



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

HGH CONSULTING

RESIDENTIAL DEVELOPMENT AT
BOURNE COURT, RUISLIP, HA4 6SW

TRANSPORT STATEMENT

January 2019

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Ref: File path P:\ P1953 Bourne Court Transport Statement January 2019

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by HGH Consulting in relation to the proposed development at Bourne Court, Ruislip, HA4 6SW.
- 1.2 The application site's location is presented on a map in Figure 1 of this report; the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The development site is located at the end of Bourne Court and was formerly occupied by the Phoenix Day Centre, the Wren Centre which is a mental health day facility, and Bourne Lodge which is a former hostel/care home (now all demolished).
- 1.4 The proposal will result in the provision of 87 new residential dwellings comprising of 34 one-bedroom, 45 two-bedroom and eight three-bedroom flats.
- 1.5 A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 96 parking spaces are proposed adjacent to the new homes.
- 1.6 The proposed site plan is presented in Appendix B of this report.
- 1.7 Bourne Court is a cul-de-sac leading off Station Approach. Station Approach itself is a local access road, which in the vicinity of the site features a hatched central reservation and a right turn lane with a capacity for one to two cars turning into Bourne Court.
- 1.8 The roads adjoining the application site are within London Borough of Hillingdon's controlled parking zone (CPZ) 'SR'; parking is restricted to permit holders only Monday to Friday from 9am to 5pm.

- 1.9 In terms of public transport, the site is well connected to bus and rail services. South Ruislip Rail Station is around 200 metres to the north east of the site; London Underground services on the Central Line and National Rail services are served from this station. Local bus services include routes 114 and E7 which can be accessed from stops within 400-450 metres of the site.

Recent Planning History

- 1.10 Two planning applications for residential development at this site have been submitted to and approved by Hillingdon Council in 2014 and 2017 as described below:

Planning reference: 11891/APP/2014/91
Status: Approval
Proposal: Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 49 residential units and 64 car parking spaces and associated works
Decided: 29-08-14

Planning reference: 11891/APP/2016/3583
Status: Approval
Proposal: Demolition of all existing single/two storey buildings including outbuildings within the site and construction of residential development comprising of 69 residential units and 80 car parking spaces and associated works
Decided: 14-11-17

- 1.11 Paul Mew Associates prepared Transport Statements which have been submitted with the above mentioned consented planning applications. Originally the local Council set out a broad scope of works for the Transport Statement which is extracted as follows:

“Transport Statement:

- *Collate and record accident statistics and analysis for the past 5 years.*
- *Review on street parking situation.*
- *Trip generation and distribution.*

- *Traffic impact and modelling if required.*
- *Identify Public Transport Infrastructure and PTAL score, including locations of bus stops and train stations, service details, capacity and occupancy (key point data).*
- *Consider impact of any committed developments in the surrounding area.*
- *Review highway and pedestrian safety, and pedestrian and vehicular (forward junction) visibility splays, both horizontal and vertical.*
- *Identify all local waiting & parking restrictions.*
- *Only if considered necessary, undertake Road Safety Audit.*
- *Identify any local cycle network infrastructure.*
- *Review pedestrian crossing facilities & pedestrian desire routes.*
- *Undertake capacity assessments at site access & highway network junctions and propose any mitigation measures required.*
- *Review parking proposals to ensure the provision is suitable and correctly laid out.*
- *Ensure that all swept paths (10.5m refuse vehicle and large cars) include a 0.3m error margin.*
- *Produce and issue a draft report to the Client and Design Team for comments prior to issuing it to Hillingdon Council for approval.*

1.12 This report comprises of an update to the Transport Statements originally submitted with the 2014 and the 2017 planning applications. The content of this report has been revised to reflect the new development proposals as described in paragraph 1.4/1.5 and illustrated in the proposed site plan at Appendix B.

Locally Committed Development

1.13 Consideration has been given to a significant local consented development which is close enough to the application site to be of relevance. The consented development in question is the redevelopment of the former Arla Food Depot at Victoria Road Ruislip. A summary of the development proposals is set out as follows:

Planning reference:	66819/APP/2014/1600
Status:	Approval
Proposal:	Redevelopment of the site to provide a foodstore with ancillary cafe (Class A1) and ancillary petrol filling station, cinema (Class D2), 5 x restaurant units (Class A3), and residential development consisting of 132 units, together with new vehicle and pedestrian accesses, car

parking, servicing areas, landscaping arrangements, and other associated works

Decided: 24-12-14

- I.14 A Transport Assessment was submitted with the above mentioned planning application which we have reviewed. A summary of the impacts of the scheme on public transport, walking and cycling, and the local road network are extracted as follows:

“Two regular bus services operate in the local area with services from early morning to late at night, providing staff and cinema patrons with a realistic public transport option. The site is located less than 2 minutes walk from South Ruislip Station offering a readily available and sustainable mode of transport to the development without the need to cross busy roads. As part of the new traffic signal access to the site on Victoria Road, 2 bus stops will need to be relocated. The new bus stop locations will afford the ability to include for new raised bus stop kerbing and new footway construction.

Pedestrian movement is well catered for in the local area, with pedestrian footways provided both sides of the carriageway throughout the surrounding highway. The proposed development will provide wide pedestrian refuge islands at the new site access and wider and safer pedestrian refuge islands as part of the improvement works to be carried out at the Victoria Road/Long Drive junction. The site will have the benefit of three separate pedestrian and cycle access points to the local highway network. The site is surrounded by large residential areas which will provide a good walking catchment for customers to the foodstore and restaurants and patrons to the cinema. The local area will also provide a substantial pool for staff living within an easy walk or cycle distance from the site. The development will offer 536 employment opportunities to local residents.

The surrounding network has been subject to a detailed VISSIM modelling exercise prepared by consultants AECOM. The findings of the VISSIM assessment show that the development proposals at the Arla Dairy Site would have a minimal negative impact on highway network performance. Indeed, the conclusion is that the VISSIM results suggest that journey times will improve along the majority of routes within the network due to the proposed changes to junctions being proposed as part of the development's highway improvements.”

- 1.15 As will be discussed in this report, the cumulative impact of the proposed development at Bourne Court will have no material bearing on the adjoining highway network in the context of the consented scheme at the former Arla dairy site and the highway infrastructure investment and improvement works which have arisen from the same.
- 1.16 It should be noted that the current scheme represents a net increase of 18 dwellings and 16 off-street car parking spaces from the most recently consented development scheme on this site (ref: 11891/APP/2016/3583).
- 1.17 The following chapter sets out the site's accessibility to all modes of transport, thereafter an assessment has been made of the traffic and parking impacts of the proposals, the parking provision in the context of the Council's policy requirements, and the site access and servicing arrangements.

2.0 SITE ACCESSIBILITY

- 2.1 The application site is within 0.5 kilometres to the west of South Ruislip town centre. The site is therefore within a reasonable walking distance of a wide variety of shops, services and amenities which will be readily accessible to future residents and thus reduce the need to travel.
- 2.2 The closest amenities in proximity to the site are a small convenience store on Station Approach to the west of the site, a parade of local shops and restaurants adjacent to South Ruislip Railway Station, and a large Sainsbury's supermarket on Long Drive to the east of the site.
- 2.3 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.
- 2.4 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 2.5 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.
- 2.6 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.
- 2.7 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The results indicate that the application site has a PTAL score of 3 which is a 'moderate' accessibility rating as defined by TfL. The full PTAL output file is presented in Appendix C.

- 2.8 Despite the site's 'moderate' accessibility rating the area adjoining the application site is well served by public transport links.
- 2.9 A total of two bus services with high hourly service frequencies can be accessed from stops within around 400 metres of the application site. Refer to Figure 2 of this report for a map detailing the locations of nearby public transport access points.
- 2.10 The closest bus stop to the site is on West End Road to the west of the site which serves bus route E7, Ruislip Station to Ealing Broadway Station. A further bus service, route 114 running between Ruislip Station and Mill Hill Broadway Station, can be accessed from stops on Victoria Road to the east of the site.
- 2.11 South Ruislip Station is within around 200 metres to the east of the application site and provides access to both National Rail and London Underground services. National Rail services run between London Marylebone and High Wycombe. London Underground services are on the Central Line.
- 2.12 The walk routes to nearby bus stops are therefore very direct and straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a reasonable state of repair. The carriageway of Bourne Court itself is currently potholed and the surface is generally in a poor condition.
- 2.13 Pedestrian crossing points, both controlled and uncontrolled, are provided throughout Station Approach. Crossing points have been observed to be correctly laid out with dropped kerbs and tactile blister paving etc.
- 2.14 Cycling will be encouraged through the provision of appropriate facilities. Secure cycle parking will be provided for the development in accordance with the Council's policy requirements, this is discussed in greater detail in Chapter 4.
- 2.15 The wider cycle route network is set out in TfL's Local Cycling Guide 3, a copy of which will be provided for each residential dwelling upon occupation.

- 2.16 Vehicle access to the site is served from the site's extant crossover position. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 96 parking spaces are proposed to be provided adjacent to the new homes.
- 2.17 The roads in proximity to the site are within the Council's controlled parking zone (CPZ) 'SR', parking is restricted to permit holders only and in some cases for pay and display Monday to Friday from 9am to 5pm.
- 2.18 The following chapter sets out the trip generation projections relating to the proposed development and the development impact on the adjoining highway.

3.0 TRAFFIC GENERATION & TRAFFIC IMPACT

- 3.1 In order to gauge the traffic impact of the proposal, trip generation estimates have been carried out for the site's former uses and proposed use. The net change in vehicle trips accessing the site would therefore represent the traffic impact of the development on the adjoining highway.
- 3.2 The following trip generation exercise has been carried out based on comparable data held within the industry standard TRAVL (Trip Rate Assessment Valid for London) database, the same methodology was used in the Transport Statement submitted with the 2014 and 2016 planning applications.
- 3.3 It is recognised that since this time the TRAVL database has merged with the TRICS (Trip Rate Information Computer System) database, the latter of which now takes priority as the former is no longer formally supported. Nevertheless, having interrogated the TRICS database we have found that there is a lack of suitable data to apply to this specific assessment, and therefore we see no reason not to apply the previously submitted and approved trip rate information from the 2014 and the 2016 Transport Statement as the data is still considered to be wholly sound.
- 3.4 Notwithstanding the above, owing to comments received from TfL regarding the trip generation assessment of an earlier version of this scheme for 109 dwellings and 115 car parking spaces a TRICS verification exercise was carried out and submitted to the Council for information.
- 3.5 A copy of the TRICS verification exercise is presented at Appendix D of this report.
- 3.6 The TRICS verification exercise validates the TRAVL data used in this report and accordingly TfL can rely upon the submitted data as a robust assessment of the development's impact on the local public transport network.

Existing Site Use

- 3.7 The application site formerly comprised of three buildings; the Wren Centre and the Phoenix Day Centre were both community buildings under use class D1 of the land use classification order, Bourne Lodge was a hostel/care home for people with learning disabilities the use of which is expected to fall under use class C2.
- 3.8 The TRICS and TRAVL traffic databases have a very limited amount of trip generation data relating to community uses and special needs facilities such as those formerly on the application site. The following vehicle trip generation assessment is therefore based on on-site observations, research and first principles.
- 3.9 On a site visit on Friday 4th October 2013 a total of two cars were observed to be parked in the Wren Centre car park. On a conservative estimate that these cars arrived in the morning and departed in the afternoon and that no further vehicle trips were generated by this facility, the Wren Centre has been projected to generate in the order of four total two-way vehicle trips on a typical weekday at a time when it was operational. This is a very conservative estimate.
- 3.10 The Phoenix Day Centre provided a day service for people with profound physical and learning disabilities. It had a wide range of activities, both educational and leisure focussed to enable service users to learn new skills, develop knowledge and work towards independence. The centre had capacity for up to 25 service users per day, and was operational five days a week (Monday to Friday) delivering up to eight educational sessions and leisure activities per day, alongside regular outings and day trips in the community.
- 3.11 On a site visit on Friday 4th October 2013 a total of eight cars were observed to be parked in the Phoenix Day Centre car park. On a conservative estimate that each of these cars arrived in the morning and departed in the afternoon and that no further vehicle trips were generated by this facility, the Phoenix Day

Centre can be projected to generate in the order of 16 total two-way vehicle trips on a typical weekday.

- 3.12 Bourne Lodge was a hostel/care home for up to 20 people with learning disabilities. A publically available document obtained from the Council's website states that the Bourne Lodge care home employed a total of 19 care staff (excluding managers) as of 2004.
- 3.13 According to the 2011 census travel to work statistics, of all residents in employment (and travelling to work) in Hillingdon, 55% travel by car or van. Therefore of the 19 total care staff, 10 are likely to have driven to and from the site on a typical weekday (20 total two-way trips). It is not known what level of care the Bourne Lodge provided for, therefore taking a conservative estimate it is assumed that no further vehicle trips would have been generated by this facility on a typical weekday.
- 3.14 In summary, the site's extant and former uses have been projected to generate a total of 40 two-way vehicle trips on a typical weekday, 20 arrivals and 20 departures. As explained throughout, this is likely to be a very conservative estimate of the existing site's trip generating potential and therefore presents a worst case scenario in terms of this traffic impact assessment.

Proposed Site Use

- 3.15 The proposal will result in the provision of 87 new residential dwellings comprising of 34 one-bedroom, 45 two-bedroom, and eight three-bedroom flats. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 96 parking spaces are proposed adjacent to the new homes.
- 3.16 As discussed the TRAVL traffic database has been interrogated to find comparable residential sites in order to project vehicular and person trips relating to the proposed residential development.

- 3.17 The adopted search criteria for comparison have been primarily based on location, public transport accessibility, parking provision ratio, and the size and type of development. A total of 10 comparable sites have been found to present a robust assessment. This is the same data that was utilised in the 2014 Transport Statement.
- 3.18 A summary of the vehicles only trip generation projections for the current proposed residential development is presented in Table 1, full details are provided in Appendix E.

