14:30	89	72	161	(970)
14:30-15:00	59	59	118	(970)
15:00-15:30	41	43	84	(968)
15:30-16:00	33	41	74	(960)
16:00-16:30	35	92	127	(903)
16:30-17:00	44	128	172	(819)
17:00-17:30	46	218	264	(647)
17:30-18:00	33	326	359	(354)
18:00-18:30	30	252	282	(132)
18:30-19:00	25	99	124	(58)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
People Surveyed:

Survey date: 08/11/2018
Public Transport Users

Day of week: Thursday

Time	Arr 4742	Dep 4803	Totals 9545	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	120	23	143	(97)
7:30-8:00	336	47	383	(386)
8:00-8:30	470	66	536	(790)
8:30-9:00	633	123	756	(1300)
9:00-9:30	631	62	693	(1869)
9:30-10:00	327	95	422	(2101)
10:00-10:30	176	89	265	(2188)
10:30-11:00	175	71	246	(2292)
11:00-11:30	86	30	116	(2348)
11:30-12:00	97	106	203	(2339)
12:00-12:30	240	204	444	(2375)
12:30-13:00	201	205	406	(2371)
13:00-13:30	221	191	412	(2401)
13:30-14:00	189	131	320	(2459)
14:00-14:30	149	127	276	(2481)
14:30-15:00	121	116	237	(2486)
15:00-15:30	71	100	171	(2457)
15:30-16:00	64	103	167	(2418)
16:00-16:30	77	209	286	(2286)
16:30-17:00	77	336	413	(2027)
17:00-17:30	79	603	682	(1503)
17:30-18:00	101	853	954	(751)
18:00-18:30	54	643	697	(162)
18:30-19:00	47	270	317	(-61)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Bus/Tram Passengers

Time	Arr 1589	Dep 1782	Totals 3371	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	40	18	58	(22)
7:30-8:00	104	28	132	(98)
8:00-8:30	141	36	177	(203)
8:30-9:00	179	81	260	(301)
9:00-9:30	174	33	207	(442)
9:30-10:00	96	36	132	(502)
10:00-10:30	57	34	91	(525)
10:30-11:00	58	30	88	(553)
11:00-11:30	24	14	38	(563)
11:30-12:00	29	45	74	(547)
12:00-12:30	86	83	169	(550)
12:30-13:00	77	80	157	(547)
13:00-13:30	76	73	149	(550)
13:30-14:00	68	66	134	(552)
14:00-14:30	54	52	106	(554)
14:30-15:00	51	49	100	(556)
15:00-15:30	26	36	62	(546)
15:30-16:00	34	37	71	(543)
16:00-16:30	41	72	113	(512)
16:30-17:00	29	108	137	(433)
17:00-17:30	42	187	229	(288)
17:30-18:00	57	287	344	(58)
18:00-18:30	26	216	242	(-132)
18:30-19:00	20	81	101	(-193)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Total Rail Passengers

Time	Arr 3153	Dep 3021	Totals 6174	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	80	5	85	(75)
7:30-8:00	232	19	251	(288)
8:00-8:30	329	30	359	(587)
8:30-9:00	454	42	496	(999)
9:00-9:30	457	29	486	(1427)
9:30-10:00	231	59	290	(1599)
10:00-10:30	119	55	174	(1663)
10:30-11:00	117	41	158	(1739)
11:00-11:30	62	16	78	(1785)
11:30-12:00	68	61	129	(1792)
12:00-12:30	154	121	275	(1825)
12:30-13:00	124	125	249	(1824)
13:00-13:30	145	118	263	(1851)
13:30-14:00	121	65	186	(1907)
14:00-14:30	95	75	170	(1927)
14:30-15:00	70	67	137	(1930)
15:00-15:30	45	64	109	(1911)
15:30-16:00	30	66	96	(1875)
16:00-16:30	36	137	173	(1774)
16:30-17:00	48	228	276	(1594)
17:00-17:30	37	416	453	(1215)
17:30-18:00	44	566	610	(693)
18:00-18:30	28	427	455	(294)
18:30-19:00	27	189	216	(132)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Taxis

Time	Arr 202	Dep 202	Totals 404	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	5	4	9	(1)
7:30-8:00	12	6	18	(7)
8:00-8:30	4	9	13	(2)
8:30-9:00	8	7	15	(3)
9:00-9:30	7	9	16	(1)
9:30-10:00	17	11	28	(7)
10:00-10:30	2	9	11	(0)
10:30-11:00	9	6	15	(3)
11:00-11:30	5	2	7	(6)
11:30-12:00	10	11	21	(5)
12:00-12:30	5	4	9	(6)
12:30-13:00	8	9	17	(5)
13:00-13:30	8	9	17	(4)
13:30-14:00	5	5	10	(4)
14:00-14:30	7	6	13	(5)
14:30-15:00	11	10	21	(6)
15:00-15:30	6	8	14	(4)
15:30-16:00	3	3	6	(4)
16:00-16:30	8	9	17	(3)
16:30-17:00	13	12	25	(4)
17:00-17:30	10	13	23	(1)
17:30-18:00	12	12	24	(1)
18:00-18:30	12	13	25	(0)
18:30-19:00	15	15	30	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Cars

Time	Arr 1389	Dep 1241	Totals 2630	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	72	16	88	(56)
7:30-8:00	108	22	130	(142)
8:00-8:30	132	26	158	(248)
8:30-9:00	148	18	166	(378)
9:00-9:30	113	21	134	(470)
9:30-10:00	94	17	111	(547)
10:00-10:30	58	28	86	(577)
10:30-11:00	56	17	73	(616)
11:00-11:30	45	25	70	(636)
11:30-12:00	54	31	85	(659)
12:00-12:30	42	28	70	(673)
12:30-13:00	29	45	74	(657)
13:00-13:30	61	25	86	(693)
13:30-14:00	69	34	103	(728)
14:00-14:30	41	44	85	(725)
14:30-15:00	43	45	88	(723)
15:00-15:30	15	43	58	(695)
15:30-16:00	19	45	64	(669)
16:00-16:30	40	93	133	(616)
16:30-17:00	25	146	171	(495)
17:00-17:30	35	103	138	(427)
17:30-18:00	34	138	172	(323)
18:00-18:30	21	136	157	(208)
18:30-19:00	35	95	130	(148)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

LGVs

Time	Arr 161	Dep 169	Totals 330	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	7	0	7	(7)
7:30-8:00	6	8	14	(5)
8:00-8:30	10	8	18	(7)
8:30-9:00	10	7	17	(10)
9:00-9:30	9	10	19	(9)
9:30-10:00	12	9	21	(12)
10:00-10:30	13	14	27	(11)
10:30-11:00	7	5	12	(13)
11:00-11:30	10	4	14	(19)
11:30-12:00	5	2	7	(22)
12:00-12:30	18	9	27	(31)
12:30-13:00	7	16	23	(22)
13:00-13:30	3	6	9	(19)
13:30-14:00	6	3	9	(22)
14:00-14:30	1	15	16	(8)
14:30-15:00	6	13	19	(1)
15:00-15:30	6	7	13	(0)
15:30-16:00	4	4	8	(0)
16:00-16:30	5	7	12	(-2)
16:30-17:00	6	10	16	(-6)
17:00-17:30	6	6	12	(-6)
17:30-18:00	0	3	3	(-9)
18:00-18:30	1	3	4	(-11)
18:30-19:00	3	0	3	(-8)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018
Motorcycles

Day of week: Thursday

Time	Arr 109	Dep 83	Totals 192	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	4	0	4	(4)
7:30-8:00	15	2	17	(17)
8:00-8:30	11	0	11	(28)
8:30-9:00	18	0	18	(46)
9:00-9:30	6	1	7	(51)
9:30-10:00	12	0	12	(63)
10:00-10:30	5	3	8	(65)
10:30-11:00	4	2	6	(67)
11:00-11:30	6	3	9	(70)
11:30-12:00	0	1	1	(69)
12:00-12:30	3	3	6	(69)
12:30-13:00	2	6	8	(65)
13:00-13:30	3	2	5	(66)
13:30-14:00	0	0	0	(66)
14:00-14:30	4	1	5	(69)
14:30-15:00	2	4	6	(67)
15:00-15:30	4	1	5	(70)
15:30-16:00	0	3	3	(67)
16:00-16:30	1	10	11	(58)
16:30-17:00	3	4	7	(57)
17:00-17:30	0	7	7	(50)
17:30-18:00	3	13	16	(40)
18:00-18:30	2	13	15	(29)
18:30-19:00	1	4	5	(26)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018
Underground Passengers

Day of week: Thursday

Time	Arr 1303	Dep 1506	Totals 2809	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	33	2	35	(31)
7:30-8:00	94	13	107	(112)
8:00-8:30	132	14	146	(230)
8:30-9:00	178	21	199	(387)
9:00-9:30	179	5	184	(561)
9:30-10:00	90	22	112	(629)
10:00-10:30	49	33	82	(645)
10:30-11:00	49	20	69	(674)
11:00-11:30	22	9	31	(687)
11:30-12:00	32	31	63	(688)
12:00-12:30	65	63	128	(690)
12:30-13:00	53	63	116	(680)
13:00-13:30	62	61	123	(681)
13:30-14:00	55	33	88	(703)
14:00-14:30	39	38	77	(704)
14:30-15:00	28	38	66	(694)
15:00-15:30	21	36	57	(679)
15:30-16:00	15	43	58	(651)
16:00-16:30	18	72	90	(597)
16:30-17:00	24	110	134	(511)
17:00-17:30	18	209	227	(320)
17:30-18:00	20	282	302	(58)
18:00-18:30	12	196	208	(-126)
18:30-19:00	15	92	107	(-203)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018
Overground Passengers

Day of week: Thursday

Time	Arr 1299	Dep 1037	Totals 2336	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	32	2	34	(30)
7:30-8:00	99	4	103	(125)
8:00-8:30	135	12	147	(248)
8:30-9:00	194	17	211	(425)
9:00-9:30	195	21	216	(599)
9:30-10:00	96	29	125	(666)
10:00-10:30	49	16	65	(699)
10:30-11:00	46	15	61	(730)
11:00-11:30	26	6	32	(750)
11:30-12:00	24	21	45	(753)
12:00-12:30	65	40	105	(778)
12:30-13:00	51	42	93	(787)
13:00-13:30	60	38	98	(809)
13:30-14:00	48	22	70	(835)
14:00-14:30	39	27	66	(847)
14:30-15:00	32	18	50	(861)
15:00-15:30	16	20	36	(857)
15:30-16:00	11	14	25	(854)
16:00-16:30	13	43	56	(824)
16:30-17:00	16	82	98	(758)
17:00-17:30	14	143	157	(629)
17:30-18:00	17	195	212	(451)
18:00-18:30	12	148	160	(315)
18:30-19:00	9	62	71	(262)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018
National Rail Passengers

Day of week: Thursday

Time	Arr 551	Dep 478	Totals 1029	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	15	1	16	(14)
7:30-8:00	39	2	41	(51)
8:00-8:30	62	4	66	(109)
8:30-9:00	82	4	86	(187)
9:00-9:30	83	3	86	(267)
9:30-10:00	45	8	53	(304)
10:00-10:30	21	6	27	(319)
10:30-11:00	22	6	28	(335)
11:00-11:30	14	1	15	(348)
11:30-12:00	12	9	21	(351)
12:00-12:30	24	18	42	(357)
12:30-13:00	20	20	40	(357)
13:00-13:30	23	19	42	(361)
13:30-14:00	18	10	28	(369)
14:00-14:30	17	10	27	(376)
14:30-15:00	10	11	21	(375)
15:00-15:30	8	8	16	(375)
15:30-16:00	4	9	13	(370)
16:00-16:30	5	22	27	(353)
16:30-17:00	8	36	44	(325)
17:00-17:30	5	64	69	(266)
17:30-18:00	7	89	96	(184)
18:00-18:30	4	83	87	(105)
18:30-19:00	3	35	38	(73)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018
Servicing Vehicles

