PULSAR

Client:

Golds Leisure Ltd

Project:

122-124 High Street Ruislip

Outline Delivery & Servicing Plan

February 2026

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1 INTRODUCTION

1.1 Golds Leisure Ltd has commissioned Pulsar to prepare an Outline Delivery & Servicing Plan (DSP) in support of a planning application for a residential development consisting of six residential units. The site currently consists of a Tesco supermarket on the ground floor, with an unused area of storage on the first floor. The six residential units would be constructed over the first and second floors, with the ground floor to remain as a Tesco supermarket.

Background

1.2 The site is located on High Street in Ruislip, within the London Borough of Hillingdon (LBH), who as act as the Local Planning Authority and Local Highway Authority. **Figure 1** below shows the location of the site.

Figure 1 Site Location Plan

1.3 A planning application was submitted to LBH in July 2024 for the *change of use of part of the building and upper floors from Class E to Class C3, and erection of an additional storey to create nine residential dwellings, alongside associated works* (Application Ref: 11894/APP/2024/1734). The application was subsequently refused in September 2024. Included in the reasons for refusal was the following:

"insufficient supporting information to demonstrate that the proposed development is would offer a convenient location for refuse and recycling facilities, given the pull distance of over 60m, which fails to accord with Policy DMHB11 part (d) of the Hillingdon Local Plan: Part 2 – Development Management Policies (2020)."

1.4 An Appeal was lodged against the decision above, which was subsequently dismissed. However, in terms of refuse and recycling, the Inspector noted the following in their Decision Notice:

A refuse and recycling store is indicated on the submitted plans, and this would be in close proximity to the ground floor entrance to the proposed flats. Due to this positioning and a lack of reasonable alternative locations, this would invariably result in an excessive bin drag distance for the future occupants.

However, the appellant has nominated a solution where serviced refuse collections would be undertaken. This would mean that the future occupants would only need to deposit waste and recycling near to the main entrance to the building. As this is a town centre location, such arrangements are no doubt already in place for businesses along the High Street and upper floor residential uses. It represents a practical, and probably the only, viable solution in this scenario.

Accordingly, I am satisfied that the refuse and recycling arrangements would be sufficient and that these could be secured through the appropriate use of planning conditions on any permission granted. As such, the proposal could comply with policy DMHB11 of the HLPDMP.

1.5 A second planning application was then submitted in November 2024 for the *change of use of part of the building and upper floors from Class E to Class C3, and erection of an additional storey to create six residential dwellings, alongside associated works* (Application Ref: 11894/APP/2024/3030). The application was subsequently refused in January 2025.

1.6 Like the earlier application an appeal was lodged against this decision, however this was also dismissed. It should be noted that no highways reasons were cited in the reasons for the appeal dismissal.

Development Proposals

1.7 The proposed scheme involves the conversion of the storage space on the first and second floors above the existing ground floor retail unit into six flats. All residential units are proposed to be two-bedroom units. The ground floor would be maintained as a Tesco supermarket. The layout of the proposed scheme is shown on the architect's plans in **Appendix A**.

1.8 The proposed scheme will be completely car-free, which is considered to be appropriate given the town centre location and the access to public transport.

1.9 The proposed servicing strategy for the property involves the utilisation of the existing loading bay on High Street. Refuse collections are proposed to take place from the kerbside on High Street, undertaken by a private refuse collection company. This is the strategy that was accepted by the Inspector in the Appeal noted above.

1.10 This document sets out the operation of the proposed development and includes a strategy for managing servicing and delivery vehicle movements and measures to minimise delivery and service vehicle impacts. This DSP has been prepared in accordance with the TfL 'Managing Freight Effectively: Delivery and Servicing Plans' document.

2 OBJECTIVES

What is a Delivery and Servicing Plan?

2.1 DSPs provide a framework for managing all types of freight vehicle movement to and from individual developments.

2.2 DSPs are one of the four measures to improve freight and servicing. The other measures include the Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLP).

Benefits of a Delivery and Servicing Plan

2.3 The "*Managing Freight Effectively: Delivery and Servicing Plans*" document identifies the benefits of DSPs to local authorities, residents, building developers, businesses and freight operators.