Table 1. TRAVL Vehicle Trip Projections – Proposed 87 Dwellings

Time	MODE: Car Driver		
	Proposed 87 Dwelling Proposal		
	Arrive	Depart	Total
0700-0800	3	11	15
0800-0900	5	18	23
0900-1000	9	9	17
1000-1100	7	8	15
1100-1200	7	7	15
1200-1300	8	9	17
1300-1400	6	7	13
1400-1500	7	6	13
1500-1600	10	10	20
1600-1700	11	9	19
1700-1800	13	8	21
1800-1900	16	10	26
1900-2000	14	10	23
2000-2100	12	8	19
2100-2200	8	5	13
2200-2300	10	6	17
2300-0000	11	4	16
Total	157	144	302

Source: TRAVL

- 3.19 The results in Table 1 demonstrate that the proposed 87 dwellings can be expected to generate in the order of 302 total two-way vehicle trips, 157 arrivals and 144 departures, on a typical weekday.

- 3.20 The busiest AM period is projected to occur from 0800-0900 whereby the proposal can be expected to generate 23 total vehicle trips, 5 arrivals and 18 departures. The busiest PM period is projected to occur from 1800-1900 whereby the proposal can be expected to generate a total of 26 vehicle trips, 16 arrivals and 10 departures.
- 3.21 The number of vehicle trips generated by the proposed 87 new dwellings is expected to be fairly evenly spread throughout a typical day; even in the peak period only 26 total vehicle movements are expected to occur in one hour which equates to around a one-way trip around every two minutes.
- 3.22 In addition, the proposal is projected to generate 76 total daily car passenger trips and 289 total daily walk / public transport trips as derived from TRAVL; refer to Appendix E.
- 3.23 In order to further disaggregate the 'walk/public transport' trips in Table 1, travel to work census data from 2011 has been obtained for the middle layer super output area adjoining the site. This covers dwellings (minimum 5,000 residents / 2,000 households) immediately adjacent to the site and thus accurately reflects current travel trends of residents in the locality. Table 2 sets out the travel to work census data.

Table 2. Residents' Travel to Work (Walk/Public Transport) Census Data

Method of Travel to Work (QS701EW)	Hillingdon 033		Hillingdon	
	Middle Layer Output Area		London Borough	
	Count	%	Count	%
Underground, Metro, Light Rail, Tram	1011	61%	17458	36%
Train	186	11%	5643	12%
Bus, Minibus or Coach	246	15%	15731	33%
On Foot	228	14%	9192	19%
Total	1671	100%	48024	100%

Source: Office for National Statistics

- 3.24 From the data in Table 2 it is possible to derive that, of those residents that are projected to travel to work from the site on-foot or using public transport (289 total trips), 208 total trips or 72% will be made by rail, 43 total trips or 15% by

bus, and 40 total trips or 14% will be made on-foot (arithmetic errors are due to rounding).

Traffic Impact

- 3.25 This section focuses on the vehicle traffic impact of the proposed development on the adjoining highway.
- 3.26 The site's former uses have been projected to generate a total of 40 two-way vehicle trips on a typical weekday, 20 arrivals and 20 departures. This is likely to be a very conservative estimate of the existing site's trip generating potential.
- 3.27 The proposed 87 dwellings can be expected to generate in the order of 302 total vehicle trips, 157 arrivals and 144 departures, to and from the site on a typical weekday as derived from TRAVL.
- 3.28 The proposal is therefore projected to result in a worst case scenario net increase of 262 total two-way vehicle trips to the site throughout a typical weekday.
- 3.29 In order to demonstrate the existing flow of vehicle traffic on the adjoining highway, PMA installed a MetroCount automatic traffic counter (ATC) machine on Station Approach near the junction with Bourne Court. The ATC machine was in place from Thursday 3rd to Tuesday 8th October 2013.
- 3.30 A summary of the recorded average weekday vehicle flows on Station Approach is presented in Table 3; full details are provided in Appendix F.

Table 3. Station Approach ATC Vehicle Flow Data

Time	Average Weekday Flow		
	Eastbound	Westbound	Total
0000-0100	79	54	133
0100-0200	32	29	61
0200-0300	20	13	33
0300-0400	23	40	64
0400-0500	34	77	111
0500-0600	106	233	339
0600-0700	246	565	812
0700-0800	394	248	642
0800-0900	472	339	811
0900-1000	473	565	1038
1000-1100	544	640	1184
1100-1200	543	644	1186
1200-1300	597	680	1278
1300-1400	592	731	1322
1400-1500	661	729	1390
1500-1600	669	682	1351
1600-1700	676	735	1410
1700-1800	614	629	1243
1800-1900	538	616	1154
1900-2000	641	544	1186
2000-2100	469	492	961
2100-2200	344	356	700
2200-2300	257	259	516
2300-2400	192	157	349
Total	9215	10056	19271

Source: PMA Survey

3.31 The results in Table 3 demonstrate that Station Approach carries an average of 19,271 total vehicle movements over the course of a typical weekday, 9,215 eastbound trips and 10,056 westbound trips, adjacent to the application site.

3.32 Given that this traffic flow data is now nearly 5 years old, we have applied a TEMPRO (Trip End Model Presentation Program) and NTEM (National Trip End Model) growth factor to bring the survey results up to projected current levels. Using TEMPRO 7 and the 'Hillingdon 033' output area the predicted growth in background vehicle traffic levels from 2013-2018 on an average weekday is 2.8%.

- 3.33 Applying the TEMPRO growth factor to the data in Table 3, the revised total flow of traffic on Station Approach adjoining the site is 19,810 total vehicle movements over the course of a typical weekday, 9,473 eastbound trips and 10,337 westbound trips, adjacent to the application site.
- 3.34 The proposal is projected to result in a worst case scenario net increase of 262 total two-way vehicle trips to the site throughout a typical weekday, which is 302 total vehicle trips projected to be generated by the new dwellings less the 40 total vehicle trips projected to have been generated by the site's former uses.
- 3.35 This represents an increase of 1.4% on existing traffic conditions on the adjoining highway. Such a minimal increase is expected to go largely unnoticed and would in all likelihood fall within the day to day variation in the flow of traffic on Station Approach.
- 3.36 Accordingly no further highway capacity assessment has been deemed to be necessary. The cumulative impact of the proposed development at Bourne Court will have no material bearing on the adjoining highway network in the context of the consented scheme at the former Arla dairy site. The highway infrastructure investment and improvement works which have arisen from the Arla scheme will benefit the local highway network and the marginal increase in traffic associated with the proposed development will not offset these benefits in any way.

Road Traffic Accident Statistics

- 3.37 As part of this study, personal injury accident (PIA) data for the road network adjoining the application site has been obtained from TfL. The study area comprises the stretch from West End Road running North East along Station Approach/Long Drive towards Victoria Road. All recorded PIA's in the last five years have been assessed by time of day, location, cause of incident and the severity of injury.

3.38 There has been a total of 24 PIA's within the identified study area in the 60 months prior to September 2018, which is the most recent data available at the time of request. A summary of the general causes of accidents is set out as follows; full details are provided in Appendix G:

- PIA's involving a pedestrian – 9 (38%);
- PIA's resulting from a rear end shunt at a junction – 4 (17%);
- PIA's resulting from reckless/dangerous driving – 6 (25%);
- Miscellaneous PIA's – 5 (21%).

3.39 As expected the vast majority of PIA's are clustered at junctions, with the most occurring at the Station Approach junction with Great Central Avenue and Long Drive. Accidents at junctions predominantly comprise of rear end shunts and reckless driving (i.e. overshooting the junction or pulling out onto oncoming traffic).

3.40 The junction with Bourne Court and Station Approach close to the application site has an excellent safety record with no recorded PIA's in the vicinity of this junction in the past five years.

3.41 Of the 24 total recorded incidents only three (13%) had a severity rating of 'serious' and zero were 'fatal' leaving 21 PIA's or 87% of the total with only a 'slight' severity rating.

3.42 In summary the road network immediately adjoining the application site is considered to have a good safety record, there are no patterns or trends in the PIA statistics which indicate an inherent road safety problem that needs any further attention.

3.43 The following chapter looks at the site's parking provision.

4.0 PARKING PROVISION & DEVELOPMENT IMPACT

- 4.1 The proposal comprises of the development of 87 new residential dwellings providing 34 one-bedroom, 45 two-bedroom, and eight three-bedroom flats. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 96 parking spaces are proposed adjacent to the new homes. Refer to Appendix B.

Parking Policy

- 4.2 The National Planning Policy Framework (NPPF) 2018 states as follows with regards to the setting of car parking standards for new development:

"105. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 4.3 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council intends to divide the Hillingdon Local Plan into two parts. The first part the 'Hillingdon Local Plan: Part 1- Strategic Policies' was adopted on 8 November 2012.

4.4 The Hillingdon Local Plan: Part 1- Strategic Policies is the first and most important document that sets out the key elements of the planning framework for the Borough over the next 15 years. Part 2 of the Hillingdon Local Plan, which will consist of the Development Management Policies, Site Specific Allocations and an associated Policies Map, is not yet formally adopted at the time of preparing this report.

4.5 The development plan for the Borough currently comprises of the following documents:

- The Hillingdon Local Plan: Part 1- Strategic Policies;
- The extant 2007 Saved Unitary Development Plan policies adopted as the "Hillingdon Local Plan: Part Two", pending the preparation and adoption of subsequent site specific allocations, development management policies and a policies map; and
- The London Plan published by the Mayor of London.

4.6 Appendix 5 of the Hillingdon Local Plan stipulates that the Council's adopted parking standards are as prescribed in the UDP Saved Policies (September 2007) document.

4.7 Policy AM14 of the Council's Saved Policies UDP is extracted as follows:

"AM14 NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS IN ACCORDANCE WITH THE COUNCIL'S ADOPTED CAR PARKING STANDARDS AS SET OUT IN ANNEX 1."

4.8 Annex 1 of the Council's Saved Policies UDP sets out the Council's maximum car parking standards and minimum cycle parking standards for new development in the Borough. For residential development (Use Class C3) of flats and houses without individual curtilages with communal parking in garages or open car parking areas the maximum standard is 1.5 spaces per dwelling.

- 4.9 A caveat to the application of the Council's parking standards is extracted as follows (footnote 3 to the Council's Car Parking Standards table in Annex I of the UDP Saved Policies 2007):

"Precise level of provision may be dependent on household and housing type and location. Provision above the maximum level will only be considered in exceptional circumstances and where the development is related to measures to improve public transport or manage the supply of on-street parking. Contributions towards the creation/extension of CPZs, traffic reduction initiatives and/or public transport may be sought in some locations where the assumed demand is greater than the level of parking being provided."

- 4.10 Annex I of the Council's Saved Policies UDP also sets out the Council's minimum cycle parking standards. For residential development (Use Class C3) the minimum standards are one space per one and two-bedroom dwelling and two spaces per dwelling with more than two bedrooms.

- 4.11 In terms of further guidance for parking standards, the London Plan sets maximum parking standards in Table 6.2 and minimum cycle parking standards in Table 6.3. The following salient parking policy and parking standard notes have been extracted from The London Plan relative to this assessment:

- PARKING FOR RESIDENTIAL DEVELOPMENT – Four or more beds, 2 spaces per unit; three beds, 1.5 spaces per unit, one and two beds, less than one space per unit. All developments in areas of good public transport accessibility should aim for significantly less than one space per unit. Adequate parking spaces for disabled people must be provided preferably on-site, in accordance with the Mayor of London's *Housing Supplementary Planning Guidance (GLA 2012)*. 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

- CYCLE PARKING – **C3 residential:** for *long-stay*, 1 space per studio and 1 bedroom unit, and 2 spaces for all other dwellings, and for *short-stay*, 1 space per 40 units.

Application of Parking Standards

- 4.12 The development comprises of 34 one-bedroom, 45 two-bedroom, and eight three-bedroom flats. In accordance with the Council and the London Plan parking standards the development would require up to a maximum of 131 off-street car parking spaces and 140 secure and sheltered cycle parking spaces plus two short-stay visitor cycle parking spaces.
- 4.13 A total of 96 parking spaces are proposed adjacent to the new homes, this level of provision is within the Council's maximum parking standards. The proposed level of car parking has been discussed with the Council during formal pre-application consultation, officers have sought around a 1:1 parking ratio for this development. In light of the enhanced site layout with central amenity space being proposed plus the very close proximity to South Ruislip Rail Station as well as local bus stops, shops and local amenities the proposed parking provision is therefore considered to be acceptable.
- 4.14 It is noted that a residential parking ratio of one space per flatbed dwelling was approved by the Council as part of the planning consent for the nearby Arla Food Depot site (ref: 66819/APP/2014/1600). The proposals are therefore in line with local planning precedent with respect to parking provision.
- 4.15 A total of 182 secure and sheltered long-stay cycle parking spaces will be provided within the development for the flats which is in accordance with and exceeds the minimum expectations as per the London Plan.
- 4.16 A minimum of one blue badge parking space will be provided per wheelchair accessible dwelling. A total of 10 wheelchair accessible parking spaces are provided as shown in Appendix B, nine wheelchair flats are included in the proposed schedule of accommodation.

- 4.17 Of the 96 parking spaces proposed to be provided, 24% (23 spaces) will be provided with an active EV charge point, and a further 24% (23 spaces) will be provided with the infrastructure for future EV provision in line with and exceeding current London Plan standards.

Development Parking Impact

- 4.18 The proposal provides 96 off-street car parking spaces which is in accordance with the Council's maximum parking standards.
- 4.19 The development is therefore considered to be satisfactory and policy compliant and will not result in conditions prejudicial to existing parking capacity, highway safety or neighbouring amenity.
- 4.20 In summary the proposal is considered to be acceptable in respect of parking provision and impact.