Day of week: Thursday

Time	Arr 57	Dep 49	Totals 106	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	3	0	3	(3)
7:30-8:00	4	1	5	(6)
8:00-8:30	5	2	7	(9)
8:30-9:00	3	3	6	(9)
9:00-9:30	6	3	9	(12)
9:30-10:00	6	5	11	(13)
10:00-10:30	2	3	5	(12)
10:30-11:00	2	6	8	(8)
11:00-11:30	6	5	11	(9)
11:30-12:00	3	9	12	(3)
12:00-12:30	1	4	5	(0)
12:30-13:00	2	8	10	(-6)
13:00-13:30	3	0	3	(-3)
13:30-14:00	1	0	1	(-2)
14:00-14:30	2	0	2	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	1	0	1	(1)
15:30-16:00	1	0	1	(2)
16:00-16:30	3	0	3	(5)
16:30-17:00	0	0	0	(5)
17:00-17:30	1	0	1	(6)
17:30-18:00	0	0	0	(6)
18:00-18:30	1	0	1	(7)
18:30-19:00	1	0	1	(8)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 08/11/2018

Day of week: Thursday

Bus Passengers

Time	Arr 1589	Dep 1782	Totals 3371	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	40	18	58	(22)
7:30-8:00	104	28	132	(98)
8:00-8:30	141	36	177	(203)
8:30-9:00	179	81	260	(301)
9:00-9:30	174	33	207	(442)
9:30-10:00	96	36	132	(502)
10:00-10:30	57	34	91	(525)
10:30-11:00	58	30	88	(553)
11:00-11:30	24	14	38	(563)
11:30-12:00	29	45	74	(547)
12:00-12:30	86	83	169	(550)
12:30-13:00	77	80	157	(547)
13:00-13:30	76	73	149	(550)
13:30-14:00	68	66	134	(552)
14:00-14:30	54	52	106	(554)
14:30-15:00	51	49	100	(556)
15:00-15:30	26	36	62	(546)
15:30-16:00	34	37	71	(543)
16:00-16:30	41	72	113	(512)
16:30-17:00	29	108	137	(433)
17:00-17:30	42	187	229	(288)
17:30-18:00	57	287	344	(58)
18:00-18:30	26	216	242	(-132)
18:30-19:00	20	81	101	(-193)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: HO-02-B-04

Survey date: 08/11/2018

Day of week: Thursday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

Time	1	2	3	4	5	6	7	Arr 2712	Avg Per Veh 1.4	1	2	3	4	5	6	7	Dep 2659	Avg Per Veh 1.5	Totals 5371	Avg Per Veh 1852.1	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30																					
5:30-6:00																					
6:00-6:30																					
6:30-7:00																					
7:00-7:30	61	26	3	0	0	0	0	122	1.4	16	3	1	0	0	0	0	25	1.2	147	1.3	(97)
7:30-8:00	92	40	8	2	0	0	0	204	1.4	28	10	1	0	0	0	0	51	1.3	255	1.4	(250)
8:00-8:30	96	54	7	3	0	0	0	237	1.5	35	7	1	0	0	0	0	52	1.2	289	1.4	(435)
8:30-9:00	125	52	8	0	0	0	0	253	1.4	18	12	2	0	0	0	0	48	1.5	301	1.4	(640)
9:00-9:30	82	46	8	1	0	0	0	202	1.5	21	18	2	0	0	0	0	63	1.5	265	1.5	(779)
9:30-10:00	82	43	11	2	0	0	0	209	1.5	19	17	3	0	0	0	0	62	1.6	271	1.6	(926)
10:00-10:30	55	21	3	2	0	0	0	114	1.4	28	24	2	1	0	0	0	86	1.6	200	1.5	(954)
10:30-11:00	44	25	6	1	0	0	0	116	1.5	18	14	1	0	0	0	0	49	1.5	165	1.5	(1021)
11:00-11:30	44	21	4	0	0	0	0	98	1.4	23	12	2	0	0	0	0	53	1.4	151	1.4	(1066)
11:30-12:00	50	19	2	0	0	0	0	94	1.3	29	20	3	0	0	0	0	78	1.5	172	1.4	(1082)
12:00-12:30	41	25	3	1	0	0	0	104	1.5	27	18	1	0	0	0	0	66	1.4	170	1.4	(1120)
12:30-13:00	29	16	3	0	0	0	0	70	1.5	48	30	3	0	0	0	0	117	1.4	187	1.4	(1073)
13:00-13:30	53	23	2	0	0	0	0	105	1.3	26	16	1	0	0	0	0	61	1.4	166	1.4	(1117)
13:30-14:00	47	28	5	1	0	0	0	122	1.5	24	17	2	0	0	0	0	64	1.5	186	1.5	(1175)
14:00-14:30	35	16	3	1	0	0	0	80	1.5	33	30	4	0	0	0	0	105	1.6	185	1.6	(1150)
14:30-15:00	42	19	0	1	0	0	0	84	1.4	40	30	3	0	0	0	0	109	1.5	193	1.4	(1125)
15:00-15:30	19	9	4	1	0	0	0	53	1.6	31	25	3	0	0	0	0	90	1.5	143	1.6	(1088)

Time	1	2	3	4	5	6	7	Arr 2712	Avg Per Veh 1.4	1	2	3	4	5	6	7	Dep 2659	Avg Per Veh 1.5	Totals 5371	Avg Per Veh 1852.1	Accum
15:30-16:00	18	7	1	1	0	0	0	39	1.4	31	22	3	0	0	0	0	84	1.5	123	1.4	(1043)
16:00-16:30	36	18	3	0	0	0	0	81	1.4	75	40	10	1	0	0	0	189	1.5	270	1.4	(935)
16:30-17:00	27	17	3	0	0	0	0	70	1.5	94	64	11	5	0	0	0	275	1.6	345	1.6	(730)
17:00-17:30	38	13	1	0	0	0	0	67	1.3	67	48	10	4	0	0	0	209	1.6	276	1.4	(588)
17:30-18:00	35	11	3	0	0	0	0	66	1.3	82	68	11	5	0	0	0	271	1.6	337	1.4	(383)
18:00-18:30	29	7	1	0	0	0	0	46	1.2	84	62	15	5	0	0	0	273	1.6	319	1.4	(156)
18:30-19:00	37	15	3	0	0	0	0	76	1.4	65	37	8	4	0	0	0	179	1.6	255	1.5	(53)
19:00-19:30																					
19:30-20:00																					
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	121 7	571	95	17	0	0	0			962	644	103	25	0	0	0					

Parameters:

Site Reference: IS-02-B-01 MULTI-MODAL Site
Latitude/Longitude: 51.53059, -0.10128
Land Use Type: 02 - EMPLOYMENT/B - BUSINESS PARK
Region/Area: /ISLINGTON

Description: BUSINESS PARK
Street: CITY ROAD
District:
Town: ANGEL
Post Code: EC1V 2NZ
Planning Authority: L.B. ISLINGTON

Location: Edge of Town Centre
Location Sub Category: Built-Up Zone
Use Class: Not Known

Breakdown of Site Operations
Offices 100%
Research & Development 0%
Light Industrial 0%
General Industrial 0%

Storage & Distribution
0%

Population within 500m: 2789
Population within 1 Mile: 25,001 to 50,000
Population within 5 Miles: 500,001 or More
Car ownership within 5 Miles: 0.6 to 1.0
Buses/Trains per day (both directions): 2048+ per day

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	1776	272	2048
Monday-Friday	0700-1000	462	70	532
Monday-Friday	1600-1900	430	70	500
Saturday	0700-1900	1694	264	1958
Sunday	0700-1900	1468	262	1730

Is site associated with a travel plan: No
If not, are there any plans to implement a Travel Plan in the future: No
Is survey data available before the implementation of the Travel Plan:
Is the location of the site hilly or flat: Flat
Urban Regeneration: No
PTAL Rating: 6a - Excellent
Covid-19 Restrictions: No

Local Traffic Calming Features

Speed limit (mph) N/A
Speed bumps No
Speed cameras No
Give way restrictions No
Stopping restrictions No
Bus lanes No
20 mph roads No

Gross floor area 4363 sqm
Number of employees 35 EMPLOY

Parking Spaces 87
Number of employees 750

No. of developments for this Site: 1
No. of survey Days for this Site: 1

Comments:

This site is just to the south-east of the centre of the Angel area of Islington. The site is located on the A501, which heads south-east towards Shoreditch and west through Euston towards Paddington. Various other routes head towards various parts of the local area.

The site has 4 vehicle accesses for all modes plus 3 separate pedestrian accesses.

The site is within a busy and built-up area. There is an extensive residential area to the north of the site. To the east are some student accommodation buildings and a small park, to the south is a university campus, and to the west and north-west (towards central Angel) there are several retail units, small restaurants and cafés and a gym.

Bus (or tram) site accessibility:

3. Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
4. If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
5. If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
6. If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Hackney	12	27
Whipps Cross	8	51
Moorgate	8	14
London Bridge	7	22

Rail accessibility:

7. Is there at least one railway station within 1 kilometre radius of the site?: Yes
8. If yes to question 7, is pedestrian access to the station satisfactory?: Yes
9. If yes to question 7, are there at least 2 stopping trains per hour (per direction between 0700 and 1900) with routes serving stations within a 10 kilometre radius (Mon-Sat)?: Yes
10. If yes to question 9, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Morden	11	35

11. Please enter general comments/views about the relevance, quality and importance of public transport services relating to this development.

In addition to the individual bus services shown there are 7 other, less frequent services all running at least 5 buses per hour. Angel Underground station (Northern Line) is 400 metres from the site. Old Street and Essex Road rail stations are also 1.1 kilometres away.

Design features encouraging non-car modes

12. Pedestrians

There are wide and well-lit pavements surrounding the site and a pelican crossing is present on City Road.

13. Pedal cycles

There is a Santander cycles station 400 metres from the site, and there are cycle lanes on City Road.

14. Public transport

There is an Underground station within walking distance of the site.

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2022
Nearest Primary School	0.6 kilometres
Nearest Secondary School	0.9 kilometres
Nearest Local Shop/Corner Shop	0.3 kilometres
Nearest Main Supermarket	0.9 kilometres
Nearest Doctors Surgery	1.1 kilometres
Nearest Hospital with Minor Injuries/A & E	2.4 kilometres
Nearest Sports/Leisure Centre	0.3 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00013439
Number of people employed within Census Output Area/Data Zone	95
Number of households within Census Output Area/Data Zone	171
Number of people living within Census Output Area/Data Zone	200
Area of Census Output Area (hectares)	4.60
Population density within Census Output Area (per hectare)	43.50

DEVELOPMENT DETAILS 01

Site Reference:	IS-02-B-01 MULTI-MODAL Site
Trade name:	ANGEL GATE
Site area (h/a):	0.64
Gross floor area (sqm)	4363
GFA not in use (sqm)	1749
Open since	1989
Total Employees	750
Full Time Employees	
Part Time Employees	
Approximate % of total employees working standard 9-5 hours or similar	100%
Approximate % of total employees working from home (any amount)	%
GFA per employee	5.817
Number of units	35
Name of nearest site	MICRO BUSINESS PARK
Distance to nearest similar site	2.8 Km
OPENING TIMES (24 Hour format)	
Mon to Thurs	09:00 to 18:00
Friday	09:00 to 18:00
Saturday	13:00 to 16:00
Sunday	00:00 to 00:00

Comments:

The 750 employees shown are an approximation for the site supplied by the site operator and the full-time and part-time split is unknown. A number of employees were working from home on the day of this survey.