2.4 In summary, DSPs will:

- Help developers and local authority planning officials comply with:
  - The National Planning Policy Framework (NPPF); and
  - The Traffic Management Act and any borough specific policies, such as road safety and air quality action plans.
- Demonstrate that goods and services can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Help cut congestion and ease pressure on the environment;
- Improve the reliability of deliveries to the site concerned;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight upon local residents.

Delivery and Servicing Plan Objectives

2.5 The overall objective of this DSP is:

To reduce and manage the number of delivery and servicing trips and ensure they have no adverse effect on the local highway.

2.6 To support the realisation of this overarching objective, several sub-objectives have been set out, and include:

- Promoting smarter operations that reduce the need for additional trips, particularly in peak periods;
- Encouraging greater use of sustainable freight modes;

- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the DSP; and
- Encouraging the most efficient management of servicing/delivery trips.

3 POLICY REVIEW

National Planning Policy Framework

3.1 The revised NPPF was updated in December 2024 and sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 117 includes the following:

Applications for development should [...] allow for the efficient delivery of goods, and access by service and emergency vehicles.

The London Plan

3.3 The London Plan was adopted in March 2021. Chapter 10 deals with transport policy and in particular policy T7 addresses 'Deliveries, servicing and construction'. The policy states:

Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

DSP Guidance

Managing Freight Effectively: Delivery and Servicing Plans (DSPs)

3.4 DSPs provide a framework to better manage all types of freight vehicle movement to and from individual buildings. A DSP is similar to that of a residential travel plan but focusses on the sustainable movement of freight as opposed to residents.

3.5 DSPs will improve the safety, efficiency and reliability of deliveries and increase building operational efficiency by reducing delivery and servicing impacts to premises, especially CO^2 emissions, congestion and collisions.

3.6 DSPs aim to reduce delivery trips, particularly during peak periods, and increase availability and use of safe and legal loading facilities, using a range of approaches including consolidation and out-of-hours deliveries. DSPs will also identify unnecessary journeys and deliveries that could be made by more sustainable modes to help reduce congestion and minimise the environmental impact of freight activity.

3.7 The document outlines the benefits of DSPs to local authorities and residents, building developers, businesses and freight operators, including:

Local Authorities and Residents

- Less congestion on local roads;
- Reduced emissions, and use of more sustainable modes where possible, to contribute towards CO^2 reduction targets;
- Fewer goods vehicle journeys lowering the risk of collisions;
- Opportunity to reduce parking enforcement activity costs – more deliveries will use legal loading facilities so less traffic and parking infringements should occur; and,
- Improved quality of life for local residents through reduced noise and intrusion and lower risk of accidents.

Building Developers and Businesses

- Reduced delivery costs and improved security;
- More reliable deliveries resulting in less disruption to normal business practices;
- Time-savings by identifying unnecessary deliveries;
- Less noise and intrusion; and,
- Opportunity to feed into a Corporate Social Responsibility programme and ensure operations comply with health and safety legislation.

Freight Operators

- Legal loading areas will mean less risk of receiving penalty charge notices;
- Fuel savings through reduced, re-timed or consolidated deliveries; and
- More certainty over delivery times.

Freight Operators Recognition Scheme (FORS)

3.8 FORS is a unique, industry-led, free membership scheme to help van and lorry operators in the Capital become safer, more efficient and more environmentally friendly.

3.9 The FORS has three membership levels; Bronze, Silver and Gold. Bronze members must meet the following requirements:

- Drivers and vehicle management;
- Vehicle maintenance and fleet management;
- Transport operations; and
- Assessing the performance of company policies.

3.10 Silver and Gold level members need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:

- Fuel use;
- CO^2 and emissions;
- Vehicle incidents; and
- Penalty Charge notice and fines.

4 PROPOSED SERVICING ARRANGEMENTS

Existing Context

4.1 The site is located at 122-124 High Street, Ruislip, HA4 8LR, within the London Borough of Hillingdon. It is situated approximately 350m to the north of Ruislip Station, to the west of High Street. The site currently houses a Tesco Express food retail unit, with disused ancillary storage on the first and second floors. The Site Location is shown above in **Figure 1**.