5.0 ACCESS & SERVICING

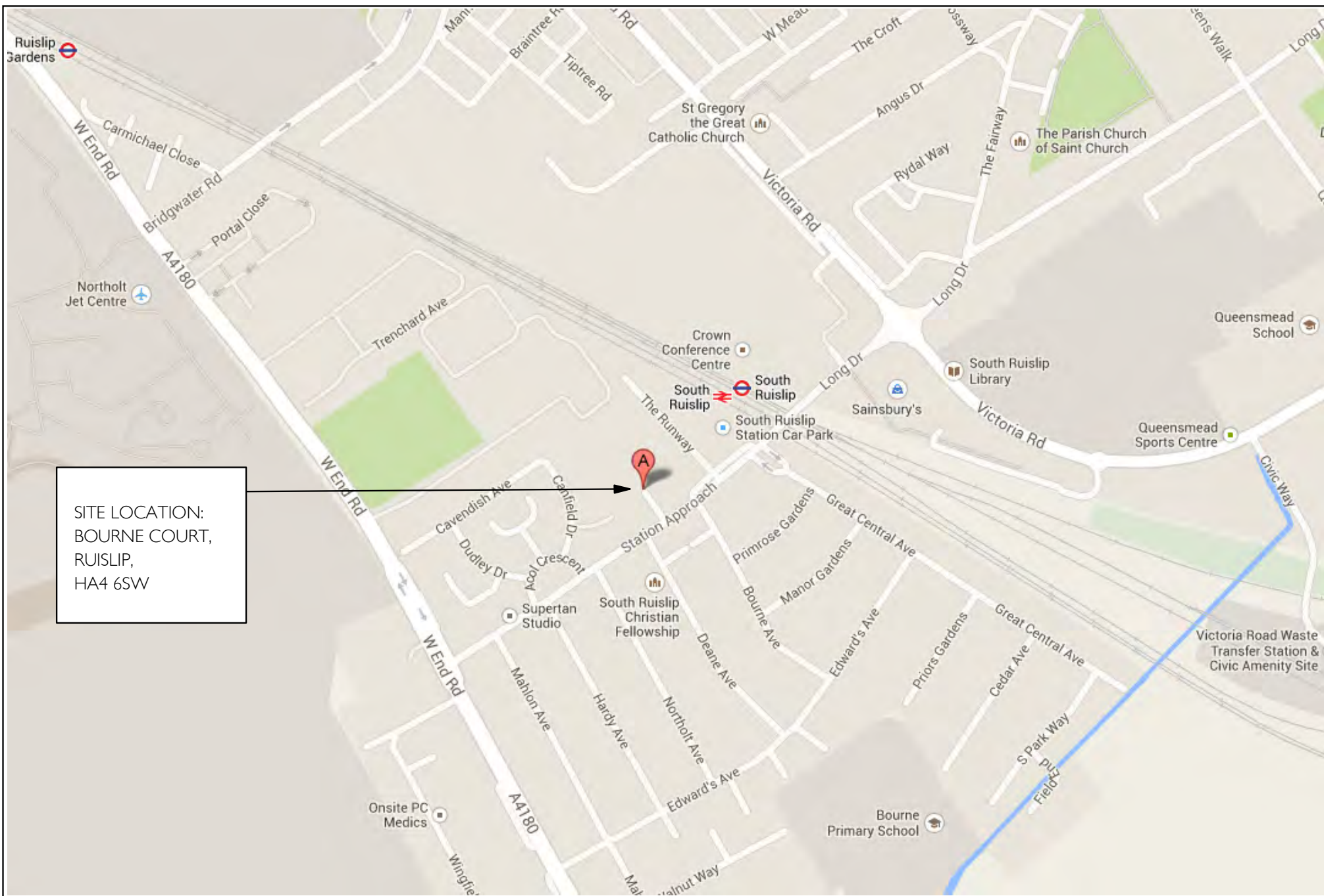
- 5.1 A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 96 parking spaces are proposed adjacent to the new homes.
- 5.2 The layout of the new road is considered to be satisfactory and in accordance with best practice guidance principles set out in the Department for Transport (DfT) publication Manual for Streets (MfS).
- 5.3 The proposed parking spaces are a minimum of 2.4m by 4.8m and the manoeuvring distance behind the parking spaces is 6.0m which is commensurate for 90 degree perpendicular parking arrangements; refer to Appendix B.
- 5.4 The site's servicing arrangements have been assessed. Communal bin stores are located at the entrance to Block A and Block B as shown on the site plan in Appendix B and Refuse Strategy Diagram in the Design and Access Statement (DAS) submitted with the planning application. The bin stores are within a short travel distance of the internal access road therefore collection will occur from the kerb.
- 5.5 The scoping assessment provided by the Council to assist the preparation of this Transport Statement noted that any study of the site's refuse collection arrangements should be undertaken using a 10.5m long refuse collection truck.
- 5.6 Accordingly an AutoTrack swept path assessment has been carried out of the proposed site plan using a 10.5m long refuse collection vehicle.
- 5.7 The results are provided in Figure 3 and demonstrate that a large refuse collection vehicle will be able to comfortably enter the site, turn in the turning head provided and exit the site in a forward gear. The headroom clearance within the arch entrance to the development is 5.1 metres from floor to soffit which is a comfortable height to allow large vehicles such as a refuse vehicle.

- 5.8 The site's refuse collection arrangements are considered to be acceptable.
- 5.9 A refuse truck is the largest size of vehicle that is reasonably expected to require access to the site on a regular basis.
- 5.10 However for robustness an AutoTrack swept path study has also been carried out to determine whether or not a large fire tender vehicle and a delivery type van (a 7.5 tonne box van) can also comfortably enter, turn and exit the site in forward gear.
- 5.11 Figures 4 and 5 of this report demonstrate that a fire tender and a 7.5 tonne box van respectively will be able to comfortably turn in the turning head provided.

6.0 SUMMARY

- 6.1 The development site is located at the end of Bourne Court and was formerly occupied by the Phoenix Day Centre, the Wren Centre which was a mental health day facility, and Bourne Lodge which was a former hostel.
- 6.2 The proposal will result in the provision of 87 new residential dwellings comprising of 34 one-bedroom, 45 two-bedroom, and eight three-bedroom flats. A new road is planned to extend from Bourne Court through the site and end in a cul-de-sac. A total of 96 end-on parking spaces are proposed adjacent to the new homes.
- 6.3 This report has been prepared to assess the traffic and transportation impacts of the proposed development for submission with a full planning application to the local planning authority, the London Borough of Hillingdon.
- 6.4 The application site is situated within an area where access to local shops, services and amenities as well as good public transport nodes is readily available.
- 6.5 The traffic generated by the proposal is projected to have a minimal and insignificant impact on the adjoining highway.
- 6.6 The provision of 96 car parking spaces is within the Council's maximum parking standards and is therefore considered to be satisfactory.
- 6.7 The provision of 10 Blue Badge parking spaces and 182 long-stay on-site cycle parking spaces for the flats and for visitors is in accordance with and exceeds the Council's minimum standards.
- 6.8 The layout of the new road is satisfactory and in accordance with design principles set out in MfS. An AutoTrack assessment has been carried out which confirms that refuse vehicles, fire tenders, and delivery vans will be able to enter, turn and exit the site comfortably in a forward gear.

FIGURES



SITE LOCATION:
BOURNE COURT,
RUISLIP,
HA4 6SW

Date: 03-August-2018
Scale: NTS
Source: Google Maps
Drawing No: P1953/TS/01



PI953: BOURNE COURT, RUISLIP, HA4 6SW

Figure 1
Site Location.



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



Date: 03-August-2018
 Scale: NTS
 Source: Transport Direct
 Drawing No: P1953/TS/02