The GFA Not in Use shown is for currently unoccupied offices.

The opening times shown are the official hours of the organisations present but the site is accessible 24 hours per day, seven days per week.

Organisations present on site include I Can Services, Process Servers, Juvenile Diabetes Research Foundation, British Pharmacological Society, Rima Travel, Victor Green & Company, Gresham & Reed, Macjac Properties, Kimble Associates, Darwin Print Solutions, Ad Hoc Property Management, Radford Wallis, JDRF Trading, Target Ovarian Cancer, The Faculty of Pharmaceutical Medicine of the Royal Colleges of Physicians of the UK, Lawless Publications, Sarcoma UK, Internews Europe, Protection Group International, 22Group, Prime Metro Properties UK, Frank, Bright & Abel, Gorilla Gorilla Films, The Pride Network, BPS Assessment, Macjac, Akin Palmer, ISC Lawyers, Hamlin Jecho, Ad Hoc Holdings, Ad Hoc Property Owners, Ad Hoc Licenses, Ad Hoc UK Security, Tadaweb UK and Unscene Architecture.

On-Site Parking	
Total no. of parking spaces:	87
Parking Spaces Per 100m2 GFA:	1.994
Parking Spaces Per Employee:	0.116

Number of spaces	
Employee	87
Disabled	0
Visitor/Customer	0
OGV parking bays	0
OGV loading bays	0
Cycle racks	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	0
Is this site associated with a Car Club?	No
Parking charges	No

Comments about the management of the site car park, along with enforcement measures
All access points to the site are gated.

Site parking surface or non-surface (multi-storey/underground) Non-Surface

General Comments on Parking

The site's 87 parking spaces are in an underground car park for employees only.
Servicing vehicles park on the main concourse as there are no OGV parking or loading bays.
The 117 off-site off-street parking spaces shown are located at Elia Mews (90 spaces) and Angel Central (27 spaces). The charge shown is for Elia Mews as this charges a flat rate for the day whereas Angel Central charges £4 per hour.

Types of servicing vehicle parking taking place	
on-site (internal, within specified bays or otherwise)	Yes
off-site (on-street, in designated loading/servicing bays)	No
off-site (in restricted areas e.g. double yellow lines)	Yes

Off-Site parking details

Is there off-site parking available	No
Off-Site parking included in the counts	Yes
Free On-Street parking available nearby	No
If prepared to pay, easy to find somewhere to park off-site all day	

Parking restrictions

Area subject to parking restrictions (controlled parking zone - CPZ)	Yes, Most Of The Area
Permitted on-street parking for non-residents available within this CPZ	Yes, All Day
If yes, time limited for non-residents	Y
Charges for non-residents parking if permitted	YA
Average charge per hour	525
Maximum parking duration	120

Off-Street parking

Off-Street parking available	Yes, Public Off-Street Parking is Available
Approx. available spaces	117
Parking located within a control parking zone (CPZ)	Yes
Charges for this Off-Street parking	Yes, All Day

Charge amount	1700
Charge period	Day
Park & Ride	
Park & Ride Type Facility providing relevant means of accessing the site	No

Site reference: IS-02-B-01 Survey date: 13/09/2022 Day of week: Tuesday

Multi-Modal survey site

Vehicles Surveyed:

Survey type:

AM weather:

PM weather:

Initial car park occupancy: 0

Total Vehicles

Manual Count

Mild and Cloudy

Mild and Light Rain

Final car park occupancy: 2

Total People to Total Vehicles ratio (all time periods and directions): 12.06

BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE

Parking Capacity: 2.30% (87 On-Site Spaces)

Data proportions in %

Motor cars 74

Light goods 5

Motor cycles 0

OGV (1) 0

Public Service 3

OGV (2) 0

Taxis 18

Servicing Vehicles count recorded No

Time	Arr 40	Dep 38	Totals 78	Parking Accum
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	1	0	1	(1)
8:00-8:30	4	0	4	(5)
8:30-9:00	4	0	4	(9)
9:00-9:30	1	0	1	(10)
9:30-10:00	1	2	3	(9)
10:00-10:30	8	4	12	(13)
10:30-11:00	3	2	5	(14)
11:00-11:30	2	0	2	(16)
11:30-12:00	1	2	3	(15)
12:00-12:30	3	2	5	(16)
12:30-13:00	2	0	2	(18)
13:00-13:30	0	1	1	(17)
13:30-14:00	2	2	4	(17)
14:00-14:30	3	3	6	(17)
14:30-15:00	0	0	0	(17)
15:00-15:30	0	1	1	(16)
15:30-16:00	2	3	5	(15)
16:00-16:30	1	1	2	(15)
16:30-17:00	0	5	5	(10)
17:00-17:30	0	4	4	(6)
17:30-18:00	0	6	6	(0)
18:00-18:30	2	0	2	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				

Time	Arr 40	Dep 38	Totals 78	Parking Accum
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Comments

A number of employees were working from home on the day of this survey.

Between 1000 and 1030 24 people left on a coach for a business trip which did not return before the end of the survey.

No motorcycles or OGV's visited the site during this survey.

Final car park occupants were 2 cars.

Site reference: IS-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Total People

Time	Arr 471	Dep 470	Totals 941	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	1	0	1	(1)
7:30-8:00	10	1	11	(10)
8:00-8:30	32	0	32	(42)
8:30-9:00	67	6	73	(103)
9:00-9:30	78	4	82	(177)
9:30-10:00	45	13	58	(209)
10:00-10:30	23	29	52	(203)
10:30-11:00	13	8	21	(208)
11:00-11:30	8	4	12	(212)
11:30-12:00	1	4	5	(209)
12:00-12:30	16	23	39	(202)
12:30-13:00	20	28	48	(194)
13:00-13:30	30	29	59	(195)
13:30-14:00	29	25	54	(199)
14:00-14:30	33	12	45	(220)
14:30-15:00	5	4	9	(221)
15:00-15:30	6	6	12	(221)
15:30-16:00	9	13	22	(217)
16:00-16:30	8	40	48	(185)
16:30-17:00	17	35	52	(167)
17:00-17:30	12	60	72	(119)
17:30-18:00	5	39	44	(85)
18:00-18:30	3	40	43	(48)
18:30-19:00	0	47	47	(1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

PSVs

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	1	1	2	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	0	0	0	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Cyclists

Time	Arr 21	Dep 21	Totals 42	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	1	0	1	(1)
7:30-8:00	0	0	0	(1)
8:00-8:30	2	0	2	(3)
8:30-9:00	6	1	7	(8)
9:00-9:30	3	1	4	(10)
9:30-10:00	3	0	3	(13)
10:00-10:30	1	1	2	(13)
10:30-11:00	0	0	0	(13)
11:00-11:30	0	0	0	(13)
11:30-12:00	0	1	1	(12)
12:00-12:30	0	0	0	(12)
12:30-13:00	1	0	1	(13)
13:00-13:30	0	1	1	(12)
13:30-14:00	1	2	3	(11)
14:00-14:30	1	0	1	(12)
14:30-15:00	1	1	2	(12)
15:00-15:30	0	1	1	(11)
15:30-16:00	0	0	0	(11)
16:00-16:30	0	1	1	(10)
16:30-17:00	0	3	3	(7)
17:00-17:30	0	2	2	(5)
17:30-18:00	0	1	1	(4)
18:00-18:30	1	5	6	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Pedestrians

Time	Arr 164	Dep 149	Totals 313	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	1	0	1	(1)
8:00-8:30	2	0	2	(3)
8:30-9:00	1	2	3	(2)
9:00-9:30	9	2	11	(9)
9:30-10:00	2	5	7	(6)
10:00-10:30	3	0	3	(9)
10:30-11:00	4	4	8	(9)
11:00-11:30	4	0	4	(13)
11:30-12:00	0	0	0	(13)
12:00-12:30	6	14	20	(5)
12:30-13:00	14	25	39	(-6)
13:00-13:30	30	21	51	(3)
13:30-14:00	25	18	43	(10)
14:00-14:30	19	7	26	(22)
14:30-15:00	2	1	3	(23)
15:00-15:30	4	1	5	(26)
15:30-16:00	8	8	16	(26)
16:00-16:30	5	13	18	(18)
16:30-17:00	11	5	16	(24)
17:00-17:30	9	7	16	(26)
17:30-18:00	5	3	8	(28)
18:00-18:30	0	2	2	(26)
18:30-19:00	0	11	11	(15)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 13/09/2022
Public Transport Users

Day of week: Tuesday

Time	Arr 249	Dep 261	Totals 510	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	8	1	9	(7)
8:00-8:30	24	0	24	(31)
8:30-9:00	56	3	59	(84)
9:00-9:30	64	1	65	(147)
9:30-10:00	39	6	45	(180)
10:00-10:30	12	25	37	(167)
10:30-11:00	8	2	10	(173)
11:00-11:30	2	4	6	(171)
11:30-12:00	0	1	1	(170)
12:00-12:30	6	8	14	(168)
12:30-13:00	3	3	6	(168)
13:00-13:30	0	5	5	(163)
13:30-14:00	2	3	5	(162)
14:00-14:30	11	2	13	(171)
14:30-15:00	2	2	4	(171)
15:00-15:30	2	3	5	(170)
15:30-16:00	0	3	3	(167)
16:00-16:30	1	24	25	(144)
16:30-17:00	6	22	28	(128)
17:00-17:30	3	46	49	(85)
17:30-18:00	0	28	28	(57)
18:00-18:30	0	33	33	(24)
18:30-19:00	0	36	36	(-12)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Bus/Tram Passengers

Time	Arr 72	Dep 70	Totals 142	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	2	0	2	(2)
8:00-8:30	7	0	7	(9)
8:30-9:00	13	2	15	(20)
9:00-9:30	22	0	22	(42)
9:30-10:00	9	3	12	(48)
10:00-10:30	6	0	6	(54)
10:30-11:00	4	1	5	(57)
11:00-11:30	0	0	0	(57)
11:30-12:00	0	0	0	(57)
12:00-12:30	2	4	6	(55)
12:30-13:00	1	2	3	(54)
13:00-13:30	0	2	2	(52)
13:30-14:00	0	0	0	(52)
14:00-14:30	1	0	1	(53)
14:30-15:00	2	0	2	(55)
15:00-15:30	1	0	1	(56)
15:30-16:00	0	0	0	(56)
16:00-16:30	0	5	5	(51)
16:30-17:00	0	6	6	(45)
17:00-17:30	2	15	17	(32)
17:30-18:00	0	11	11	(21)
18:00-18:30	0	7	7	(14)
18:30-19:00	0	12	12	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Coach Passengers

Time	Arr 0	Dep 24	Totals 24	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	24	24	(-24)
10:30-11:00	0	0	0	(-24)
11:00-11:30	0	0	0	(-24)
11:30-12:00	0	0	0	(-24)
12:00-12:30	0	0	0	(-24)
12:30-13:00	0	0	0	(-24)
13:00-13:30	0	0	0	(-24)
13:30-14:00	0	0	0	(-24)
14:00-14:30	0	0	0	(-24)
14:30-15:00	0	0	0	(-24)
15:00-15:30	0	0	0	(-24)
15:30-16:00	0	0	0	(-24)
16:00-16:30	0	0	0	(-24)
16:30-17:00	0	0	0	(-24)
17:00-17:30	0	0	0	(-24)
17:30-18:00	0	0	0	(-24)
18:00-18:30	0	0	0	(-24)
18:30-19:00	0	0	0	(-24)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Total Rail Passengers