4.2 The A4180 Ruislip High Street is a single carriageway road operating traffic in both directions, subject to a 30mph speed limit. On street parking is provided on both sides of the carriageway, which does not restrict the two-way flow of traffic. In the vicinity of the site, these spaces are provided for pay & display parking between Monday and Saturday, 08:00-18:30, for a maximum stay of two hours, on both sides of the carriageway. One space on the western side of the carriageway (approximately 5m to the north of the site) is reserved for goods vehicles loading only during the same hours.

4.3 To the north, the High Street connects to the B466 Midcroft / Eastcote Road and on to Ruislip Common and Northwood. The B466, in turn, connects westbound to the A40 at the Long Lane Interchange. To the south, High Street also connects to the A40, at the Polish Air Force Memorial Roundabout.

Proposed Servicing Arrangements

4.4 It is proposed that refuse vehicles will stop on High Street to undertake collections. This would be undertaken by a private refuse collection company, with operatives collecting bins directly from the bin store and replacing them once the refuse collection is completed. The proposed bin store will be accessible directly from the footpath adjacent to the north of the site (see the Architect's Layout in **Appendix A**), which provides a direct link to the High Street footway. Therefore, refuse collection operatives will be able to able to undertake collections efficiently and conveniently.

4.5 A loading bay is available on High Street approximately 5m to the north of the site, as noted above, which is proposed to be utilised for refuse collections.

4.6 This proposed strategy matches the proposals in the Appeal submissions noted above. Whilst these Appeals were dismissed, the Inspector stated in their response to the Appeal that these proposed refuse and recycling arrangements would be sufficient and that these could be secured through the appropriate use of planning conditions on any permission granted. As this is a town centre location, such arrangements are no doubt already in place for businesses along the High Street and upper floor residential uses. It represents a practical, and probably the only, viable

solution in this scenario. This strategy has therefore been maintained for this application.

4.7 In terms of deliveries and other servicing at the proposed development, it is envisaged that the residential units will be typically served by home food and non-food deliveries and infrequent maintenance. It is proposed that delivery vehicles will utilise the existing loading bay provided on High Street if available, and walk to the residential lobby by using the existing public footpath to the north of the site.

4.8 Given Princess Lane is gated, with appropriate signage and CCTV advertising its private nature, it is considered unlikely that delivery drivers will attempt to make deliveries from this area.

4.9 It is proposed that small mailboxes will be provided in the residential lobby, which should help to reduce dwell times of delivery vehicles when undertaking the delivery of smaller items.

4.10 The existing Tesco supermarket on the ground floor is outside of the red line boundary, therefore it is proposed to be serviced in the same manner as existing.

Servicing Demand

4.11 It should be acknowledged that there were no objections to the assessed servicing demand in either of the previous applications. Therefore, it is assumed that these servicing trip rates can be maintained for this new application.

4.12 The TRICS database was interrogated to understand the likely trip rates of servicing vehicles that will arrive at and depart from the site. The following criteria was applied to find similar sites to the proposed development:

- Residential – Flats Privately Owned;
- Greater London region;
- Monday to Friday surveys;
- 6-100 dwellings; and
- Town Centre and Edge of Town Centre sites.

4.13 The criteria outlined above provided a total of eight similar sites that had surveyed the level of servicing trips at the site. The trip rates of servicing vehicles during the peak hours and across the day are summarised in **Table 4.1**, with the full TRICS Output provided in **Appendix B**.

Table 4.1 Proposed Residential Weekday Servicing Trip Rates per Dwelling

Servicing Trip Rates per Dwelling	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total	0.003	0.003	0.006	0.003	0.003	0.006	0.119	0.115	0.234

4.14 **Table 4.2** outlines the anticipated delivery and servicing vehicle trip generation for the proposed development.

Table 4.2 Expected Delivery and Servicing Vehicle Trip Generation

Servicing Trip Rates per Dwelling	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total	<1	<1	<1	<1	<1	<1	1	1	1*

*Discrepancies due to rounding errors

4.15 The trip generation outlined above shows an average number of delivery and servicing trips across a day. The estimations above indicate that it is likely there will be no (or very few) delivery and servicing trips during the AM or PM peak hours.