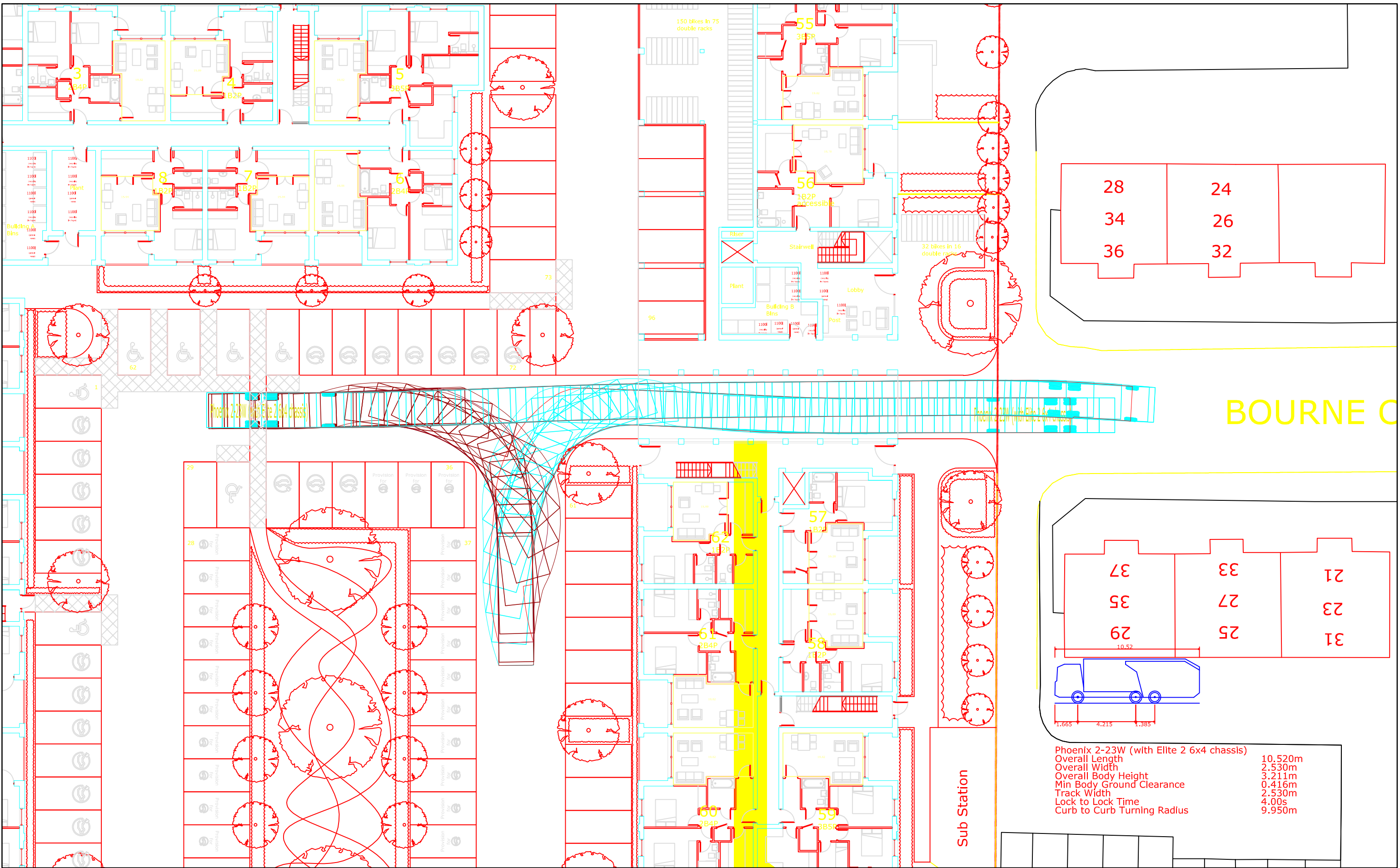


P1953: BOURNE COURT, RUISLIP, HA4 6SW

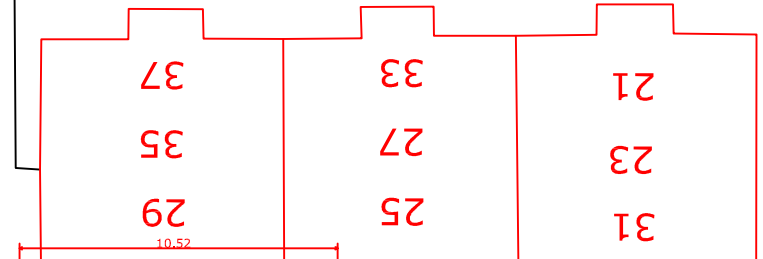
Figure 2
 Public Transport Map



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

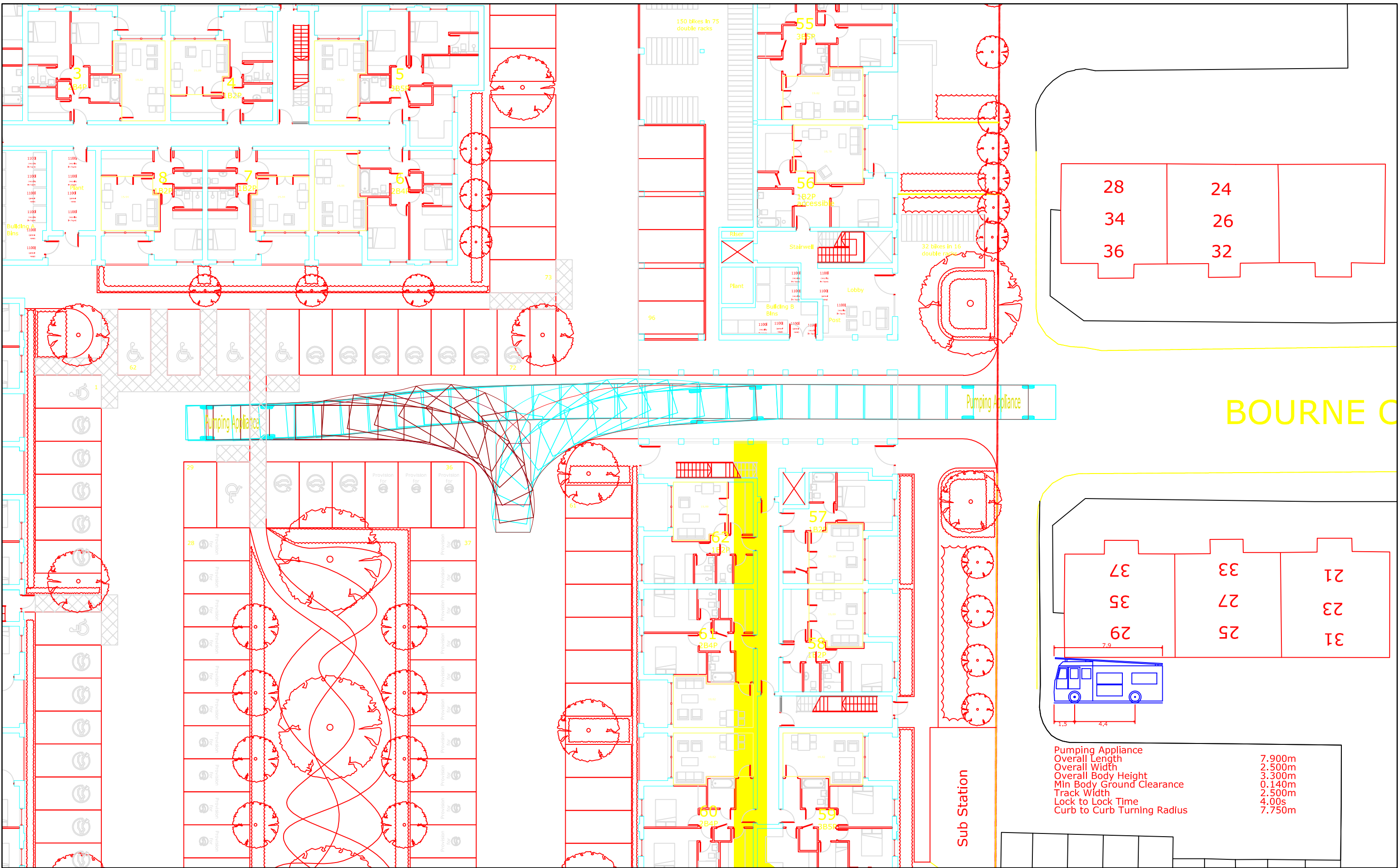


BOURNE COURT



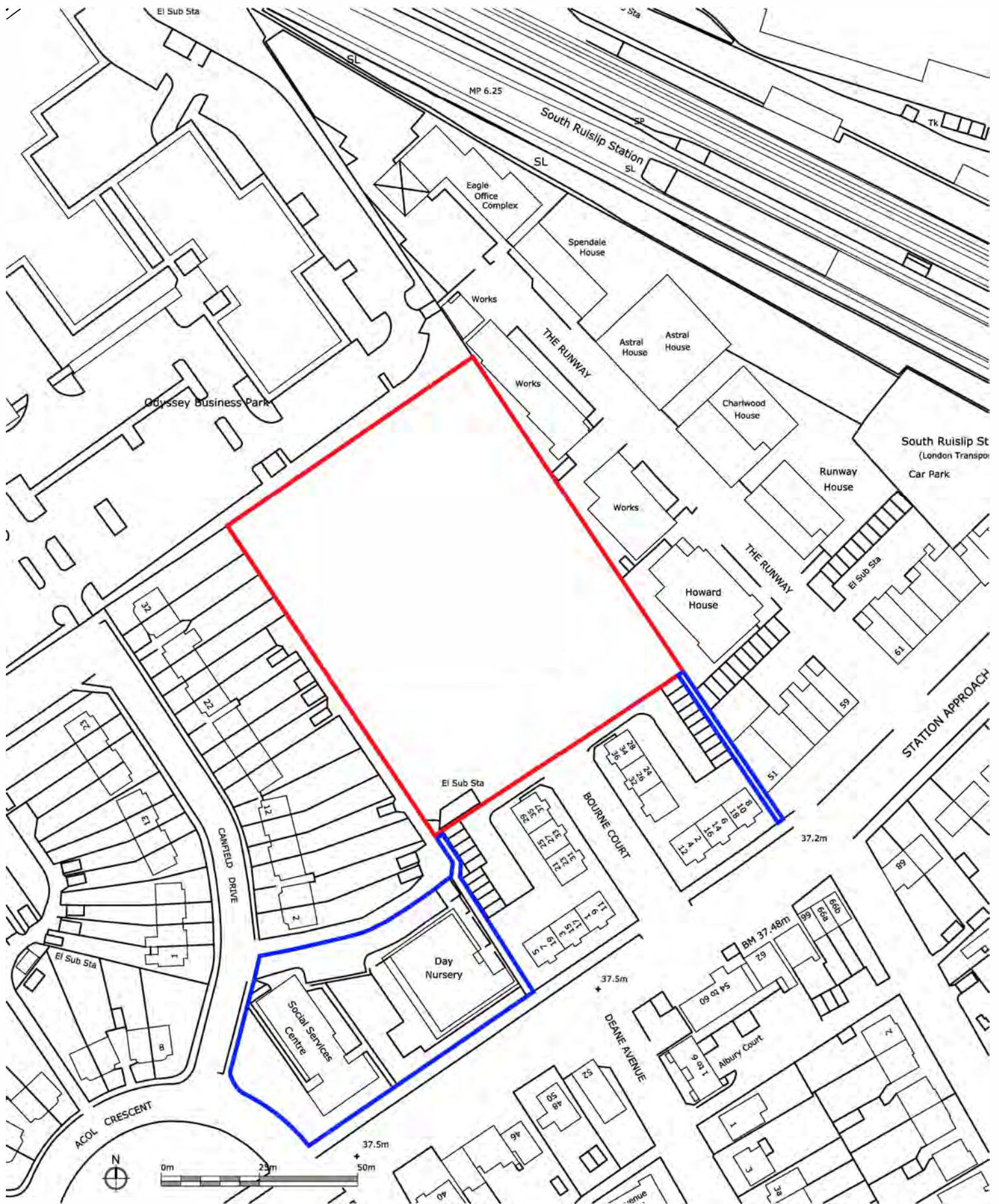
Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	9.950m



APPENDIX A

Site Boundary



Project
Bourne Court Ruislip

Client

Project No
303
DWG Type
PL
Date
06/07/18

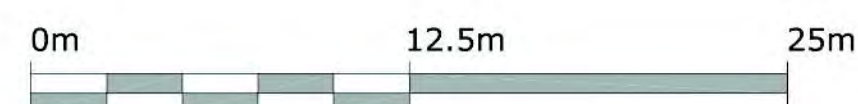
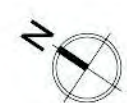
Drawing Title
Site Location Plan
DWG No
010
Drawn
MR

Rev
00
Checked
BW

Scale
1:1250
Status
For Approval

APPENDIX B

Proposed Site Plan



Project
Bourne Court
Ruislip

Client

www.wamarchitecture.com

Project No
303
DWG Type
PL
Date
24/01/19

Drawing Title
Proposed Site Plan
DWG No
100
Drawn
MR
Rev
01
Checked
BW

Scale
1:500
Status
For Approval

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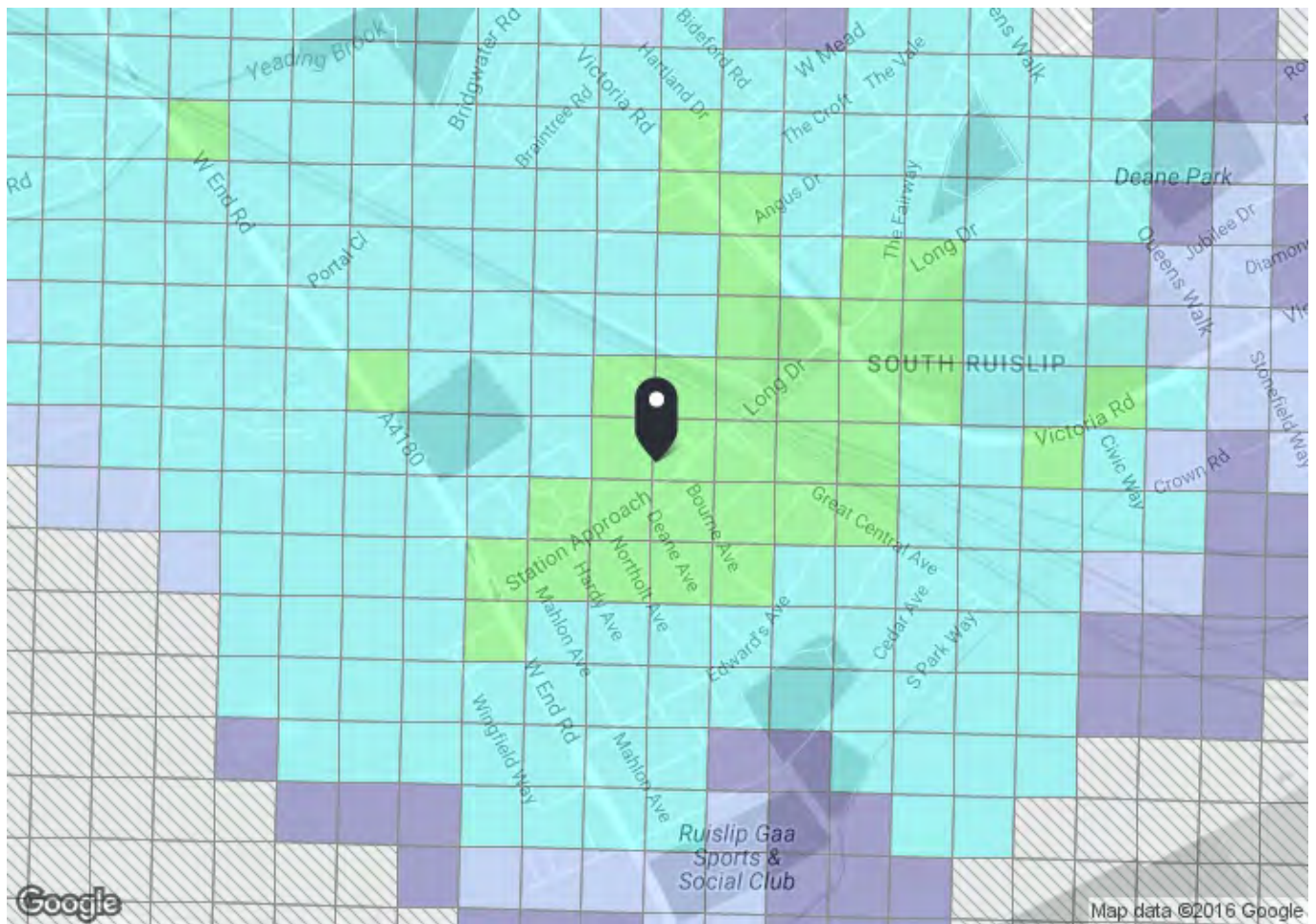
wam
architecture

Castle Hill House, 12 Castle Hill,
Windsor, Berkshire, SL4 1PD

RIBA
Chartered Practice

APPENDIX C

PTAL Output Summary



PTAL output for 2011 (Base year)

3

HA4 6SW

Bourne Ct, Station Approach, Ruislip HA4 6SW UK

Easting: 511003, Northing: 185317

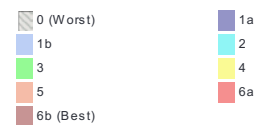
Grid Cell: 105704

Report generated: 12/12/2016

Calculation Parameters

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

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SOUTH RUISLIP LIBRARY	114	328.04	6	4.1	7	11.1	2.7	1	2.7
Bus	WEST END RD STATION APPR	E7	447.63	5	5.6	8	13.6	2.21	0.5	1.1
Rail	South Ruislip	'MARYLBN-GERRDSX 2G14'	105.1	0.33	1.31	91.66	92.97	0.32	1	0.32
Rail	South Ruislip	'HWYCOMB-MARYLBN 1H10'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'GERRDSX-MARYLBN 2H04'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'GERRDSX-MARYLBN 2H06'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'PRINRIS-MARYLBN 2H17'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'HWYCOMB-MARYLBN 2H19'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'GERRDSX-MARYLBN 2H20'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-SRUISLP 2R17'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-SRUISLP 2R12'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-PRINRIS 2P10'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-HWYCOMB 2W12'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-HWYCOMB 2W14'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
Rail	South Ruislip	'MARYLBN-HWYCOMB 2W17'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
LUL	South Ruislip	'Epping-WRuislip '	105.1	3	1.31	10.75	12.06	2.49	0.5	1.24
LUL	South Ruislip	'RuislipGar-Epping '	105.1	1	1.31	30.75	32.06	0.94	0.5	0.47
LUL	South Ruislip	'Debden-WRuislip '	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
LUL	South Ruislip	'RuislipGdns-Debden '	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
LUL	South Ruislip	'Loughton-WRuislip '	105.1	1	1.31	30.75	32.06	0.94	0.5	0.47
LUL	South Ruislip	'RuislipGdns-Loughton'	105.1	0.67	1.31	45.53	46.84	0.64	0.5	0.32
LUL	South Ruislip	'WRuislip-NewburyPark'	105.1	0.33	1.31	91.66	92.97	0.32	0.5	0.16
LUL	South Ruislip	'Hainault-WRuislip '	105.1	3.33	1.31	9.76	11.07	2.71	1	2.71
LUL	South Ruislip	'Hain-NP-RuislipGdns '	105.1	0.67	1.31	45.53	46.84	0.64	0.5	0.32
LUL	South Ruislip	'GrangeHill-Wdld-WRsp'	105.1	0.67	1.31	45.53	46.84	0.64	0.5	0.32

Total Grid Cell AI: 12.38

APPENDIX D

TRICS Verification Exercise

Nick Ferguson

From: Nick Ferguson
Sent: 04 December 2018 12:02
To: 'Richard Henley'; Paul Mew
Cc: Robbie Greenaway; Ben Stonebridge; Ben Willcox; Stephen Murphy
Subject: RE: *URGENT* Fwd: Bourne court(11891/APP/2018/3414): PLANNING COMMITTEE CHAIRMAN TECH BRIEFING COMMENTS
Attachments: P1953 Bourne Court TRICS Residential Trip Rate Assessment - Validation Exercise December 2018.PDF

Dear Richard,

Thank you for your email.