Time	Arr 177	Dep 167	Totals 344	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	6	1	7	(5)
8:00-8:30	17	0	17	(22)
8:30-9:00	43	1	44	(64)
9:00-9:30	42	1	43	(105)
9:30-10:00	30	3	33	(132)
10:00-10:30	6	1	7	(137)
10:30-11:00	4	1	5	(140)
11:00-11:30	2	4	6	(138)
11:30-12:00	0	1	1	(137)
12:00-12:30	4	4	8	(137)
12:30-13:00	2	1	3	(138)
13:00-13:30	0	3	3	(135)
13:30-14:00	2	3	5	(134)
14:00-14:30	10	2	12	(142)
14:30-15:00	0	2	2	(140)
15:00-15:30	1	3	4	(138)
15:30-16:00	0	3	3	(135)
16:00-16:30	1	19	20	(117)
16:30-17:00	6	16	22	(107)
17:00-17:30	1	31	32	(77)
17:30-18:00	0	17	17	(60)
18:00-18:30	0	26	26	(34)
18:30-19:00	0	24	24	(10)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Taxis

Time	Arr 7	Dep 7	Totals 14	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	2	2	4	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	1	2	(0)
12:30-13:00	0	0	0	(0)
13:00-13:30	0	0	0	(0)
13:30-14:00	1	1	2	(0)
14:00-14:30	1	1	2	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	2	2	4	(0)
16:00-16:30	0	0	0	(0)
16:30-17:00	0	0	0	(0)
17:00-17:30	0	0	0	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Cars

Time	Arr 30	Dep 28	Totals 58	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	1	0	1	(1)
8:00-8:30	4	0	4	(5)
8:30-9:00	4	0	4	(9)
9:00-9:30	1	0	1	(10)
9:30-10:00	1	2	3	(9)
10:00-10:30	7	3	10	(13)
10:30-11:00	1	0	1	(14)
11:00-11:30	2	0	2	(16)
11:30-12:00	1	2	3	(15)
12:00-12:30	1	1	2	(15)
12:30-13:00	2	0	2	(17)
13:00-13:30	0	0	0	(17)
13:30-14:00	1	1	2	(17)
14:00-14:30	2	2	4	(17)
14:30-15:00	0	0	0	(17)
15:00-15:30	0	1	1	(16)
15:30-16:00	0	1	1	(15)
16:00-16:30	0	1	1	(14)
16:30-17:00	0	5	5	(9)
17:00-17:30	0	4	4	(5)
17:30-18:00	0	5	5	(0)
18:00-18:30	2	0	2	(2)
18:30-19:00	0	0	0	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

LGVs

Time	Arr 2	Dep 2	Totals 4	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	0	0	0	(0)
9:30-10:00	0	0	0	(0)
10:00-10:30	0	0	0	(0)
10:30-11:00	0	0	0	(0)
11:00-11:30	0	0	0	(0)
11:30-12:00	0	0	0	(0)
12:00-12:30	1	0	1	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	1	1	(0)
13:30-14:00	0	0	0	(0)
14:00-14:30	0	0	0	(0)
14:30-15:00	0	0	0	(0)
15:00-15:30	0	0	0	(0)
15:30-16:00	0	0	0	(0)
16:00-16:30	1	0	1	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	0	0	(1)
17:30-18:00	0	1	1	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022
Underground Passengers

Day of week: Tuesday

Time	Arr 132	Dep 135	Totals 267	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	6	1	7	(5)
8:00-8:30	11	0	11	(16)
8:30-9:00	35	1	36	(50)
9:00-9:30	29	1	30	(78)
9:30-10:00	23	3	26	(98)
10:00-10:30	4	0	4	(102)
10:30-11:00	2	1	3	(103)
11:00-11:30	2	4	6	(101)
11:30-12:00	0	1	1	(100)
12:00-12:30	3	4	7	(99)
12:30-13:00	1	0	1	(100)
13:00-13:30	0	2	2	(98)
13:30-14:00	2	2	4	(98)
14:00-14:30	6	1	7	(103)
14:30-15:00	0	0	0	(103)
15:00-15:30	0	2	2	(101)
15:30-16:00	0	2	2	(99)
16:00-16:30	1	13	14	(87)
16:30-17:00	6	13	19	(80)
17:00-17:30	1	28	29	(53)
17:30-18:00	0	15	15	(38)
18:00-18:30	0	22	22	(16)
18:30-19:00	0	19	19	(-3)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022
Overground Passengers

Day of week: Tuesday

Time	Arr 7	Dep 6	Totals 13	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	2	0	2	(2)
9:00-9:30	0	0	0	(2)
9:30-10:00	1	0	1	(3)
10:00-10:30	1	0	1	(4)
10:30-11:00	2	0	2	(6)
11:00-11:30	0	0	0	(6)
11:30-12:00	0	0	0	(6)
12:00-12:30	0	0	0	(6)
12:30-13:00	0	0	0	(6)
13:00-13:30	0	0	0	(6)
13:30-14:00	0	0	0	(6)
14:00-14:30	0	0	0	(6)
14:30-15:00	0	0	0	(6)
15:00-15:30	1	1	2	(6)
15:30-16:00	0	0	0	(6)
16:00-16:30	0	0	0	(6)
16:30-17:00	0	0	0	(6)
17:00-17:30	0	1	1	(5)
17:30-18:00	0	0	0	(5)
18:00-18:30	0	0	0	(5)
18:30-19:00	0	4	4	(1)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022
National Rail Passengers

Day of week: Tuesday

Time	Arr 38	Dep 26	Totals 64	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	6	0	6	(6)
8:30-9:00	6	0	6	(12)
9:00-9:30	13	0	13	(25)
9:30-10:00	6	0	6	(31)
10:00-10:30	1	1	2	(31)
10:30-11:00	0	0	0	(31)
11:00-11:30	0	0	0	(31)
11:30-12:00	0	0	0	(31)
12:00-12:30	1	0	1	(32)
12:30-13:00	1	1	2	(32)
13:00-13:30	0	1	1	(31)
13:30-14:00	0	1	1	(30)
14:00-14:30	4	1	5	(33)
14:30-15:00	0	2	2	(31)
15:00-15:30	0	0	0	(31)
15:30-16:00	0	1	1	(30)
16:00-16:30	0	6	6	(24)
16:30-17:00	0	3	3	(21)
17:00-17:30	0	2	2	(19)
17:30-18:00	0	2	2	(17)
18:00-18:30	0	4	4	(13)
18:30-19:00	0	1	1	(12)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
Vehicles Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Bus Passengers

Time	Arr 72	Dep 70	Totals 142	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	2	0	2	(2)
8:00-8:30	7	0	7	(9)
8:30-9:00	13	2	15	(20)
9:00-9:30	22	0	22	(42)
9:30-10:00	9	3	12	(48)
10:00-10:30	6	0	6	(54)
10:30-11:00	4	1	5	(57)
11:00-11:30	0	0	0	(57)
11:30-12:00	0	0	0	(57)
12:00-12:30	2	4	6	(55)
12:30-13:00	1	2	3	(54)
13:00-13:30	0	2	2	(52)
13:30-14:00	0	0	0	(52)
14:00-14:30	1	0	1	(53)
14:30-15:00	2	0	2	(55)
15:00-15:30	1	0	1	(56)
15:30-16:00	0	0	0	(56)
16:00-16:30	0	5	5	(51)
16:30-17:00	0	6	6	(45)
17:00-17:30	2	15	17	(32)
17:30-18:00	0	11	11	(21)
18:00-18:30	0	7	7	(14)
18:30-19:00	0	12	12	(2)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01
Multi-Modal survey site
People Surveyed:

Survey date: 13/09/2022

Day of week: Tuesday

Scooters

Time	Arr 1	Dep 1	Totals 2	Accumulation
0:00-0:30				
0:30-1:00				
1:00-1:30				
1:30-2:00				
2:00-2:30				
2:30-3:00				
3:00-3:30				
3:30-4:00				
4:00-4:30				
4:30-5:00				
5:00-5:30				
5:30-6:00				
6:00-6:30				
6:30-7:00				
7:00-7:30	0	0	0	(0)
7:30-8:00	0	0	0	(0)
8:00-8:30	0	0	0	(0)
8:30-9:00	0	0	0	(0)
9:00-9:30	1	0	1	(1)
9:30-10:00	0	0	0	(1)
10:00-10:30	0	0	0	(1)
10:30-11:00	0	0	0	(1)
11:00-11:30	0	0	0	(1)
11:30-12:00	0	0	0	(1)
12:00-12:30	0	0	0	(1)
12:30-13:00	0	0	0	(1)
13:00-13:30	0	0	0	(1)
13:30-14:00	0	0	0	(1)
14:00-14:30	0	0	0	(1)
14:30-15:00	0	0	0	(1)
15:00-15:30	0	0	0	(1)
15:30-16:00	0	0	0	(1)
16:00-16:30	0	0	0	(1)
16:30-17:00	0	0	0	(1)
17:00-17:30	0	1	1	(0)
17:30-18:00	0	0	0	(0)
18:00-18:30	0	0	0	(0)
18:30-19:00	0	0	0	(0)
19:00-19:30				
19:30-20:00				
20:00-20:30				
20:30-21:00				
21:00-21:30				
21:30-22:00				
22:00-22:30				
22:30-23:00				
23:00-23:30				
23:30-24:00				

Site reference: IS-02-B-01

Survey date: 13/09/2022

Day of week: Tuesday

Multi-Modal survey site

People Surveyed:

Vehicle Occupants

This count consists of car occupants, light goods vehicle occupants, motorcycle riders and OGV occupants
Taxi drivers and drivers of private vehicles picking up/dropping off passengers at the site are excluded from the count