5 MEASURES, INITIATIVES & MONITORING

5.1 This section of the DSP outlines the specific management measures to be implemented at the proposed development.

5.2 The aim of the DSP is to manage safe and efficient delivery and servicing activity at the site and mitigate any impact on local amenity that results from these activities.

5.3 This DSP is a living document and can be modified in agreement with LBH, on the basis that the purpose of the modifications is to better achieve the aims of the DSP.

Delivery and Servicing Plan Measures

5.4 The measures outlined above aim to achieve the DSP sub-objectives and minimise the impact of the servicing and deliveries forecast for the proposed development.

5.5 Given the scale of the development and likely servicing demand, it is considered that that the scope of the DSP can be limited and that targets, review and monitoring for servicing should not be necessary.

Raising Awareness

5.6 It will be important to inform site management and any regular suppliers of the development about the DSP and allow them to have an input into the on-going development of the DSP.

5.7 The DSP will be included within any site management staff's induction training so that it can be properly managed.

Management of Servicing

5.8 The site management will ensure that all deliveries and servicing to the site is undertaken efficiently and in accordance with the current restrictions. This will ensure that conflicts between service vehicles and other users of the public highway will be minimised.

5.9 Deliveries and servicing will be encouraged to take place during the least busy periods of the day, i.e. not during peak hours. Delivery companies will be advised of the current on-street loading restrictions and the proposed delivery and servicing strategy contained within this DSP.