We note the comments made by TfL regarding the use of TRAVL trip generation data in the submitted Transport Statement.

Firstly we should point out that the rationale behind the use of the TRAVL data was fully explained in the Transport Statement.

I have extracted the first 3 paragraphs of Chapter 3 'Traffic Generation and Traffic Impact' of the Transport Statement which are pertinent:

"3.1 In order to gauge the traffic impact of the proposal, trip generation estimates have been carried out for the site's former uses and proposed use. The net change in vehicle trips accessing the site would therefore represent the traffic impact of the development on the adjoining highway.

3.2 The following trip generation exercise has been carried out based on comparable data held within the industry standard TRAVL (Trip Rate Assessment Valid for London) database, the same methodology was used in the Transport Statement submitted with the 2014 (11891/APP/2014/91) and 2016 (11891/APP/2016/3583) planning applications.

3.3 It is recognised that since this time the TRAVL database has merged with the TRICS (Trip Rate Information Computer System) database, the latter of which now takes priority as the former is no longer formally supported. Nevertheless, having interrogated the TRICS database we have found that there is a lack of suitable data to apply to this specific assessment, and therefore we see no reason not to apply the previously submitted and approved trip rate information from the 2014 and the 2016 Transport Statement as the data is still considered to be wholly sound."

The TRAVL derived vehicle trip rate which was applied in the submitted Transport Statement is 3.47 total two-way vehicle trips per dwelling. For the 109 proposed dwellings the total trip generation projection is 378 total two-way daily vehicle trips.

The TRAVL derived total person (i.e. all other modes) trip rate which was applied in the submitted Transport Statement is 4.19 total two-way all other modal trips per dwelling. For the 109 proposed dwellings the total trip generation projection is 457 total two-way daily all other modal trips.

At the request of TfL we have carried out a TRICS assessment for the proposal based on data from the last 5 years only. In order to gather a reasonable number of sites with comparable characteristics to the proposed development and the application site we have had to broaden the search area to Greater London and the South East of England. A total of 34 comparable sites from the TRICS have been utilised as part of this validation assessment which is considered to be broad and robust. The full TRICS output assessment is attached to this email and a summary is provided as follows:

The TRICS derived vehicle trip rate as per the attached analysis is 3.229 total two-way vehicle trips per dwelling. For the 109 proposed dwellings the total TRICS derived trip generation projection is 352 total two-way daily vehicle trips, which is just 26 total two-way daily trips less than the submitted TRAVL assessment and is therefore considered to be robust and provides suitable validation. It also shows that the Transport Statement provides a worst case scenario in terms of vehicle trip generation and traffic impact.

The TRICS derived total person (i.e. all other modes) trip rate as per the attached analysis is 4.038 total two-way all other modal trips per dwelling. For the 109 proposed dwellings the total TRICS derived trip generation projection is 440 total two-way daily all other modal trips, which is just 17 total two-way daily trips less than the submitted TRAVL assessment and is therefore again considered to be wholly robust and provides suitable validation. Again this also shows that the Transport Statement provides a worst case scenario in terms of all other modal trip generation and traffic impact.

To summarise, the TRICS data contained herein validates the TRAVL data used in the submitted Transport Statement and accordingly TfL can rely upon the submitted data as a robust assessment of the development's impact on the local public transport network.

I trust that this provides sufficient information for the Chairman of the Planning Committee in response to TfL's comments regarding trip generation.

Kind regards,

Nick Ferguson

Paul Mew Associates

Traffic Consultants

Tel: 0208 780 0426

Email: nick.ferguson@pma-traffic.co.uk

Web: www.pma-traffic.co.uk

From: Richard Henley [mailto:rhenley@hghconsulting.com]

Sent: 03 December 2018 19:12

To: Nick Ferguson <nick.ferguson@pma-traffic.co.uk>; Paul Mew <paul.mew@pma-traffic.co.uk>

Cc: Robbie Greenaway <RGreenaway@clearviewhomes.co.uk>; Ben Stonebridge <bstonebridge@hghconsulting.com>; Ben Willcox <ben@wamarchitecture.com>; Stephen Murphy <SJMurphy@clearviewhomes.co.uk>

Subject: *URGENT* Fwd: Bourne court(11891/APP/2018/3414): PLANNING COMMITTEE CHAIRMAN TECH BRIEFING COMMENTS

Nick / Paul

Good evening

The revised Bourne Court application is due for determination at tomorrow (Tuesday) evening's Planning Committee.

Following Technical Briefing this afternoon with the Head of Planning and the Chair of Planning Committee, the Chairman has raised some concerns regarding the highways assessment work / out of date TRICS data (see **point 6** of TfL's comments below) and implications for accuracy of your TS report conclusions.

See an email received in the last half hour from the case officer below.

Can I please ask you to respond to this as a matter of priority so that I can send your comments onto the case officer / Head of Planning / Chair of Committee tomorrow. Can we please have this by lunchtime at the latest. I am sorry for the 11th hour request but as said this has just come through.

I attach a copy of the detailed committee report and I highlight some of the TFL comments regarding parking and trip movements below, but you can read the report in full - as attached.

+++++

TFL: OBJECTION

1. The application proposes 115 car parking spaces which is wholly unacceptable to TfL. Developments in Outer London with a PTAL 3 should provide car parking at a maximum of 0.75 spaces per dwelling to meet Draft London Plan Policy T6.1 which equates to a maximum car parking provision of 82 car parking spaces.

6. The applicant has estimated the trip generation using 10 sites from the TRAVL database with the most recent survey taking place in 2006 and some surveys dating back to 2000. This is not acceptable. TRICS should be used to estimate the trip generation and TfL expects that only surveys undertaken within the last five years will be used in order for a robust assessment. The applicant should therefore submit a revised trip generation assessment to TfL so that the impact on the local public transport network can be assessed.

HILLINGDON HIGHWAYS: SUPPORT

A quantum of 115 spaces is proposed which includes for 11 disabled compliant spaces with the majority of spaces arranged in a 'courtyard' surface level fashion with a proportion included within a 2 car 'stacker system' under-croft parking arrangement.

Although the provisions fall below the maximum standard, the proposed parking ratio to unit provision of approximately 1:1 was considered acceptable at the pre-application stages and concurs with a comparable ratio accepted within the previous 2017 consented scheme (11891/APP/2016/3583) for 69 residential units with 71 car park spaces on the same site. A parking allocation planning condition will be required in order to ensure satisfactory parking provision for each unit in perpetuity.

Although it is noted that Transport for London have suggested a lower on-plot parking ratio, it is considered beneficial to apply the higher 1:1 ratio as it lessens the likelihood of untoward and injudicious parking displacement onto the public highway which would be to the detriment of established local residents and other users of the road network.

On the above premise, the proposed quantum is considered acceptable with the further recommendation of the site address being made 'Resident Permit Restricted' in order to prevent future occupiers from obtaining parking permits for the local area and occupying the residential parking bays in the vicinity of the site during operational hours. This will assist in deterring excess car ownership/usage from within the site. This aspect would be secured by legal agreement under Section 106 of the Town and Country Planning Act 1990 (T&CPA 1990).

Conclusion

The application has been reviewed by the Highway Authority who are satisfied that the proposal would not exacerbate congestion or parking stress, and would not raise any highway safety concerns

+++++

Richard

Richard Henley MRTPI
Director



Planning Environment &
Development Services

45 Welbeck Street, London W1G 8DZ

020 3409 7755 | 07812 522423

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----- Forwarded message -----

From: **Hardeep Ryatt** <hryatt@hillingdon.gov.uk>
Date: Mon, 3 Dec 2018 at 18:38
Subject: Re: Bourne court
To: Richard Henley <rhenley@hghconsulting.com>
Cc: Mandip Malhotra <mmalhotra@hillingdon.gov.uk>

Richard

The Chair has requested for some changes/clarifications which I can prepare via an addendum.

In addition he has also questioned the data used for the transport assessment and picked up on TFL's comments on the data being out of date. TFL has requested TRICS should be used to estimate the trip generation and surveys to be undertaken within the last 5 years.

Please could you provide a response on this as a matter of urgency.

Thanks
Hardeep

Hardeep Ryatt
Planning Officer
London Borough of Hillingdon
Planning Department
Resident Services
3N, Civic Centre
Uxbridge, UB8 1UW
Tel: 01895 250230

Please note that the comments made in this email represent officer opinion only and cannot be seen to prejudice the Local Planning Authority's formal determination in relation to any application or planning matter.

On Mon, 3 Dec 2018 at 17:39, Richard Henley <rhenley@hghconsulting.com> wrote:

Hardeep / Mandip

Can you call me ASAP please with feedback from JR and chairman meeting on mobile now / all evening

Thx

R

Richard Henley MRTPI

Director

hgh consulting

T: 020 3409 7755

M: 07812 522 423

45 Welbeck Street, London, W1G 8DZ

Sent from my iPhone

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Calculation Reference: AUDIT-711001-181204-1211

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EG EALING	3 days
	EN ENFIELD	1 days
	GR GREENWICH	1 days
	HD HILLINGDON	2 days
	HM HAMMERSMITH AND FULHAM	1 days
	RD RICHMOND	1 days
02	SOUTH EAST	
	ES EAST SUSSEX	8 days
	HC HAMPSHIRE	4 days
	KC KENT	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	9 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 16 to 1751 (units:)
 Range Selected by User: 16 to 1751 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/12/13 to 28/06/18

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

Selected survey days:

Monday	2 days
Tuesday	8 days
Wednesday	12 days
Thursday	10 days
Friday	2 days

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

Selected survey types:

Manual count	34 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	6

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	25
Village	3
No Sub Category	4

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

Secondary Filtering selection:

Use Class:

C3	34 days
----	---------

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

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	11 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	3 days
125,001 to 250,000	7 days
250,001 to 500,000	2 days
500,001 or More	9 days

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

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	21 days
1.6 to 2.0	4 days

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

Travel Plan:

Yes	28 days
No	6 days

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

PTAL Rating:

No PTAL Present	24 days
1a (Low) Very poor	1 days
1b Very poor	5 days
2 Poor	1 days
3 Moderate	3 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-M-01 MAYS LANE BARNET	TERRACED & BLOCKS OF FLATS	BARNET
	Edge of Town Residential Zone Total Number of dwellings:	105	
	Survey date: THURSDAY	09/03/17	Survey Type: MANUAL
2	EG-03-M-04 BOLLO BRIDGE ROAD ACTON SOUTH ACTON Suburban Area (PPS6 Out of Centre) No Sub Category	BLOCKS OF FLATS	EALING
	Total Number of dwellings:	167	
	Survey date: TUESDAY	13/06/17	Survey Type: MANUAL
3	EG-03-M-05 BOLLO BRIDGE ROAD ACTON SOUTH ACTON Suburban Area (PPS6 Out of Centre) No Sub Category	BLOCKS OF FLATS & HOUSES	EALING
	Total Number of dwellings:	106	
	Survey date: WEDNESDAY	14/06/17	Survey Type: MANUAL
4	EG-03-M-06 FEATHERSTONE ROAD SOUTHALL	BLOCKS OF FLATS	EALING
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings:	143	
	Survey date: WEDNESDAY	19/07/17	Survey Type: MANUAL
5	EN-03-M-01 CARTERHATCH LANE ENFIELD	BLOCKS OF FLATS & TERRACED	ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	220	
	Survey date: WEDNESDAY	22/06/16	Survey Type: MANUAL
6	ES-03-M-05 A26 CROWBOROUGH RD NEAR UCKFIELD FIVE ASH DOWN VILLAGE Neighbourhood Centre (PPS6 Local Centre) Village	HOUSES & FLATS	EAST SUSSEX
	Total Number of dwellings:	138	
	Survey date: MONDAY	30/06/14	Survey Type: MANUAL
7	ES-03-M-07 SOUTH COAST ROAD PEACEHAVEN	MIXED HOUSING	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:	188	
	Survey date: THURSDAY	12/11/15	Survey Type: MANUAL
8	ES-03-M-08 FIELD END MARESFIELD	MIXED HOUSES	EAST SUSSEX
	Edge of Town Residential Zone Total Number of dwellings:	80	
	Survey date: TUESDAY	10/05/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-M-09	DETACHED / SEMI-DETACHED	EAST SUSSEX
	STATION ROAD		
	NORTHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	16	
	Survey date: WEDNESDAY	17/05/17	Survey Type: MANUAL
10	ES-03-M-10	MIXED HOUSES & FLATS	EAST SUSSEX
	DITTONS ROAD		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	108	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
11	ES-03-M-11	MIXED HOUSES & FLATS	EAST SUSSEX
	HEMPSTEAD LANE		
	HAILSHAM		
	UPPER HORSEBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	354	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
12	ES-03-M-12	MIXED HOUSES & FLATS	EAST SUSSEX
	PARK ROAD		
	HAILSHAM		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	93	
	Survey date: THURSDAY	21/06/18	Survey Type: MANUAL
13	ES-03-M-13	MIXED HOUSES	EAST SUSSEX
	NORTH COMMON ROAD		
	WIVELSFIELD GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of dwellings:	66	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
14	GR-03-M-02	BLOCKS OF FLATS	GREENWICH
	CHRISTCHURCH WAY		
	GREENWICH		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Number of dwellings:	455	
	Survey date: TUESDAY	13/12/16	Survey Type: MANUAL
15	HC-03-M-05	HOUSES & FLATS	HAMPSHIRE
	WIMPSON LANE		
	SOUTHAMPTON		
	MAYBUSH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	62	
	Survey date: FRIDAY	03/10/14	Survey Type: MANUAL
16	HC-03-M-06	HOUSES & FLATS	HAMPSHIRE
	HUNTS POND ROAD		
	NEAR FAREHAM		
	TITCHFIELD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	328	
	Survey date: WEDNESDAY	04/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-M-07	MIXED HOUSES & FLATS	HAMPSHIRE
	ALDERMASTON ROAD		
	BASINGSTOKE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	236	
	Survey date: TUESDAY	21/03/17	Survey Type: MANUAL
18	HC-03-M-09	MIXED HOUSES & FLATS	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	STANMORE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	157	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
19	HD-03-M-04	BLOCK OF FLATS	HILLINGDON
	UXBRIDGE ROAD		
	HAYES		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	45	
	Survey date: WEDNESDAY	08/06/16	Survey Type: MANUAL
20	HD-03-M-05	TERRACED & FLATS	HILLINGDON
	JUDGE HEATH LANE		
	HAYES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	261	
	Survey date: TUESDAY	27/06/17	Survey Type: MANUAL
21	HM-03-M-01	BLOCKS OF FLATS	HAMMERSMITH AND FULHAM
	TOWNMEAD ROAD		
	FULHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	1751	
	Survey date: WEDNESDAY	21/05/14	Survey Type: MANUAL
22	KC-03-M-02	MIXED HOUSES AND FLATS	KENT
	HERMITAGE LANE		
	MAIDSTONE		
	BARMING		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	119	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
23	OX-03-M-01	MIXED HOUSES	OXFORDSHIRE
	WENMAN ROAD		
	THAME		
	Edge of Town		
	Industrial Zone		
	Total Number of dwellings:	100	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
24	RD-03-M-01	MIXED FLATS & HOUSES	RICHMOND
	WILLIAMS LANE		
	RICHMOND		
	MORTLAKE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	76	
	Survey date: THURSDAY	10/03/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