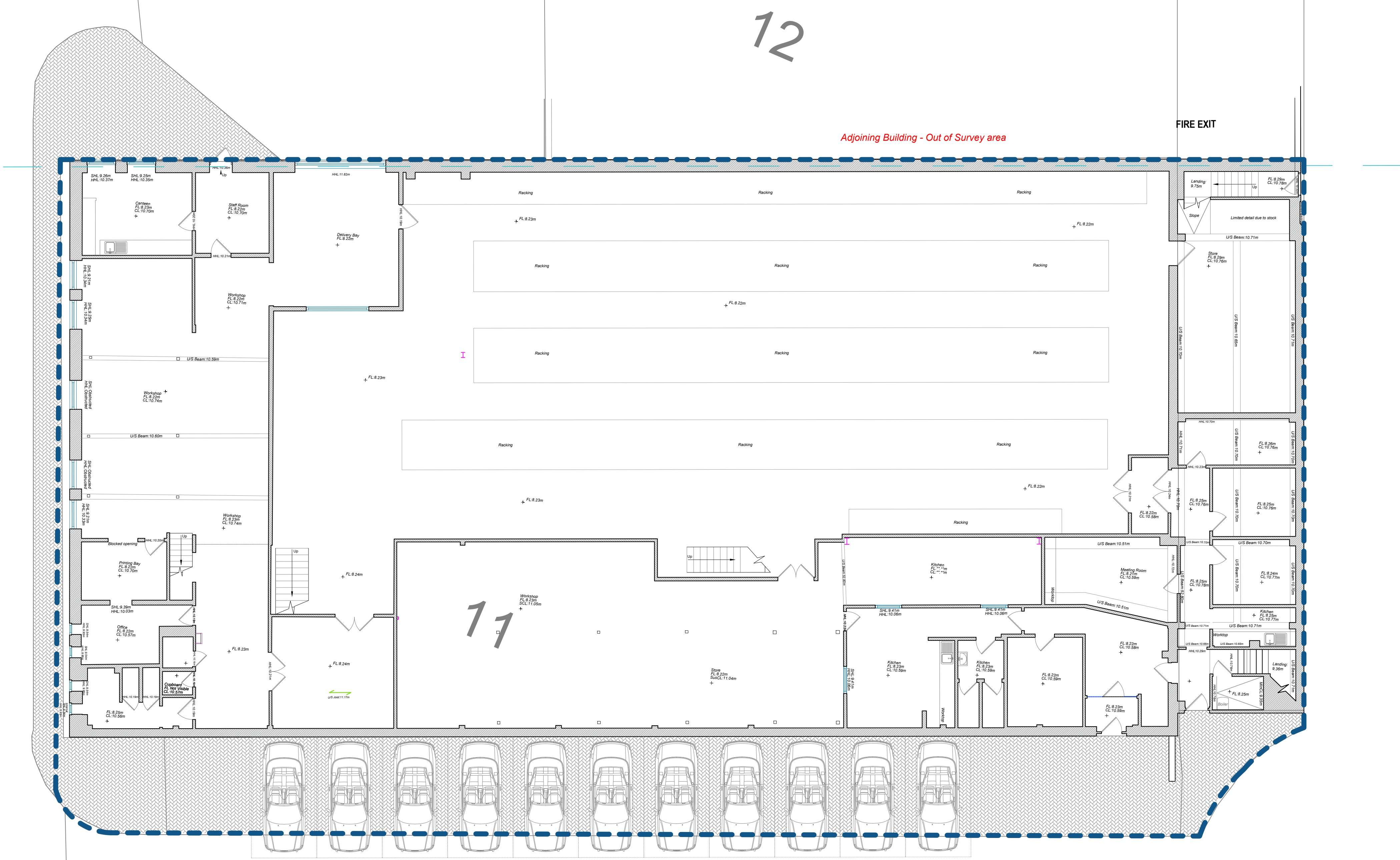
Time	1	2	3	4	5	6	7	Arr 36	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 38	Avg Per Veh 1.1	Totals 74	Avg Per Veh 33.6	Accum
0:00-0:30																					
0:30-1:00																					
1:00-1:30																					
1:30-2:00																					
2:00-2:30																					
2:30-3:00																					
3:00-3:30																					
3:30-4:00																					
4:00-4:30																					
4:30-5:00																					
5:00-5:30																					
5:30-6:00																					
6:00-6:30																					
6:30-7:00																					
7:00-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0)
7:30-8:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0.5	(1)
8:00-8:30	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	4	0.5	(5)
8:30-9:00	4	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	4	0.5	(9)
9:00-9:30	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0.5	(10)
9:30-10:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	1	3	1	(9)
10:00-10:30	7	0	0	0	0	0	0	7	1	3	0	0	0	0	0	0	3	1	10	1	(13)
10:30-11:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	1	3	1	(12)
11:00-11:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0.5	(14)
11:30-12:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	1	3	1	(13)
12:00-12:30	2	1	0	0	0	0	0	4	1.3	1	0	0	0	0	0	0	1	1	5	1.2	(16)
12:30-13:00	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0.5	(18)
13:00-13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	2	1	(16)
13:30-14:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	1	3	1	(15)
14:00-14:30	2	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	3	1	5	1	(14)
14:30-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(14)
15:00-15:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	1	0.5	(13)

Time	1	2	3	4	5	6	7	Arr 36	Avg Per Veh 1.1	1	2	3	4	5	6	7	Dep 38	Avg Per Veh 1.1	Totals 74	Avg Per Veh 33.6	Accum
15:30-16:00	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	1	3	1	(12)
16:00-16:30	0	1	0	0	0	0	0	2	2	0	1	0	0	0	0	0	2	2	4	2	(12)
16:30-17:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	1	5	0.5	(7)
17:00-17:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	1	4	0.5	(3)
17:30-18:00	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	7	1.2	7	0.6	(-4)
18:00-18:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0.5	(-2)
18:30-19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(-2)
19:00-19:30																					
19:30-20:00																					
20:00-20:30																					
20:30-21:00																					
21:00-21:30																					
21:30-22:00																					
22:00-22:30																					
22:30-23:00																					
23:00-23:30																					
23:30-24:00																					
Total	32	2	0	0	0	0	0			32	3	0	0	0	0	0					

ANNEX D

LEGENDS

- PROPERTY BOUNDARY
- ACCESS ROUTE
- TYPICAL SEDAN / SUV VEHICLE



EXISTING
BLOCK SITE PLAN



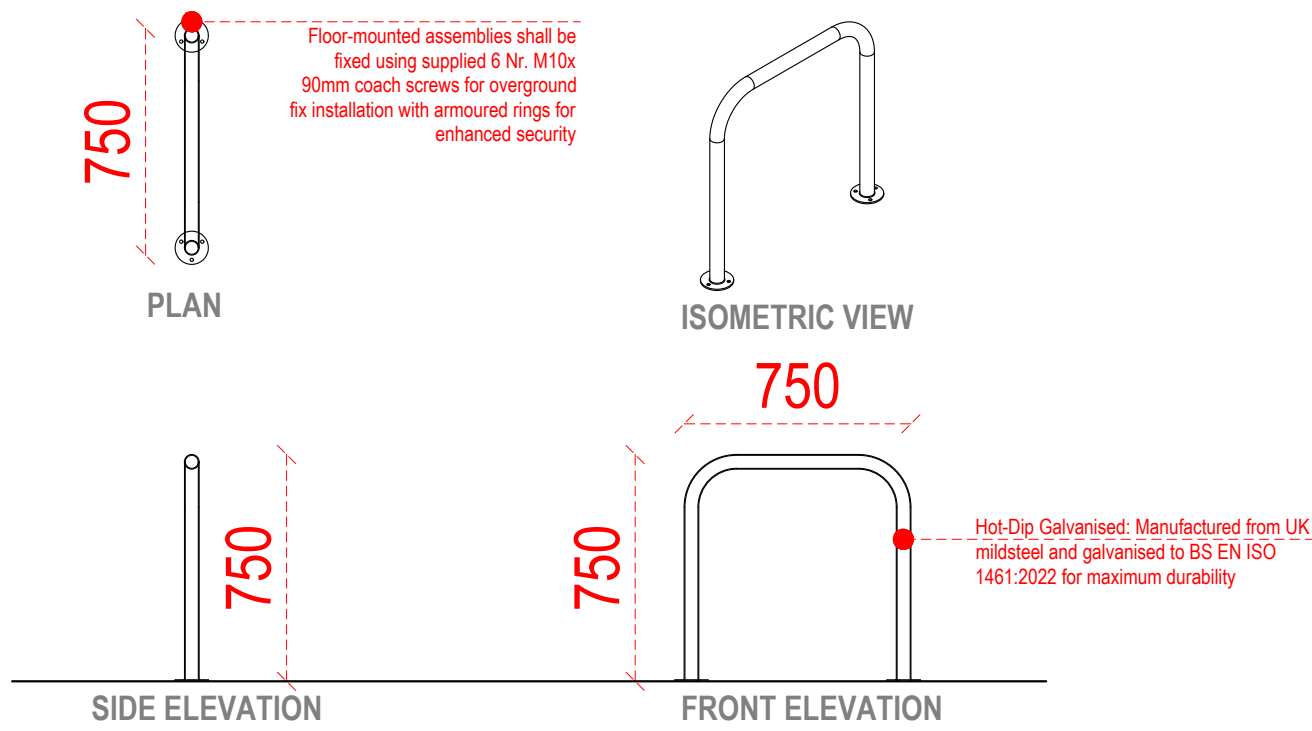
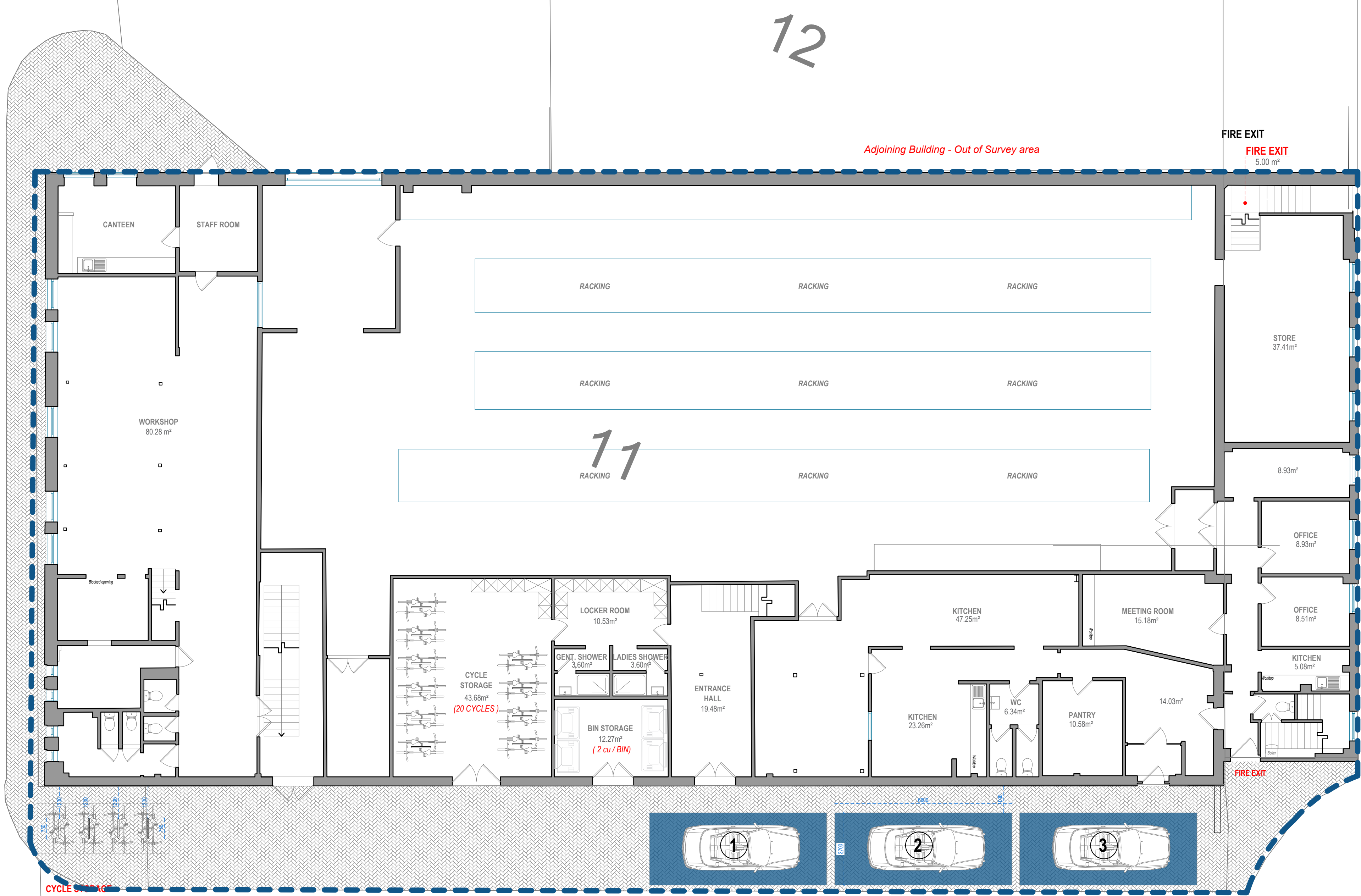
PRESTIGE
DRAWING & BUILDING SERVICES