5.10 Site management will also encourage deliveries using cargo bikes.

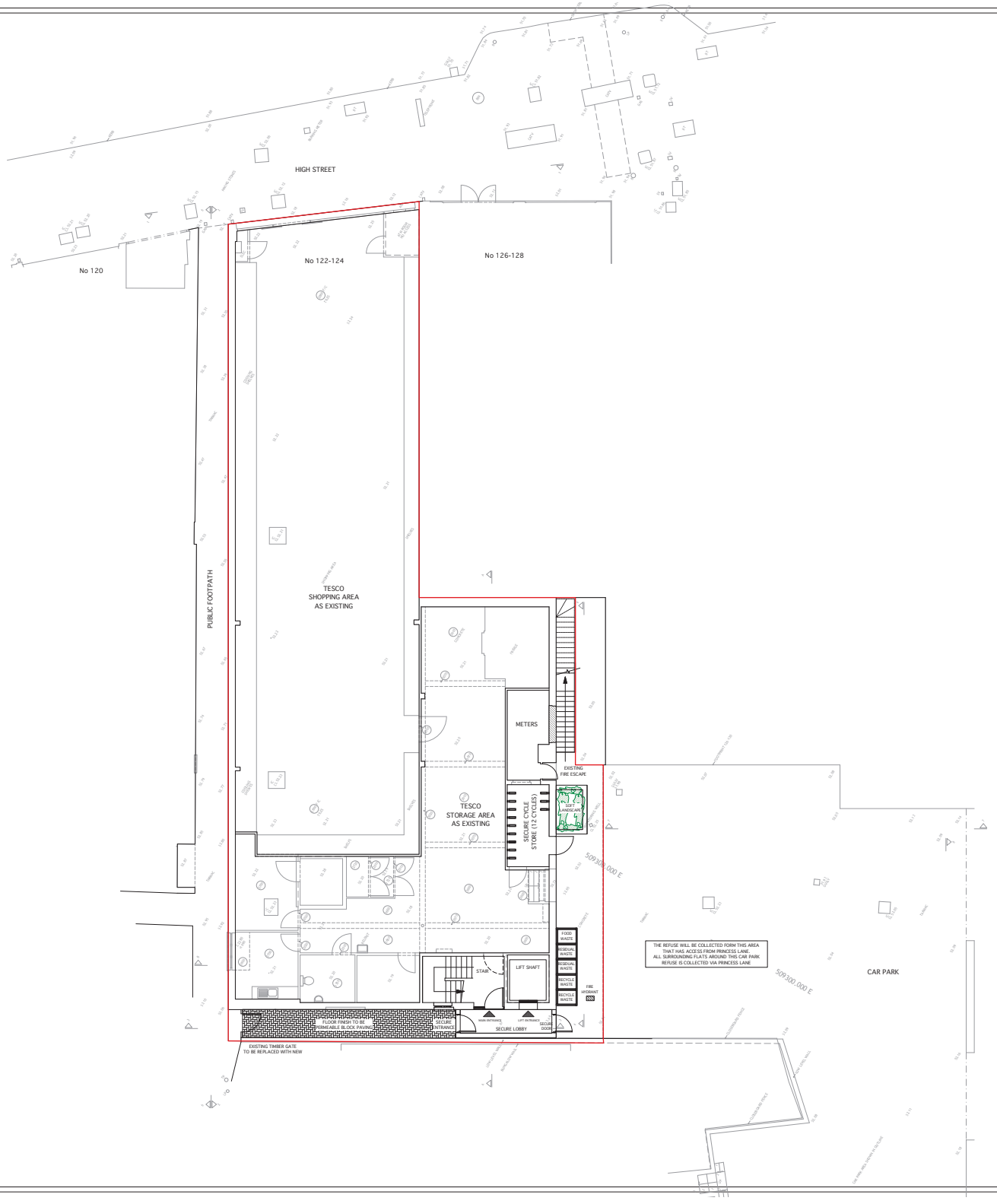
Monitoring & Review

5.11 It is expected that servicing activity to the site will have a minimal impact on the transport network. However, the managing agent will monitor and review the success

of the DSP implementation and ensure that the estimated delivery and servicing trip generation included in this DSP is still considered appropriate.

5.12 If the measures and strategy described within this document do not provide a safe and effective delivery and servicing regime, the site management will work with LBH to find an alternative strategy or implement additional measures to rectify the issue.

APPENDIX A – ARCHITECT'S LAYOUT



REVISION P1: 11.03.24
REVISIONS CARRIED OUT TO WINDOWS WITH A BLUE REVISION CLOUD.
PITCHED ROOF AND DORMERS FINISHES REVISED TO PLAIN ROOF TILES
TO MATCH ADJOING PROPERTIES 118, 120 ETC.
SECURE ENTRANCE LOBBY ADDED BY MAIN ENTRANCE. SOFT LANDSCAPE
ADDED BY BINS AND CYCLE STORE.
REVISION P3 30.05.24
EXISTING GATE TO NEW ENTRANCE TO FLATS SHOWN.
REVISION P4 08.10.24
BLOCK PAVING SHOWN ON PASSAGE WAY TO MAIN ENTRANCE.
NOTE ADDED FOR REFUSE COLLECTIONS.

N

THESE ARE PLANNING APPLICATION DRAWINGS.
THEY ARE NOT FOR TENDER
BUILDING REGULATIONS
OR FOR CONSTRUCTION

0 1m 2m 3m 4m 5m
SCALE 1:100

Client
MR RICHARD HENNESSY
MANOR DEVELOPMENTS
(RUISLIP) LTD
2 KINGSEND, RUISLIP HA4 8LJ

Property
TESCO
122 - 124 HIGH STREET
RUISLIP HA4 8LR

Job Title
CONVERSION OF REAR
FIRST & SECOND FLOORS
TO RESIDENTIAL. NEW THIRD
FLOOR RESIDENTIAL.

Drawing
EXISTING / PROPOSED
GROUND FLOOR PLAN

Date	Scale
25.04.23	1:100@A1

Job No	Drawing No	Revision No
122HS	PA - 01	P4

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APPENDIX B – TRICS OUPUT

Pulsar Transport Planning Underwood Row London Licence No: 805401

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-100 DWELLS	
Actual Trip Rate Calculation Parameter Range	6-97 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 09/06/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	2
	Tuesday	3
	Wednesday	2
	Thursday	1
Main Location Types selected	Edge of Town Centre	8
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	8 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	4
	50,001 to 100,000	2
	100,001 or More	2
Population <5 Mile ranges selected	500,001 or More	8
Car Ownership <5 Mile ranges selected	0.5 or Less	3
	0.6 to 1.0	4
	1.1 to 1.5	1
PTAL Rating	2 Poor	1
	3 Moderate	1
	4 Good	2
	5 Very Good	1
	6a Excellent	2
	6b (High) Excellent	1