25	SC-03-M-06	HOUSES & FLATS	SURREY
	ST ANNE'S DRIVE		
	REDHILL		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	500	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
26	WS-03-M-04	HOUSES & FLATS	WEST SUSSEX
	SUMMERSDALE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	214	
	Survey date: THURSDAY	08/05/14	Survey Type: MANUAL
27	WS-03-M-05	MIXED HOUSING	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	92	
	Survey date: THURSDAY	23/10/14	Survey Type: MANUAL
28	WS-03-M-06	SEMI DETACHED / DETACHED	WEST SUSSEX
	SOUTHFIELDS CLOSE		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	67	
	Survey date: TUESDAY	27/01/15	Survey Type: MANUAL
29	WS-03-M-07	HOUSES & FLATS	WEST SUSSEX
	ROSE GREEN ROAD		
	BOGNOR REGIS		
	ALDWICK		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	90	
	Survey date: WEDNESDAY	05/03/14	Survey Type: MANUAL
30	WS-03-M-12	HOUSES & FLATS	WEST SUSSEX
	UPPER SHOREHAM ROAD		
	SHOREHAM BY SEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	192	
	Survey date: WEDNESDAY	27/04/16	Survey Type: MANUAL
31	WS-03-M-13	TERRACED & FLATS	WEST SUSSEX
	IRENE AVENUE		
	WORTHING		
	LANCING		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
32	WS-03-M-14	MIXED HOUSES & FLATS	WEST SUSSEX
	WESTLOATS LANE		
	BOGNOR REGIS		
	NORTH BERSTED		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	86	
	Survey date: THURSDAY	15/03/18	Survey Type: MANUAL
33	WS-03-M-15	MIXED HOUSES & FLATS	WEST SUSSEX
	ADLINGTON GARDENS		
	BOGNOR REGIS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	32	
	Survey date: THURSDAY	15/03/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

34	WS-03-M-16	MIXED FLATS & HOUSES	WEST SUSSEX
	BROYLE ROAD		
	CHICHESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	252	
	Survey date: WEDNESDAY	21/03/18	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1751	0.011	1	1751	0.016	1	1751	0.027
07:00 - 08:00	34	204	0.060	34	204	0.191	34	204	0.251
08:00 - 09:00	34	204	0.092	34	204	0.236	34	204	0.328
09:00 - 10:00	34	204	0.093	34	204	0.111	34	204	0.204
10:00 - 11:00	34	204	0.085	34	204	0.097	34	204	0.182
11:00 - 12:00	34	204	0.094	34	204	0.101	34	204	0.195
12:00 - 13:00	34	204	0.100	34	204	0.101	34	204	0.201
13:00 - 14:00	34	204	0.098	34	204	0.098	34	204	0.196
14:00 - 15:00	34	204	0.086	34	204	0.108	34	204	0.194
15:00 - 16:00	34	204	0.163	34	204	0.124	34	204	0.287
16:00 - 17:00	34	204	0.154	34	204	0.101	34	204	0.255
17:00 - 18:00	34	204	0.200	34	204	0.111	34	204	0.311
18:00 - 19:00	34	204	0.184	34	204	0.109	34	204	0.293
19:00 - 20:00	10	333	0.076	10	333	0.067	10	333	0.143
20:00 - 21:00	10	333	0.064	10	333	0.043	10	333	0.107
21:00 - 22:00	1	1751	0.030	1	1751	0.025	1	1751	0.055
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.590			1.639			3.229	

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 1751 (units:)
Survey date date range:	01/12/13 - 28/06/18
Number of weekdays (Monday-Friday):	34
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	1751	0.025	1	1751	0.074	1	1751	0.099
07:00 - 08:00	34	204	0.100	34	204	0.405	34	204	0.505
08:00 - 09:00	34	204	0.155	34	204	0.661	34	204	0.816
09:00 - 10:00	34	204	0.173	34	204	0.227	34	204	0.400
10:00 - 11:00	34	204	0.147	34	204	0.191	34	204	0.338
11:00 - 12:00	34	204	0.179	34	204	0.206	34	204	0.385
12:00 - 13:00	34	204	0.193	34	204	0.198	34	204	0.391
13:00 - 14:00	34	204	0.191	34	204	0.190	34	204	0.381
14:00 - 15:00	34	204	0.177	34	204	0.218	34	204	0.395
15:00 - 16:00	34	204	0.465	34	204	0.251	34	204	0.716
16:00 - 17:00	34	204	0.375	34	204	0.222	34	204	0.597
17:00 - 18:00	34	204	0.404	34	204	0.229	34	204	0.633
18:00 - 19:00	34	204	0.361	34	204	0.216	34	204	0.577
19:00 - 20:00	10	333	0.261	10	333	0.170	10	333	0.431
20:00 - 21:00	10	333	0.204	10	333	0.119	10	333	0.323
21:00 - 22:00	1	1751	0.167	1	1751	0.113	1	1751	0.280
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.577			3.690			7.267

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

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

APPENDIX E

TRAVL Trip Generation Assessment; Proposed C3 Use

TRAVL - Average Trip Rate by Mode and Time

List of Surveys:

Name	Address	Postcode	Survey Date
Bed Zed - Private Residential	Helios Road	SM6 7BZ	09/03/2005
Chad Cres. etc (Affordable)	Cul-de-sac off Montagu Road	N9 0FR	13/07/2005
Clarence Close (Private)	Clarence Close	EN4 8AD	02/11/2004
Grand Union Village (Private)	Broadmead Road	UB5 6	13/09/2005
Kew Riverside (Affordable)	Melliss Avenue	TW9 4BA	04/05/2006
Kew Riverside (Private)	Melliss Avenue	TW9 4BA	04/05/2006
Longfield Avenue	Longfield Avenue	NW7	07/06/2000
Pavilion Way (Private)	Pavilion Way	HA8 9YA	19/10/2004
Tysoe Ave-Private, Affordable	Tysoe Avenue	EN3 6FE	13/07/2005
Yeats Close	off Great Central Way	NW10	15/03/2000

Number of sites considered: 10

Trip Rates By Mode:

Time	MODE: CAR DRIVER						
	No of Sites	TRAVL Derived Trip Rate Per Dwelling			Proposed 87 Dwelling Proposal		
		Arrive	Depart	Total	Arrive	Depart	Total
0700-0800	10	0.03	0.13	0.17	3	11	15
0800-0900	10	0.06	0.21	0.27	5	18	23
0900-1000	10	0.10	0.10	0.20	9	9	17
1000-1100	10	0.08	0.09	0.17	7	8	15
1100-1200	10	0.08	0.08	0.17	7	7	15
1200-1300	10	0.09	0.10	0.19	8	9	17
1300-1400	10	0.07	0.08	0.15	6	7	13
1400-1500	10	0.08	0.07	0.15	7	6	13
1500-1600	10	0.12	0.11	0.23	10	10	20
1600-1700	10	0.13	0.10	0.22	11	9	19
1700-1800	10	0.15	0.09	0.24	13	8	21
1800-1900	10	0.18	0.12	0.30	16	10	26
1900-2000	10	0.16	0.11	0.27	14	10	23
2000-2100	10	0.14	0.09	0.22	12	8	19
2100-2200	10	0.09	0.06	0.15	8	5	13
2200-2300	2	0.12	0.07	0.19	10	6	17
2300-0000	2	0.13	0.05	0.18	11	4	16
Total	-	1.81	1.66	3.47	157	144	302

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Time	MODE: CAR PASSENGER						
	No of Sites	TRAVL Derived Trip Rate Per Dwelling			Proposed 87 Dwelling Proposal		
		Arrive	Depart	Total	Arrive	Depart	Total
0700-0800	10	0.00	0.03	0.04	0	3	3
0800-0900	10	0.02	0.06	0.08	2	5	7
0900-1000	10	0.01	0.02	0.04	1	2	3
1000-1100	10	0.00	0.02	0.02	0	2	2
1100-1200	10	0.00	0.02	0.02	0	2	2
1200-1300	10	0.02	0.03	0.04	2	3	3
1300-1400	10	0.02	0.02	0.03	2	2	3
1400-1500	10	0.02	0.01	0.03	2	1	3
1500-1600	10	0.06	0.03	0.09	5	3	8
1600-1700	10	0.04	0.02	0.06	3	2	5
1700-1800	10	0.03	0.01	0.05	3	1	4
1800-1900	10	0.03	0.02	0.06	3	2	5
1900-2000	10	0.04	0.03	0.07	3	3	6
2000-2100	10	0.03	0.03	0.05	3	3	4
2100-2200	10	0.02	0.01	0.02	2	1	2
2200-2300	2	0.07	0.02	0.08	6	2	7
2300-0000	2	0.06	0.03	0.09	5	3	8
Total	-	0.47	0.41	0.87	41	36	76

Managed by MVA Ltd on behalf of the Association of London Government

Time	MODE: WALK / PUBLIC TRANSPORT						
	No of Sites	TRAVL Derived Trip Rate Per Dwelling			Proposed 87 Dwelling Proposal		
		Arrive	Depart	Total	Arrive	Depart	Total
0700-0800	10	0.04	0.16	0.19	3	14	17
0800-0900	10	0.07	0.24	0.31	6	21	27
0900-1000	10	0.07	0.11	0.18	6	10	16
1000-1100	10	0.05	0.11	0.15	4	10	13
1100-1200	10	0.06	0.08	0.14	5	7	12
1200-1300	10	0.09	0.07	0.17	8	6	15
1300-1400	10	0.08	0.09	0.17	7	8	15
1400-1500	10	0.07	0.10	0.17	6	9	15
1500-1600	10	0.16	0.12	0.28	14	10	24
1600-1700	10	0.18	0.09	0.27	16	8	23
1700-1800	10	0.18	0.11	0.29	16	10	25
1800-1900	10	0.22	0.10	0.31	19	9	27
1900-2000	10	0.16	0.08	0.23	14	7	20
2000-2100	10	0.09	0.06	0.15	8	5	13
2100-2200	10	0.07	0.06	0.13	6	5	11
2200-2300	2	0.07	0.02	0.09	6	2	8
2300-0000	2	0.08	0.01	0.09	7	1	8
Total	-	1.74	1.61	3.32	151	140	289

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APPENDIX F

Station Approach ATC Vehicle Flow Data

PI617: Station Approach ATC Survey Data

Total Vehicle Flows - 3rd to 8th October 2013

Time	Thursday 03/09/2013		Friday 04/10/2013		Saturday 05/10/2013		Sunday 06/10/2013		Monday 07/10/2013		Tuesday 08/10/2013	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
0000-0100	***	***	103	74	169	135	214	205	66	45	67	44
0100-0200	***	***	45	36	76	86	128	143	26	27	25	23
0200-0300	***	***	24	14	64	48	74	62	14	13	23	11
0300-0400	***	***	27	49	32	42	58	55	23	38	20	34
0400-0500	***	***	35	78	40	61	41	66	31	74	35	79
0500-0600	***	***	115	236	78	127	56	80	101	223	102	241
0600-0700	***	***	248	531	139	268	124	139	228	575	263	590
0700-0800	***	***	434	256	229	404	218	197	390	253	357	235
0800-0900	***	***	461	320	422	598	254	325	466	300	490	396
0900-1000	***	***	512	651	479	784	415	732	450	635	456	409
1000-1100	***	***	505	670	657	749	607	766	477	634	650	615
1100-1200	585	675	557	756	648	702	531	745	523	612	505	531
1200-1300	576	694	602	766	725	652	585	772	631	709	580	552
1300-1400	594	720	626	834	725	720	656	681	549	727	598	641
1400-1500	613	699	708	708	644	624	637	732	670	737	654	770
1500-1600	611	634	664	727	641	632	640	716	732	685	***	***
1600-1700	684	801	700	746	735	796	587	602	643	657	***	***
1700-1800	630	595	628	671	698	586	500	555	583	622	***	***
1800-1900	554	634	463	572	704	760	554	565	596	643	***	***
1900-2000	660	530	629	490	607	527	500	459	635	613	***	***
2000-2100	478	475	502	536	473	467	415	384	428	464	***	***
2100-2200	372	378	364	383	297	318	304	268	297	307	***	***
2200-2300	257	250	277	289	298	313	242	166	236	238	***	***
2300-2400	172	160	231	202	311	304	154	102	172	109	***	***
Total	***	***	9460	10595	9891	10703	8494	9517	8967	9940	***	***