Prestige Planning Ltd.
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E8 9ND
T: 0203 935 3434
M: 0782 4628403
E: davidmuse@gmail.com

PROJECT DETAILS	
PARKING AND CYCLE STORAGE DETAILS	
PROPERTY ADDRESS	
UNIT 11 THE HIGH CROSS CENTRE FOUNTAIN ROAD N15 4QJ	
DRAWING TITLE	
SITE PLAN EXISTING GROUND FLOOR	
REVISION	DRAWING NO.
R01	001
SCALE	
0 10M 1:100 @A0	

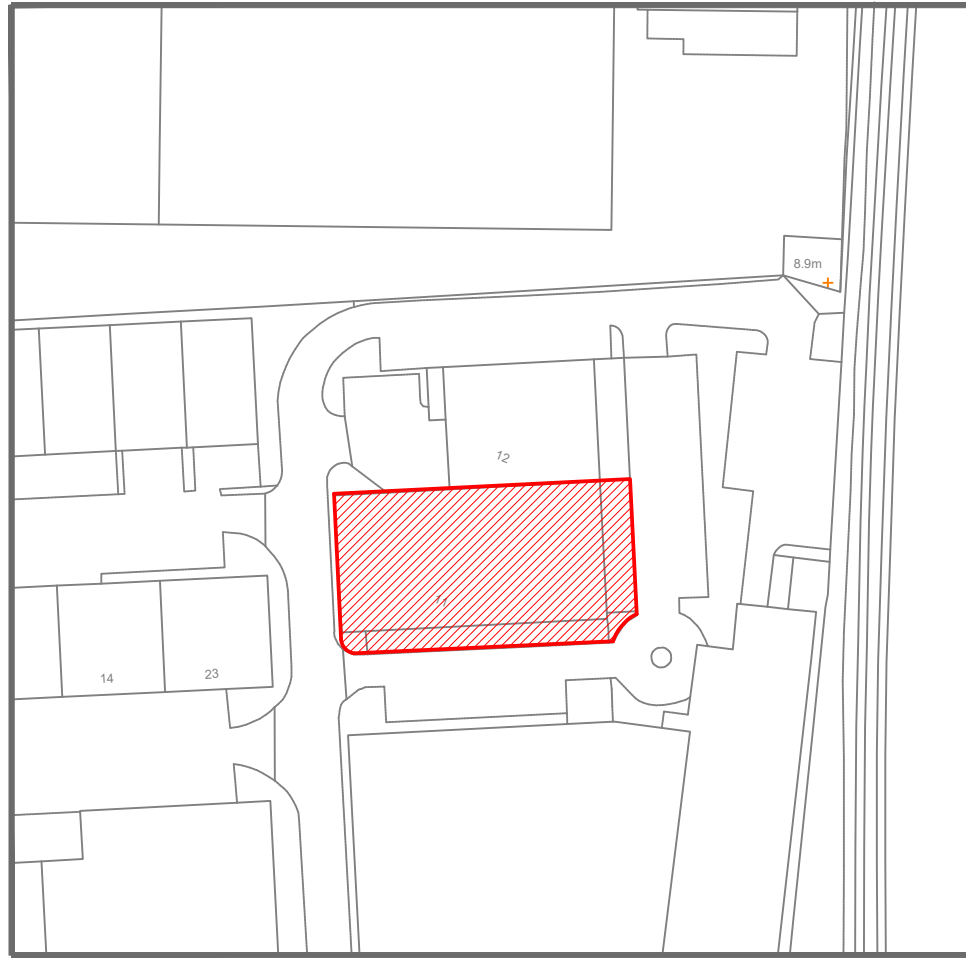
LEGENDS

- PROPERTY BOUNDARY
- ACCESS ROUTE
- TYPICAL SEDAN / SUV VEHICLE
- DISABLED PARKING BAY



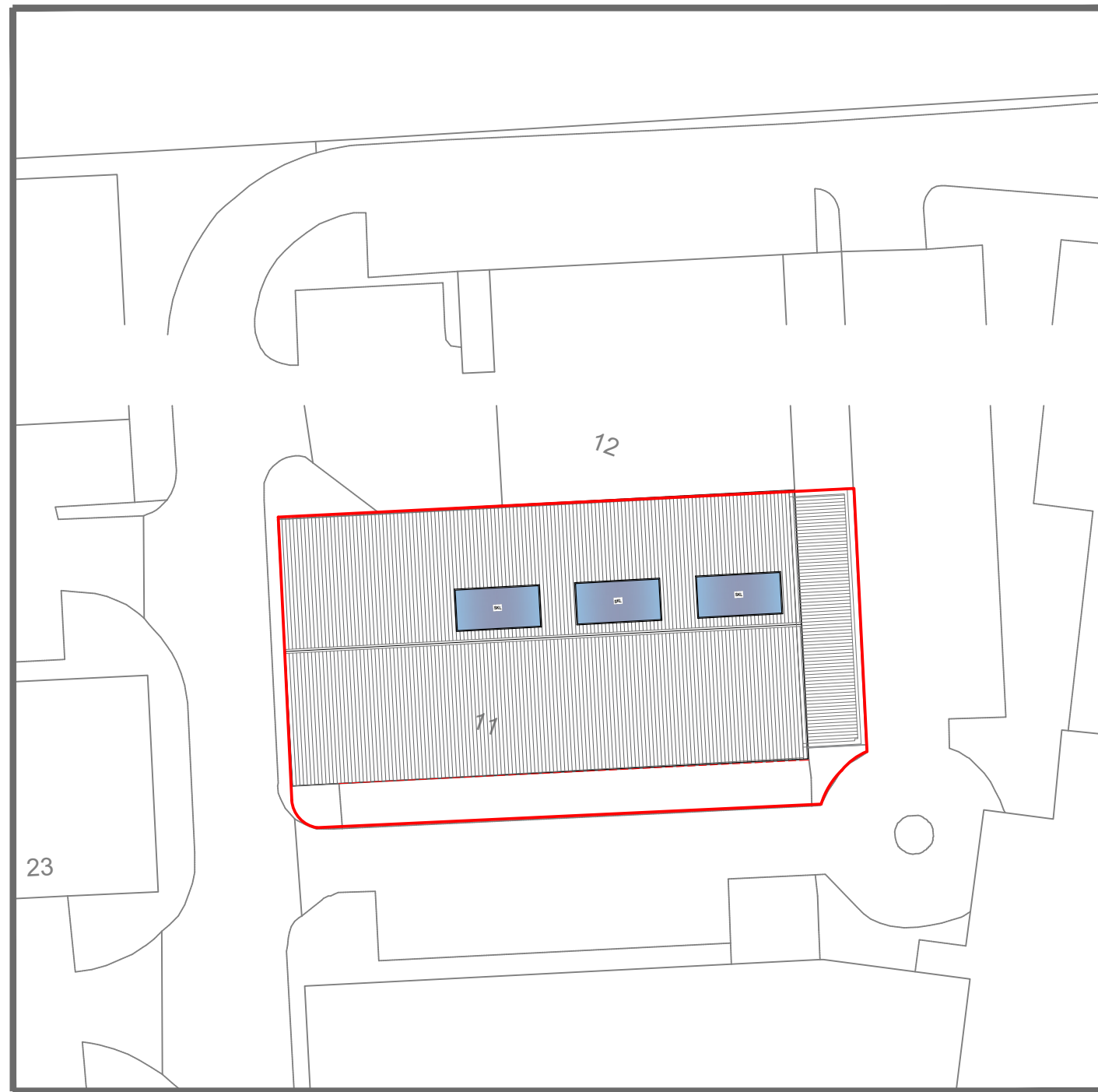
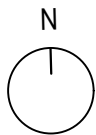
LONG-STAY CYCLE CAPACITY (SHEFFIELD STANDS)

PROPOSED BLOCK SITE PLAN



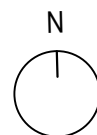
0m 20m 40m 60m 80m 100m

LOCATION PLAN
1:1250 @ A3



0m 20m 40m 60m 80m 100m

BLOCK SITE PLAN
1:500 @ A3



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PROJECT DETAILS
SITE BOUNDARY

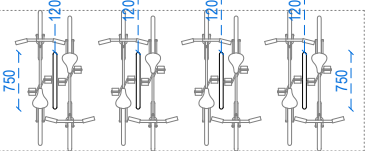
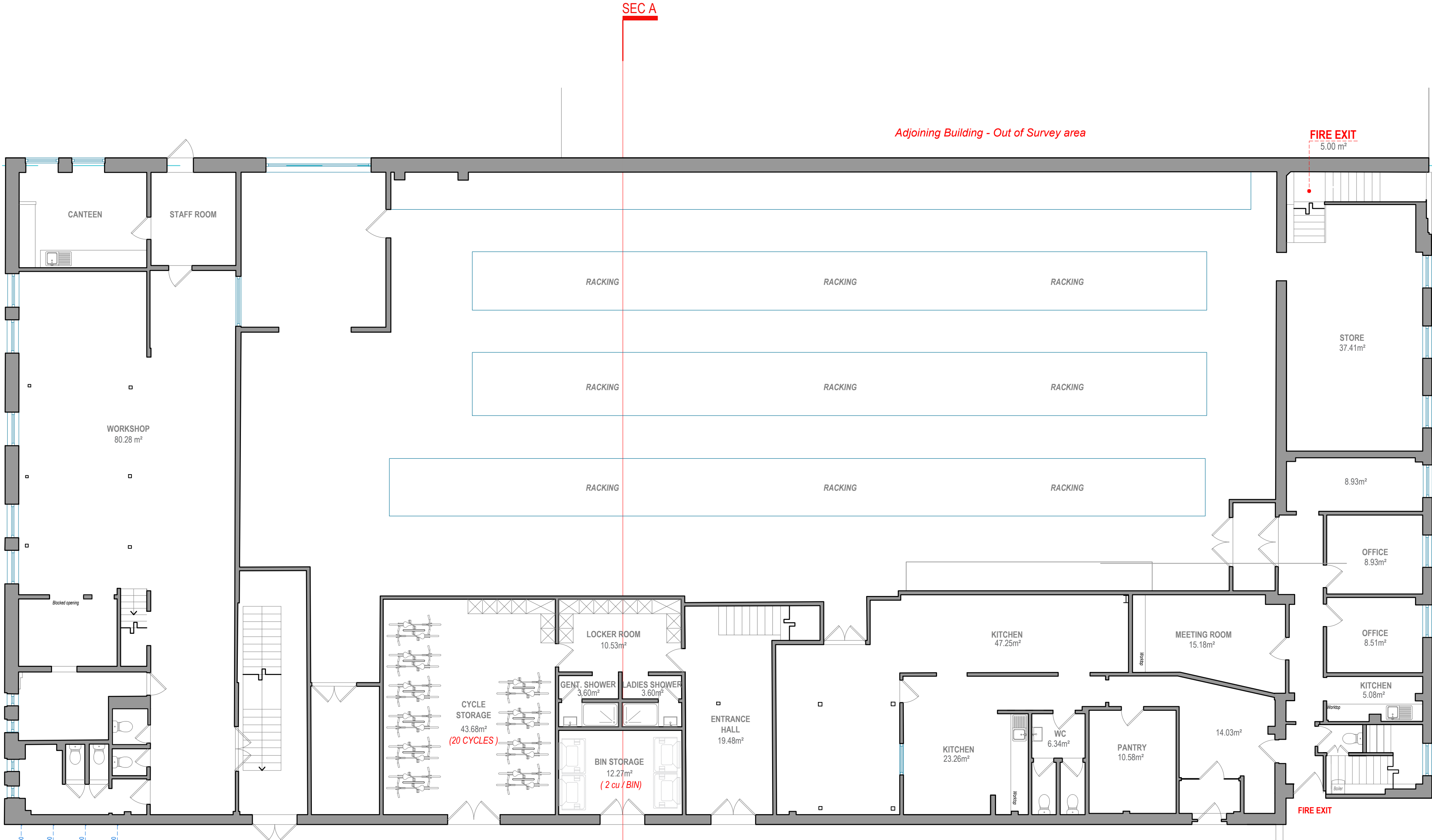
PROPERTY ADDRESS
UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