Calculation Reference: AUDIT-805401-240328-0308

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	IS	ISLINGTON	2 days
	KI	KINGSTON	1 days
	SK	SOUTHWARK	1 days
	WF	WALTHAM FOREST	3 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 6 to 97 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/06/22

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	3 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	8

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:

Residential Zone	6
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	8 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	8 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	7 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:

2 Poor	1 days
3 Moderate	1 days
4 Good	2 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	BE-03-C-01	Site area:	0.84 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	79
Location:	BEXLEYHEATH	Housing density:	120
Postcode:	DA6 8AE	Total Bedrooms:	146
Main Location Type:	Edge of Town Centre	Survey Date:	19/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	3 Moderate	Parking Spaces:	84
Site(2):	IS-03-C-05	Site area:	0.03 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	15
Location:	FINSBURY	Housing density:	500
Postcode:	EC1V 3QY	Total Bedrooms:	27
Main Location Type:	Edge of Town Centre	Survey Date:	29/06/16
Sub-Location Type:	Built-Up Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	
Site(3):	IS-03-C-06	Site area:	0.06 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	14
Location:	HOLLOWAY	Housing density:	467
Postcode:	N7 9RB	Total Bedrooms:	21
Main Location Type:	Edge of Town Centre	Survey Date:	27/06/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	6a Excellent	Parking Spaces:	
Site(4):	KI-03-C-03	Site area:	0.14 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	20
Location:	SURBITON	Housing density:	333
Postcode:	KT6 4DJ	Total Bedrooms:	45
Main Location Type:	Edge of Town Centre	Survey Date:	11/07/16
Sub-Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	2 Poor	Parking Spaces:	25
Site(5):	SK-03-C-02	Site area:	0.10 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	29
Location:	BERMONDSEY	Housing density:	290
Postcode:	SE1 3TT	Total Bedrooms:	55
Main Location Type:	Edge of Town Centre	Survey Date:	23/04/15
Sub-Location Type:	Built-Up Zone	Survey Day:	Thursday
PTAL:	6b (High) Excellent	Parking Spaces:	2
Site(6):	WF-03-C-01	Site area:	0.40 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	97
Location:	WALTHAMSTOW	Housing density:	571
Postcode:	E17 6GR	Total Bedrooms:	184
Main Location Type:	Edge of Town Centre	Survey Date:	05/11/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	28
Site(7):	WF-03-C-02	Site area:	0.27 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	28
Location:	WANSTEAD	Housing density:	104
Postcode:	E11 2HQ	Total Bedrooms:	52
Main Location Type:	Edge of Town Centre	Survey Date:	25/05/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	4 Good	Parking Spaces:	31
Site(8):	WF-03-C-05	Site area:	0.11 hect
Development Name:	BLOCK OF FLATS	No of Dwellings:	6
Location:	WANSTEAD	Housing density:	55
Postcode:	E11 2SP	Total Bedrooms:	12
Main Location Type:	Edge of Town Centre	Survey Date:	25/05/21
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	4 Good	Parking Spaces:	19

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
WF-03-C-04	25/05/21	No servicing survey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	8	36	0.007	8	36	0.003	8	36	0.010
08:00 - 09:00	8	36	0.003	8	36	0.003	8	36	0.006
09:00 - 10:00	8	36	0.010	8	36	0.003	8	36	0.013
10:00 - 11:00	8	36	0.017	8	36	0.010	8	36	0.027
11:00 - 12:00	8	36	0.021	8	36	0.021	8	36	0.042
12:00 - 13:00	8	36	0.017	8	36	0.017	8	36	0.034
13:00 - 14:00	8	36	0.017	8	36	0.021	8	36	0.038
14:00 - 15:00	8	36	0.010	8	36	0.014	8	36	0.024
15:00 - 16:00	8	36	0.000	8	36	0.003	8	36	0.003
16:00 - 17:00	8	36	0.007	8	36	0.010	8	36	0.017
17:00 - 18:00	8	36	0.003	8	36	0.003	8	36	0.006
18:00 - 19:00	8	36	0.007	8	36	0.007	8	36	0.014
19:00 - 20:00	8	36	0.003	8	36	0.003	8	36	0.006
20:00 - 21:00	8	36	0.000	8	36	0.000	8	36	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.122			0.118			0.240

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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