Notes:

Values illustrate total vehicle flows

*** indicates the time before the ATC unit was installed

Source: PMA Survey

PI617: Station Approach ATC Survey Data

Total Vehicle Flows - Weekday Average 3rd to 8th October 2013

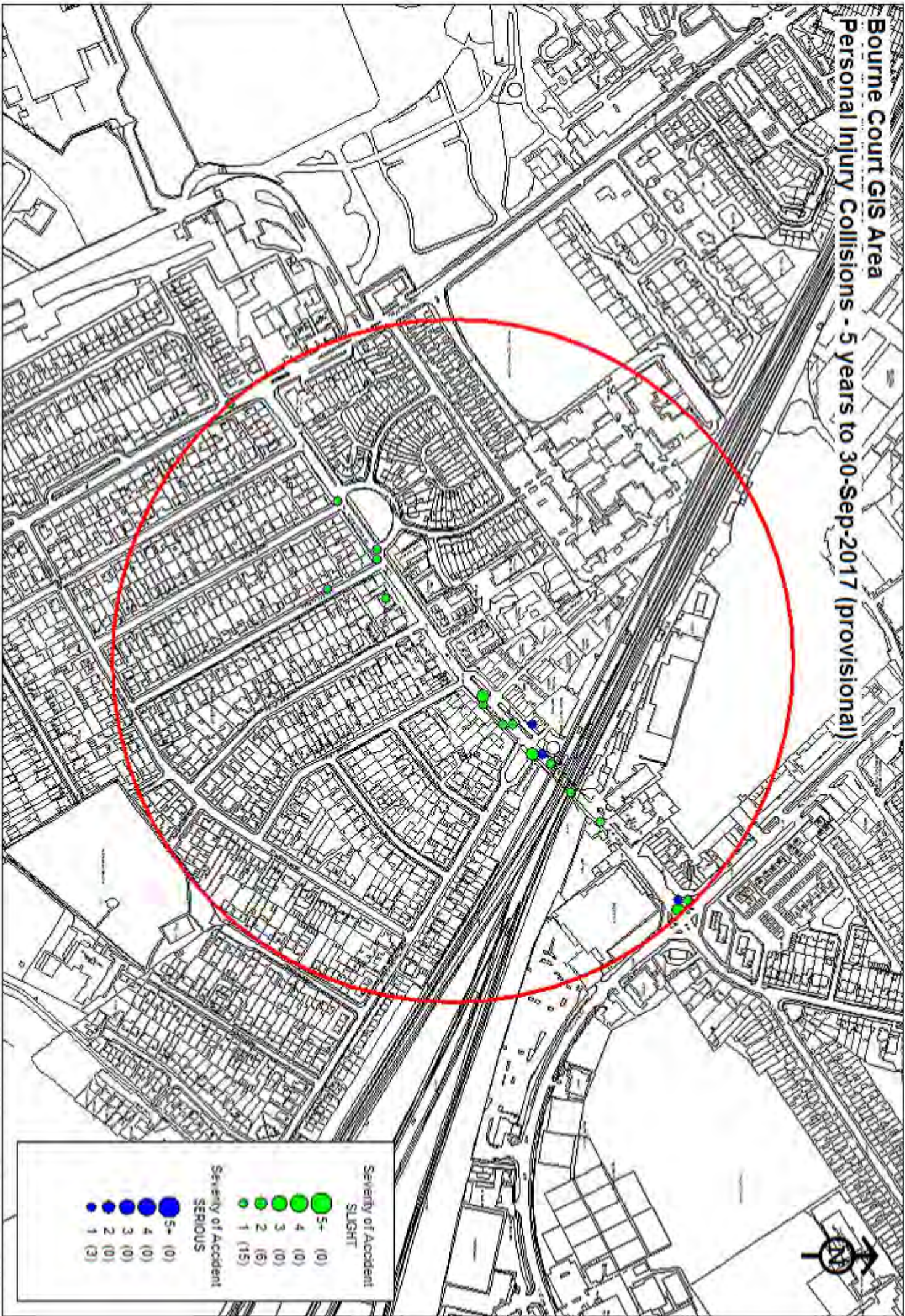
Time	Average Weekday Flow		
	Eastbound	Westbound	Total
0000-0100	79	54	133
0100-0200	32	29	61
0200-0300	20	13	33
0300-0400	23	40	64
0400-0500	34	77	111
0500-0600	106	233	339
0600-0700	246	565	812
0700-0800	394	248	642
0800-0900	472	339	811
0900-1000	473	565	1038
1000-1100	544	640	1184
1100-1200	543	644	1186
1200-1300	597	680	1278
1300-1400	592	731	1322
1400-1500	661	729	1390
1500-1600	669	682	1351
1600-1700	676	735	1410
1700-1800	614	629	1243
1800-1900	538	616	1154
1900-2000	641	544	1186
2000-2100	469	492	961
2100-2200	344	356	700
2200-2300	257	259	516
2300-2400	192	157	349
Total	9215	10056	19271

Source: PMA Survey

APPENDIX G

PIA Data

Bourne Court GIS Area **Personal Injury Collisions - 5 years to 30-Sep-2017 (provisional)**





Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B26 Bourne Court (C)	60 MTS TO SEP-2017	24

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

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
1	0113XH30129	FRI 29/03/13 10:15	LIGHT	LONG DRIVE J/W VICTORIA RD				26	NODE 205	511270 / 185530	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
PED RAN INTO PATH OF V1, CAUSING COLLISION.											
CASUALTY 001 (001) (39 Yrs - M AL10) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING NW BOUND FROM DRIVERS O/SIDE MSK											
VEHICLE 001 (000) CAR (40 Yrs - F HA4) GOING AHEAD OTHER SW TO NE JCT MID											
BT - NEGATIVE FRONT HIT FIRST											
HIT KERB											
C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)											
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))											
2	0113XH30236	WED 05/06/13 12:51	LIGHT	LONG DRIVE J/W VICTORIA RD				26	NODE 205	511270 / 185530	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
PED DISOBEYED ATS CROSSING AND STEPPED INTO PATH OF V1, CAUSING COLLISION.											
CASUALTY 001 (001) (53 Yrs - F UB9) SLIGHT PEDESTRIAN CROSSING ROAD ON PED XING SE BOUND FROM DRIVERS N/SIDE											
VEHICLE 001 (000) GDS 3.5-7.5T (42 Yrs - M N9) GOING AHEAD OTHER SW TO NE JNY PART OF WORK JCT MID											
BT - NOT REQUESTED N/S HIT FIRST											
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)											
3	0113XH39019	SAT 05/10/13 08:52	LIGHT	STATION APPROACH J/W STATION APPROACH SERVICE ROAD				26	LINK 197-205	511090 / 185350	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR											
V.1 WAS TRAVELLING ON THE OUTSIDE OF V.2. V.2 SUDDENLY TURNED RIGHT & COLLIDED WITH V.1.											
CASUALTY 001 (001) (22 Yrs - M HA5) SLIGHT DRIVER/RIDER											
VEHICLE 001 (002) M/C 50-125CC (22 Yrs - M HA5) OVERTAKE MOVE VEH O/S NE TO SW COMM TO/FROM WORK JCT APP											
BT - DRV NOT CONTACTED N/S HIT FIRST											
VEHICLE 002 (001) CAR (? Yrs - M UNKN) TURNING RIGHT NE TO NW JCT APP											
BT - DRV NOT CONTACTED O/S HIT FIRST											
V002 A 403 (POOR TURN OR MANOEUVRE) V002 A 405 (FAILED TO LOOK PROPERLY)											
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)											

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
4	0114XH30077	FRI 14/02/14 17:40	LIGHT	VICTORIA RD J/W LONG DRIVE				26	NODE 205	511270 / 185540	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE		SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
V2 COLLIDED WITH REAR OF STAT V1.											
CASUALTY 001 (001) (55 Yrs - M UB3)			SLIGHT		DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(55 Yrs - M UB3)		GOING AHEAD HELD UP			NW TO SE	COMM TO/FROM WORK		JCT APP
BT - DRV NOT CONTACTED								BACK HIT FIRST			
VEHICLE	002 (001)	CAR	(? Yrs - M HA4)		GOING AHEAD OTHER			NW TO SE		JCT APP	
BT - DRV NOT CONTACTED								FRONT HIT FIRST			
V002 A 308 (FOLLOWING TOO CLOSE)						V002 A 405 (FAILED TO LOOK PROPERLY)					
5	0114XH30224	WED 09/04/14 07:55	LIGHT	LONG DRIVE J/W GREAT CENTRAL AVENUE				26	LINK 197-205	511120 / 185390	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS			
PED STEPPED BETWEEN STAT TRAFFIC THAT V1 WAS OVERTAKING, CAUSING COLLISION.											
CASUALTY 001 (001) (34 Yrs - M HA4)			SLIGHT		DRIVER/RIDER						
CASUALTY 002 (001) (22 Yrs - F HA4)			SERIOUS		PEDESTRIAN						
VEHICLE	001 (000)	M/C <= 50CC	(34 Yrs - M HA4)		OVERTAKE STAT VEH O/S			NE TO SW	COMM TO/FROM WORK		JCT APP
BT - DRV NOT CONTACTED								O/S HIT FIRST			
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))						C002 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)					
C002 A 802 (FAILED TO LOOK PROPERLY)						C002 A 808 (CARELESS/RECKLESS/IN A HURRY)					
6	0114XH30382	WED 25/06/14 20:43	LIGHT	WEST END ROAD J/W WINGFIELD WAY				26	LINK 191-197	510760 / 185070	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M			
V2 HIT REAR V1											
CASUALTY 001 (001) (26 Yrs - M HA0)			SLIGHT		DRIVER/RIDER						
VEHICLE	001 (002)	CAR	(26 Yrs - M HA0)		SLOWING OR STOPPING			N TO S		JCT APP	
BT - NEGATIVE								BACK HIT FIRST			
VEHICLE	002 (001)	CAR	(57 Yrs - M HA4)		GOING AHEAD OTHER			N TO S		JCT APP	
BT - NEGATIVE								FRONT HIT FIRST			
V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE		
7	0114XH30497	WED 30/07/14 14:30	LIGHT	NFL - STATION APPROACH, J/W LONG DRIVE						26	LINK 197-205	511090 / 185380
POLICE - OVER COU ROAD-DRY WEATHER-UNKNOWN SINGLE CWY OTHER JUN GIVE WAY/UNCONT PELICAN OR SIMILAR												
C1 CALLED OUT OF A SHOP & WAS HIT BY V1 RIDING ON THE PAVEMENT, C1 FELL & V1 F.T.S												
CASUALTY	001 (001)	(45 Yrs - M RG40)	SERIOUS	PEDESTRIAN		ON FOOTPATH - VERGE		UNKNOWN				
VEHICLE	001 (000)	M/C 50-125CC	(? Yrs - U UNKN)			GOING AHEAD OTHER		SW TO NE			JCT APP	
BT - DRV NOT CONTACTED										FRONT HIT FIRST		
										FOOTWAY		
V001	A	309 (VEHICLE TRAVELLING ALONG PAVEMENT)					V001	A	601 (AGGRESSIVE DRIVING)			
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)												
8	0114XH30770	TUE 09/09/14 10:55	LIGHT	STATION APPROACH J/W HARDY AVENUE						26	LINK 197-205	510860 / 185180
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 TURNED RIGHT ACROSS PATH V2												
CASUALTY	001 (002)	(62 Yrs - M HA4)	SLIGHT	DRIVER/RIDER								
VEHICLE	001 (002)	CAR	(? Yrs - M UNKN)			TURNING RIGHT		SE TO NE			JCT MID	
BT - DRV NOT CONTACTED										FRONT HIT FIRST		
VEHICLE	002 (001)	M/C 125-500CC	(62 Yrs - M HA4)			GOING AHEAD OTHER		NE TO SW			JCT MID	
BT - NOT REQUESTED										N/S HIT FIRST		
V001	A	902 (VEHICLE IN COURSE OF CRIME)					V001	A	601 (AGGRESSIVE DRIVING)			
9	0114XH30587	SAT 20/09/14 09:45	LIGHT	LONG DRIVE 116M SOUTH WEST J/W VICTORIA ROAD						26	LINK 197-205	511190 / 185450
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY PRIV DRIVE GIVE WAY/UNCONT NO XING FACILITY IN 50M												
V1 TURNED RIGHT AS PED CROSSED ROAD												
CASUALTY	001 (001)	(56 Yrs - F HA4)	SLIGHT	PEDESTRIAN		CROSSING ROAD (NOT ON XING)		N BOUND	FROM DRIVERS N/SIDE			
VEHICLE	001 (000)	CAR	(47 Yrs - M HA4)			TURNING RIGHT		NW TO SW			JCT MID	
BT - NOT REQUESTED										FRONT HIT FIRST		
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
10	0114XH30807	TUE 02/12/14 18:14	DARK	LONG DRIVE J/W VICTORIA ROAD				26	NODE 205	511280 / 185530	
POLICE - AT SCENE ROAD-DRY			FINE/HIGH WINDS		SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE AT ATS			
PED STEPPED INTO PATH V1											
CASUALTY 001 (001) (12 Yrs - M HA4)			SLIGHT	PEDESTRIAN		CROSSING ROAD ON PED XING			NW BOUND FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR	(29 Yrs - F HA4)			GOING AHEAD OTHER		SW TO NE		JCT APP	
							O/S HIT FIRST				
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)							C001 A 802 (FAILED TO LOOK PROPERLY)				
11	0115XH30288	MON 05/01/15 15:15	LIGHT	STATION APPROACH J/W GREAT CENTRAL AVENUE				26	LINK 197-205	511090 / 185360	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE AT ATS			
V2 DRIVER WITH LEG IN PLASTERCAST, COLLIDED WITH REAR OF STAT V1.											
CASUALTY 001 (001) (59 Yrs - F UB6)			SLIGHT	PASSENGER		FRONT SEAT					
VEHICLE	001 (002)	CAR	(60 Yrs - M UB6)			GOING AHEAD HELD UP		SW TO NE		JCT MID	
							BACK HIT FIRST				
VEHICLE	002 (001)	CAR	(25 Yrs - F HA1)			GOING AHEAD OTHER		SW TO NE		JCT MID	
							FRONT HIT FIRST				
V002 A 410 (LOSS OF CONTROL)							V002 A 505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)				
12	0115XH30236	SAT 18/04/15 13:10	LIGHT	STATION APPROACH, J/W THE RUNWAY				26	LINK 197-205	511070 / 185330	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT		PELICAN OR SIMILAR		
TRAFFIC STOPPED TO LET V1 TURN OUT OF JCN, V2 FILTERING ON O/S OF TRAFFIC HAS THEN HIT N/S OF V1 & CAME OFF BIKE											
CASUALTY 001 (002) (21 Yrs - M HA4)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(77 Yrs - M HA4)			TURNING RIGHT		NW TO SW		JCT APP	
							N/S HIT FIRST				
VEHICLE	002 (001)	M/C 125-500CC	(21 Yrs - M HA4)			OVERTAKE MOVE VEH O/S		NE TO SW		JCT APP	
							FRONT HIT FIRST				
V001 B 403 (POOR TURN OR MANOEUVRE)						V002 B 403 (POOR TURN OR MANOEUVRE)					
V001 B 405 (FAILED TO LOOK PROPERLY)						V002 B 405 (FAILED TO LOOK PROPERLY)					
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)					