DRAWING TITLE
LOCATION AND BLOCK PLAN

REVISION	DRAWING NO.
R01	PROS

SCALE

0 1 2 scale
1:100 @A3



CYCLE STORAGE:
FOUR (4) SETS OF GALVANISED
SHEFFIELD CYCLE STAND OVER
GROUND FIX FOR EIGHT (8) CYCLES

PROPOSED GROUND FLOOR PLAN

GIA : 1056.54m²



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PROJECT DETAILS
TO EXTEND FIRST FLOOR HEIGHT
AND ADDITIONAL SECOND FLOOR

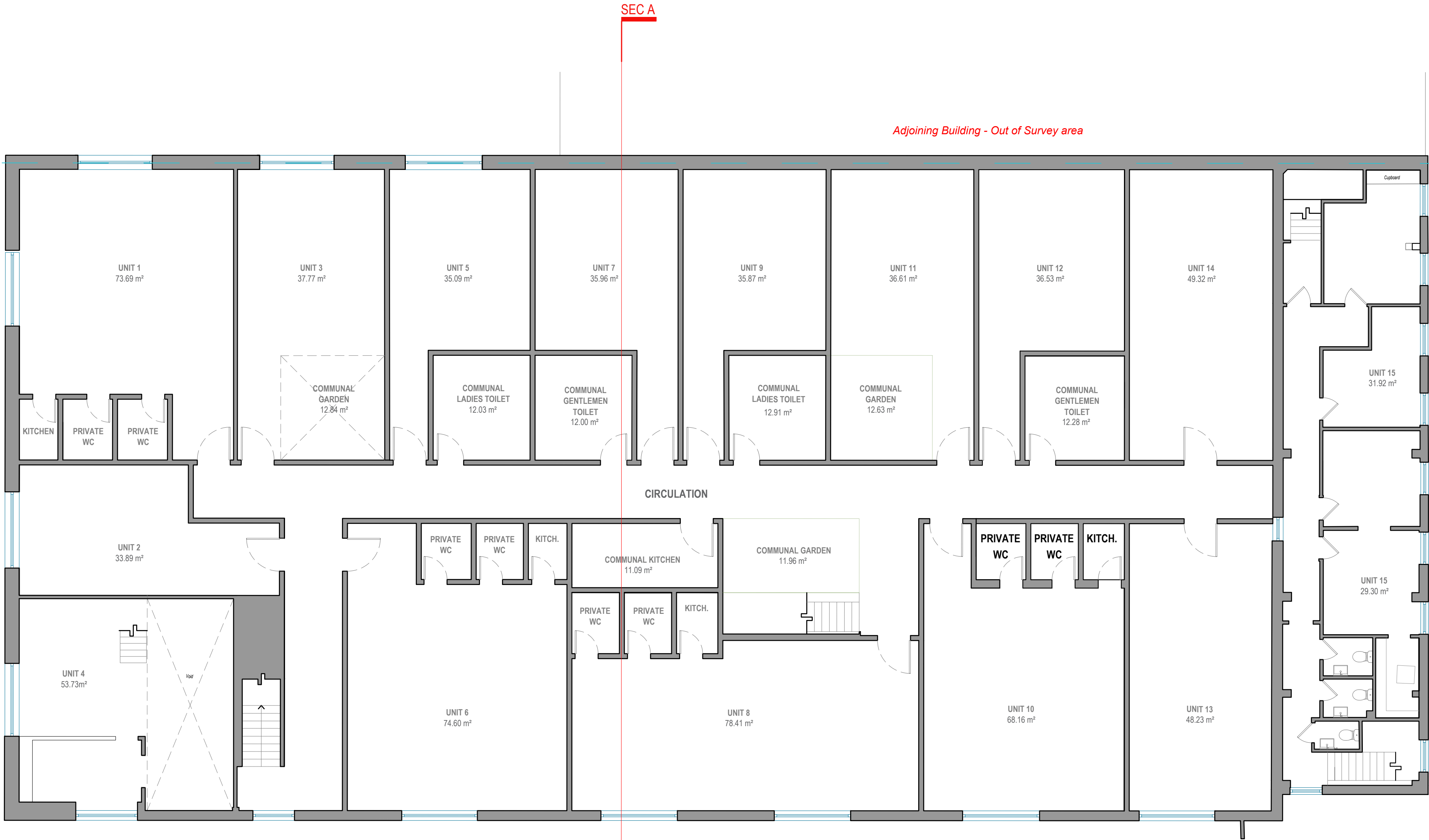
PROPERTY ADDRESS
UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

DRAWING TITLE
PROPOSED GROUND FLOOR
PLAN

REVISION R01	DRAWING NO. PR01
------------------------	----------------------------

SCALE
0 1 2
scale
1:100 @A2

N
scale
1:100 @A2



PROPOSED FIRST FLOOR PLAN

GIA : 1055.58m²



Prestige Planning Ltd.
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PROJECT DETAILS

TO EXTEND FIRST FLOOR HEIGHT
AND ADDITIONAL SECOND FLOOR

PROPERTY ADDRESS

UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

DRAWING TITLE

PROPOSED FIRST FLOOR
PLAN

REVISION

R01

DRAWING NO.

PR02

SCALE

0 1 2
scale
1:100 @A2





PROPOSED SECOND FLOOR PLAN

GIA : 948.63m²


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PLANNING & BUILDING SERVICES

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PROJECT DETAILS
TO EXTEND FIRST FLOOR HEIGHT
AND ADDITIONAL SECOND FLOOR

PROPERTY ADDRESS
UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

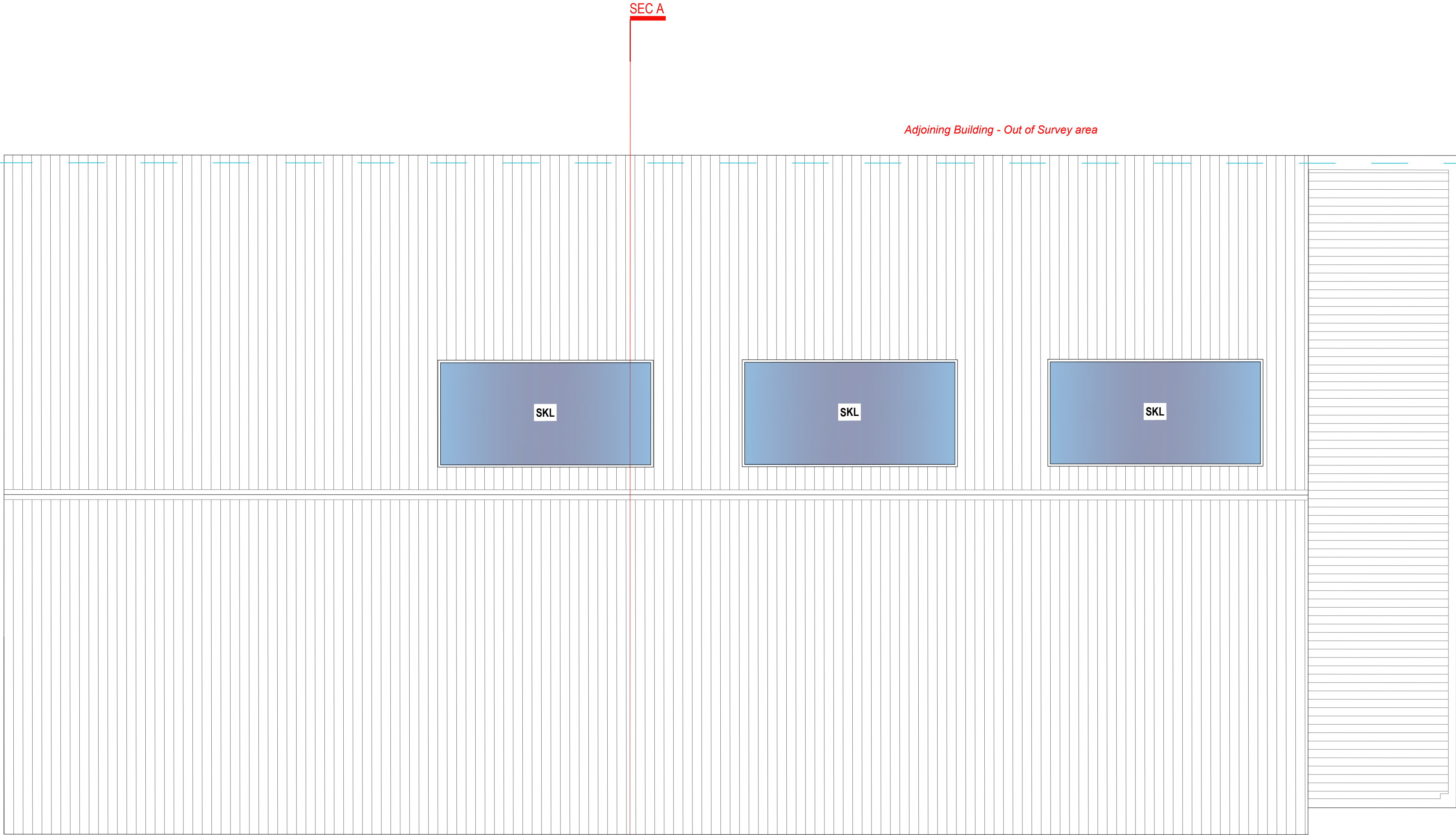
DRAWING TITLE
PROPOSED SECOND FLOOR
PLAN

REVISION	DRAWING NO.
R01	PR03

SCALE

0 1 2 scale
1:100 @A2

N



PROPOSED ROOF PLAN



PRESTIGE
PLANNING & BUILDING SERVICES

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PROJECT DETAILS
TO EXTEND FIRST FLOOR HEIGHT
AND ADDITIONAL SECOND FLOOR

PROPERTY ADDRESS
UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

DRAWING TITLE
PROPOSED ROOF PLAN

REVISION R01	DRAWING NO. PR04
------------------------	----------------------------

SCALE

0

1

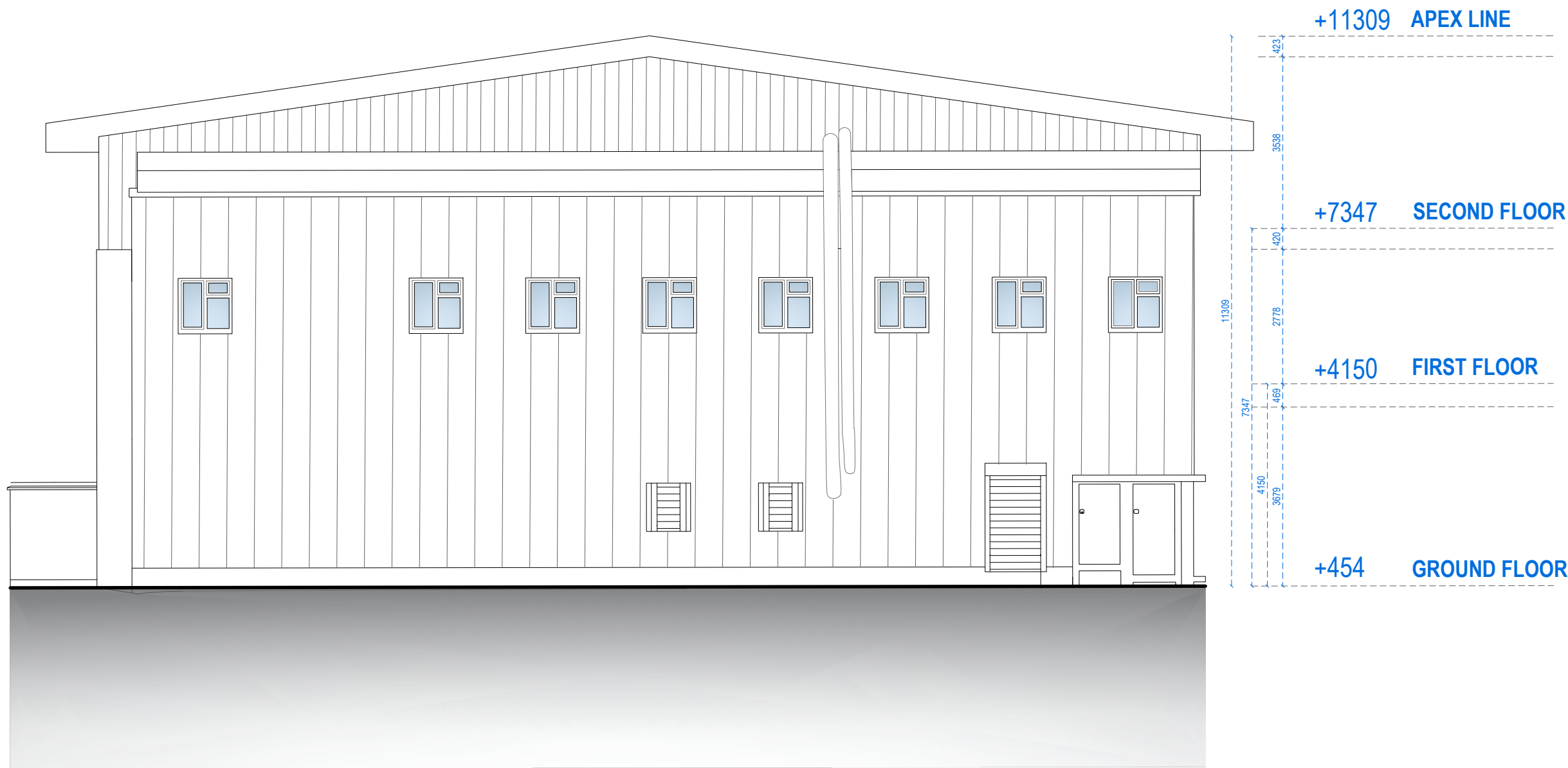
2

scale
1:100 @A2

N



SOUTH SIDE ELEVATION



EAST SIDE ELEVATION



NORTH SIDE ELEVATION

PRESTIGE
PLANNING & BUILDING SERVICES

Prestige Planning Ltd.
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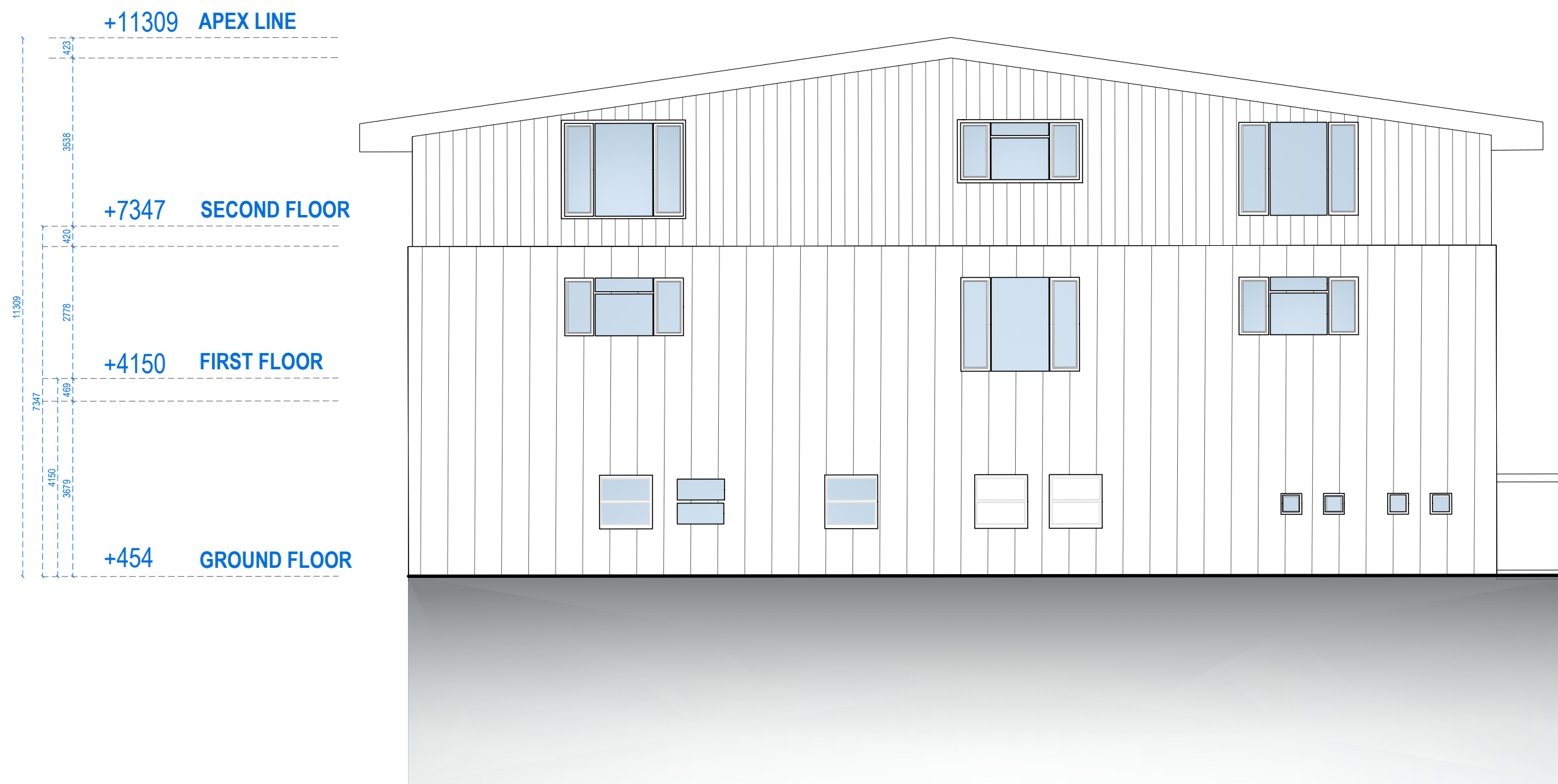
PROJECT DETAILS
TO EXTEND FIRST FLOOR HEIGHT
AND ADDITIONAL SECOND FLOOR

PROPERTY ADDRESS
UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

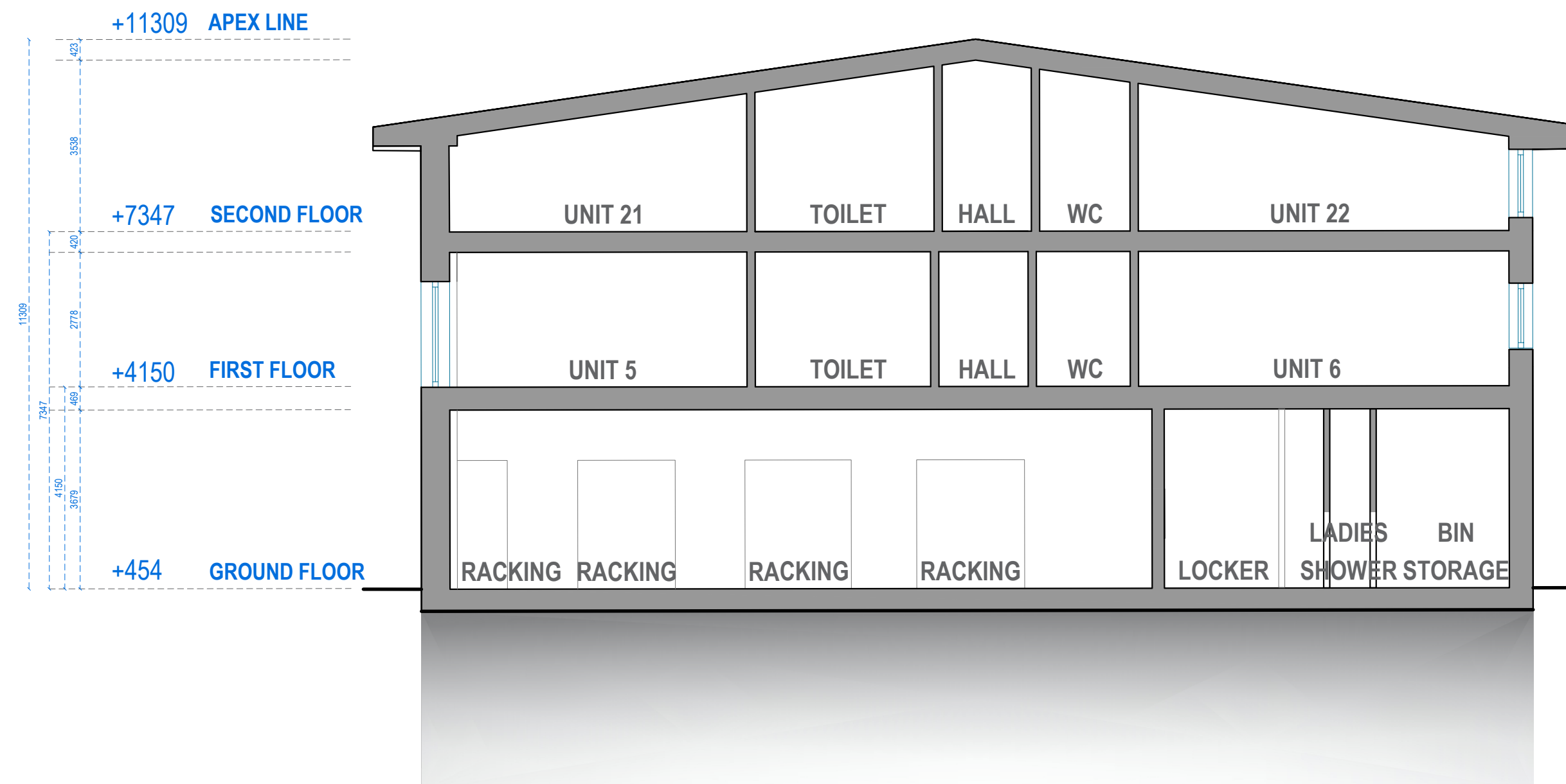
DRAWING TITLE
PROPOSED ELEVATIONS

REVISION	DRAWING NO.
R01	PR05

SCALE
0 1 2 scale
1:100 @A2



WEST SIDE ELEVATION



SECTION A-A



PRESTIGE
PLANNING & BUILDING SERVICES

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PROJECT DETAILS

TO EXTEND FIRST FLOOR HEIGHT
AND ADDITIONAL SECOND FLOOR

PROPERTY ADDRESS

UNIT 11 THE HIGH CROSS
CENTRE, FOUNTAYNE ROAD
N15 4QL

DRAWING TITLE

PROPOSED ELEVATION AND
SECTION

REVISION	DRAWING NO.
R01	PR06

SCALE

0 1 2 scale
1:100 @A2