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
13	0115XH30331	SAT 16/05/15 15:40	LIGHT	STATION APPROACH J/W NORTHOLT AVENUE				26	LINK 197-205	510920 / 185220	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
V2 HIT REAR V1											
CASUALTY 001 (001) (30 Yrs - F HA4)			SLIGHT	DRIVER/RIDER							
CASUALTY 002 (002) (31 Yrs - M TW9)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(30 Yrs - F HA4)		GOING AHEAD HELD UP			SW TO NE	JCT APP		
		BT - NOT REQUESTED					BACK HIT FIRST				
VEHICLE	002 (001)	CAR	(31 Yrs - M TW9)		GOING AHEAD OTHER			SW TO NE	JCT APP		
		BT - NOT REQUESTED					FRONT HIT FIRST				
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					
14	0115XH30488	MON 13/07/15 10:47	LIGHT	LONG DRIVE 70M NORTH EAST OF J/W GREAT CENTRAL AVENUE				26	LINK 197-205	511160 / 185420	
POLICE - AT SCENE ROAD-WET			RAINING		DUAL CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
V1'S (SKIP LORRY) HYDRAULIC ARM HIT THE N/S OF THE BRIDGE. V1'S CAB HIT THE UNDERSIDE OF THE BRIDGE.											
CASUALTY 001 (001) (35 Yrs - M UB1)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (000)	GDS 3.5-7.5T	(35 Yrs - M UB1)		GOING AHEAD OTHER			NE TO SW	JNY PART OF WORK		
		BT - NOT PROVD (MEDCL REASONS)						FRONT HIT FIRST			
				HIT BRDG SIDE							
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)						V001 A 405 (FAILED TO LOOK PROPERLY)					
V001 B 206 (OVERLOADED OR POORLY LOADED VEHICLE OR TRAILER)											
15	0115XH30591	WED 12/08/15 07:30	LIGHT	NORTHOLT AVENUE 60M SOUTH J/W STATION APPROACH				26	CELL 510500/185000	510950 / 185170	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY	PRIV DRIVE	GIVE WAY/UNCONT NO XING FACILITY IN 50M				
V1 REVERSED OFF DRIVEWAY AND HIT V2											
CASUALTY 001 (001) (38 Yrs - M HA4)			SLIGHT	DRIVER/RIDER							
VEHICLE	001 (002)	CAR	(38 Yrs - M HA4)		REVERSING			SW TO NE	JCT MID		
		BT - NOT REQUESTED					BACK HIT FIRST				
VEHICLE	002 (001)	CAR	(34 Yrs - M HA4)		GOING AHEAD OTHER			S TO N	JCT MID		
		BT - NOT REQUESTED					N/S HIT FIRST				
				HIT PARKED VEH							
V001 A 405 (FAILED TO LOOK PROPERLY)						V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
16	0115XH30934	TUE 29/12/15 18:53	DARK	GREAT CENTRAL AVENUE, J/W STATION APPROACH					26	LINK 197-205	511120 / 185380
POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS UNKNOWN T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR											
V1 TURNED INTO JCN AS C1 CROSSED, C1 HAS BEEN HIT BY V1 & FELL											
CASUALTY 001 (001) (78 Yrs - F HA4) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING SW BOUND FROM DRIVERS N/SIDE											
VEHICLE 001 (000) CAR (30 Yrs - F HA4) TURNING RIGHT SW TO SE JCT MID											
BT - NOT REQUESTED FRONT HIT FIRST											
V001 B 405 (FAILED TO LOOK PROPERLY) C001 A 802 (FAILED TO LOOK PROPERLY)											
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)											
C001 A 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)											
17	0115XH30935	WED 30/12/15 21:20	DARK	THE RUNWAY, J/W STATION APPROACH					26	LINK 197-205	511060 / 185330
POLICE - AT SCENE ROAD-DRY WEATHER-UNKNOWN SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M											
V1 HAS TURNED INTO JCN & HIT THE KERB CAUSING A JOLT AND INJURY TO PASSENGER C1											
CASUALTY 001 (001) (24 Yrs - M UNKN) SLIGHT PASSENGER FRONT SEAT											
VEHICLE 001 (000) CAR (26 Yrs - F UNKN) TURNING RIGHT NE TO NW JNY PART OF WORK JCT MID											
BT - NOT REQUESTED N/S HIT FIRST											
LEFT CWY NEARSIDE HIT KERB											
V001 B 403 (POOR TURN OR MANOEUVRE) V001 B 410 (LOSS OF CONTROL)											
18	0116XH30111	TUE 09/02/16 17:47	DARK	LONG DRIVE J/W VICTORIA RD					26	NODE 205	511280 / 185530
POLICE - AT SCENE ROAD-WET WEATHER-UNKNOWN SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS											
V2 OVERSHOT THE JUNCTION, COLLIDING WITH O/S OF V1. V1 HIT A BOLLARD AND A RD SIGN.											
CASUALTY 001 (001) (22 Yrs - M HA4) SLIGHT DRIVER/RIDER											
VEHICLE 001 (002) CAR (22 Yrs - M HA4) GOING AHEAD OTHER NW TO SE JCT MID											
BT - NOT REQUESTED O/S HIT FIRST											
LEFT CWY OFFSIDE HIT BOLLARD HIT RD SIGN/ATS											
VEHICLE 002 (001) CAR (37 Yrs - M HA4) GOING AHEAD OTHER SW TO NE JCT MID											
BT - NOT REQUESTED FRONT HIT FIRST											
V002 A 401 (JUNCTION OVERSHOOT) V002 A 405 (FAILED TO LOOK PROPERLY)											
V002 A 602 (CARELESS/RECKLESS/IN A HURRY) V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)											



Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
19	0116XH30153	SUN 06/03/16 10:16	LIGHT	STATION APPROACH J/W ACOL CRESCENT					26	LINK 197-205	510910 / 185220
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE		SINGLE CWY		T/STAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M			
V1 COLLIDED WITH STAT V2.											
CASUALTY 001 (001) (59 Yrs - M HA4)			SLIGHT		DRIVER/RIDER						
CASUALTY 002 (001) (? Yrs - F HA4)			SLIGHT		PASSENGER		FRONT SEAT				
CASUALTY 003 (002) (40 Yrs - M HA7)			SLIGHT		DRIVER/RIDER						
CASUALTY 004 (002) (35 Yrs - F HA7)			SLIGHT		PASSENGER		FRONT SEAT				
VEHICLE	001 (002)	CAR	(59 Yrs - M HA4)				GOING AHEAD OTHER		SW TO NE		JCT MID
		BT - NEGATIVE						FRONT HIT FIRST			
VEHICLE	002 (001)	CAR	(40 Yrs - M HA7)				GOING AHEAD HELD UP		SW TO NE		JCT MID
		BT - NEGATIVE						BACK HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)							V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				
20	0116XH30261	FRI 22/04/16 23:00	DARK	LONG DRIVE, J/W GREAT CENTRAL AVENUE					26	LINK 197-205	511120 / 185380
POLICE - AT SCENE ROAD-DRY			WEATHER-UNKNOWN		SINGLE CWY		T/STAG JUN	GIVE WAY/UNCONT PELICAN OR SIMILAR			
IT APPEARS C1 HAS RUN ACROSS PEDESTRIAN CROSSING AGAINST A RED MAN SIGNAL & BEEN STRUCK BY PASSING V1											
CASUALTY 001 (001) (34 Yrs - M UB5)			SLIGHT		PEDESTRIAN		CROSSING ROAD ON PED XING		SE BOUND FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	CAR	(35 Yrs - F HA2)				GOING AHEAD OTHER		SW TO NE		JCT CLEARED
		BT - NEGATIVE						FRONT HIT FIRST			
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)							C001 A 802 (FAILED TO LOOK PROPERLY)				
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)							C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)				
V001 B 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)											
21	01160021277	WED 14/09/16 09:05	LIGHT	LONG DRIVE 24M NORTH EAST OF J/W GREAT CENTRAL AVENUE					26	LINK 197-205	511130 / 185400
SELF COMPLETION ROAD-DRY			WEATHER-FINE		SINGLE CWY		NO JUN IN 20M		NO XING FACILITY IN 50M		
PED CROSSING BETWEEN STATIONARY VEHICLES WHEN UNKNOWN VEHICLE HIT REAR V1 PUSHING IT INTO PED AND V2											
CASUALTY 001 (001) (21 Yrs - F HA29)			SLIGHT		PEDESTRIAN		CROSSING ROAD (NOT ON XING)		SE BOUND FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	CAR	(? Yrs - M UNKN)				GOING AHEAD HELD UP		SW TO NE		
		BT - DRV NOT CONTACTED						FRONT HIT FIRST			
VEHICLE	002 (000)	CAR	(? Yrs - M UNKN)				GOING AHEAD HELD UP		SW TO NE		
		BT - DRV NOT CONTACTED						BACK HIT FIRST			

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE	
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22	01160003807	MON 28/11/16 15:20	DARK	STATION APPROACH J/W THE RUNWAY	26	LINK 197-205	511060 / 185330
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONT	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (26 Yrs - M TW9) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (21 Yrs - F HA4) SLIGHT PASSENGER BACK SEAT

CASUALTY 003 (002) (23 Yrs - M TW9) SLIGHT PASSENGER FRONT SEAT

VEHICLE	001 (000)	CAR	(73 Yrs - M NW10)	MOVING OFF	E TO W	JCT MID
		BT - NEGATIVE			FRONT HIT FIRST	

VEHICLE	002 (000)	CAR	(26 Yrs - M TW9)	GOING AHEAD HELD UP	E TO W	JCT MID
		BT - NEGATIVE			BACK HIT FIRST	

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

23	01160008855	TUE 27/12/16 12:20	LIGHT	STATION APPROACH SOUTH RUISLIP 21M E OF J/W NORTHOLT AVENUE	26	LINK 197-205	510960 / 185230
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POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M
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NOT KNOWN HOW COLLISION OCCURRED

CASUALTY 001 (002) (56 Yrs - M UB7) SLIGHT DRIVER/RIDER

VEHICLE	001 (000)	CAR	(46 Yrs - M HA2)	MOVING OFF	N TO E
		BT - NEGATIVE			FRONT HIT FIRST

VEHICLE	002 (000)	M/C 50-125CC	(56 Yrs - M UB7)	OVERTAKE MOVE VEH O/S	E TO W
		BT - NEGATIVE			N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

**Bourne Court GIS Area Collisions - 5 years to 30-Sep-2017 (provisional)**

MD01 GIS AREA B26 Bourne Court (C)										60 MTS TO SEP-2017 SORTED BY DATE		
24	01170044793	SAT 24/06/17 10:10	LIGHT	LONG DRIVE J/W STATION APPROACH						26	LINK 197-205	511120 / 185390
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY OTHER JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M												
NOT KNOWN HOW COLLISION OCCURRED												
CASUALTY 001 (002) (26 Yrs - M HA4) SLIGHT DRIVER/RIDER												
VEHICLE 001 (000) GDS => 7.5T (34 Yrs - M UB2) GOING AHEAD LEFT BEND NE TO SW JNY PART OF WORK ENTERING MAIN RD												
BT - NEGATIVE O/S HIT FIRST												
VEHICLE 002 (000) CAR (26 Yrs - M HA4) GOING AHEAD LEFT BEND SW TO NE ENTERING MAIN RD												
BT - NOT PROVD (MEDCL REASONS) O/S HIT FIRST												
LEFT CWY NEARSIDE												
V001 A 607 (UNFAMILIAR WITH MODEL OF VEHICLE) V001 A 410 (LOSS OF CONTROL)												

End of Accidents for MD01 GIS AREA B26 Bourne Court (C)

End of Report