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**FORMER WYEVALE
GARDEN CENTRE,
PIELD HEATH ROAD,
UXBRIDGE**

**PROPOSED TEMPORARY
CHANGE OF USE AND
ERECTION OF
TEMPORARY BUILDINGS
FOR FILM MAKING
PURPOSES**

TRANSPORT STATEMENT

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Status	Author	Date	Check	Date	Authorised	Date
Final	A Firmin	27.05.21	A Firmin	27.05.21	M Cottee	27.05.21

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1. INTRODUCTION

- 1.1 COTTEE Transport Planning are instructed by The Structure Group (TSG) to prepare a Transport Statement (TS) to accompany a planning submission to the London Borough of Hillingdon (LBH) for the temporary change of use and erection of temporary buildings at the Wyevale Garden Centre, Pield Heath Road, Uxbridge to support filming productions.
- 1.2 The site contains a number of buildings, 124 marked parking spaces and two large outdoor servicing areas in connection with the former Wyevale garden centre.
- 1.3 The garden centre has recently ceased trading and the site is currently vacant.
- 1.4 The proposals include retaining the existing buildings with the largest building being used for storage, wardrobe and hair & makeup and the smaller building being sub-divided into workshops. In addition, 5 temporary buildings would be erected to also be used as workshops.
- 1.5 The proposals would retain 108 marked parking spaces, with the existing northern row of spaces temporarily removed to improve access to the workshop buildings.
- 1.6 The workshops will be used to construct props and sets for the filming industry.
- 1.7 This Transport Statement examines the existing transport network and considers the transport impacts of the proposed development.

2. THE SITE AND EXISTING TRANSPORT NETWORK

The Site

- 2.1 The site is located on the north side of Pield Heath Road in Uxbridge with a school to the east, a small residential area and the River Pinn to the west and open land, which is part of the Brunel University London estate, to the north.
- 2.2 The access to the site is from Pield Heath Road in the form of a priority junction. The access road has a minimum width of 5.5m to allow two-way vehicle movements, including HGVs, and also provides access to Pield Heath House School to the east of the site. A site location plan is shown at **Figure 1** below and a site context plan at **Figure 2**.



Figure 1: Site Location Plan

Local Road Network

- 2.3 To the east Pield Heath Road passes Hillingdon Hospital and leads to the A437 Harlington Road. To the west it leads to Church Road, Station Road and the A408 High Street.
- 2.4 About 200m east of the site access is the junction with Kingston Lane which leads north, passing the main access to the Brunel University London campus, to the A4020 Hillingdon Hill.
- 2.5 There are footways both sides of Pield Heath Road east of the site access and one footway on the north side, west of the access. These footways are of good quality.
- 2.6 The road is subject to a 30mph speed limit and has double yellow line restrictions on both sides of the road in the vicinity of the site.

- 2.7 The site is well located to access the Strategic Road Network including the M4, M25 and M40 within a 15-minute drive time.

Parking

- 2.8 The site is not within a Controlled Parking Zone (CPZ) however Pield Heath Road has double yellow lines on both sides of the road which do not permit parking on-street at any time.
- 2.9 Around 40m east of the site access, there is a CPZ (HH) which operates Monday to Friday between 9am and 5pm. All on-street parking must be within designated bays and resident permits must be displayed during the CPZ restrictions.



Figure 2: Site Context

Public Transport – Bus Services

- 2.10 The nearest bus stops are located immediately adjacent and opposite the site access (Peel Way – stops HE and HG) as shown on the plan at **Figure 2**. Both stops are served by bus routes U3 and U5.
- 2.11 Further bus services (U1, U2, U4 and U7) can be accessed from bus stops on Kingston Lane (stops HC and HD) within a 450m (5-minute) walk from the site access as shown on the plan at **Figure 2**.
- 2.12 The bus services available in the site vicinity provide up to 26 bus services per hour Monday to Saturday and 17 bus services per hour on Sunday. The current details are shown in the table below:

SERVICES	ROUTE	FREQUENCY in each direction		
		Mon – Fri	Sat	Sun
U1	Ruislip – West Drayton	12 – 14 mins	15 mins	30 mins
U2	Brunel University - Uxbridge	20 mins	20 mins	20 mins
U3	Uxbridge – Heathrow	9 – 13 mins	10 – 12 mins	20 mins
U4	Uxbridge – West Drayton	9 – 11 mins	9 – 12 mins	15 mins
U5	Uxbridge - Hayes	9 – 13 mins	11 – 12 mins	20 mins
U7	Uxbridge - Hayes	30 mins	30 mins	30 mins

Public Transport – Rail Services

- 2.13 The nearest underground station is Uxbridge in the town centre about 3km to the north operating services on the Transport for London (TfL) Metropolitan and Piccadilly lines.
- 2.14 The station can be accessed within a 10-minute bus journey (routes U3 and U5) from the site frontage or within a 12-minute cycle journey.

Public Transport Accessibility Level (PTAL)

- 2.15 The TfL WebCAT service indicates that the site is within a PTAL 2 location whilst the site access is within a PTAL 3. The WebCAT PTAL report is attached at **Appendix A**.
- 2.16 The PTAL report does not include services such as Uxbridge Station as they are not within the prescribed walking distance of 960m and PTAL does not include linked public transport journeys. However, Uxbridge station is within a 10-12 minute bus or cycle journey and as such it is considered that the accessibility of the site is better than the PTAL report alone would suggest.

Pedestrian and Cycle Routes

- 2.17 The nearest signed and marked cycle route is to the west on Cleveland Road. However, Pield Heath Road, Kingston Road and surrounding residential streets are all suitable for use by experienced cyclists and provide a good connection with the wider area.
- 2.18 The local road network has footways to ensure pedestrians can walk in all directions.

3. DEVELOPMENT PROPOSALS AND IMPACTS

3.1 The proposals are for a temporary change of use and erection of temporary buildings at the Wyevale Garden Centre, Pield Heath Road, Uxbridge to support filming productions. The workshops will be used to construct props and sets which will then be transported to film sets and studios such as Pinewood Studios to the west of Uxbridge.

3.2 The proposed site layout is attached at **Appendix B**.

3.3 The proposals will retain 108 marked parking spaces with the existing northern row temporarily removed to improve access to the temporary workshop buildings. This is a reduction in 16 marked parking spaces compared to the existing layout.

Existing Vehicle Movements

3.4 The Trip Rate Information and Computer System (TRICS) database has been examined to establish vehicle trip rates for the existing use in order to provide a comparison of traffic movements.

3.5 The TRICS database includes vehicle surveys for garden centres and the output reports are attached at **Appendix C**, whilst the daily vehicle trip rates are summarised in the following table. Due to the limited number of new garden centre surveys undertaken by TRICS the assessment criteria had to be extended to include surveys undertaken within the last 25 years.

	ARRIVALS	DEPARTURES	TOTAL
Weekday daily vehicle trip rate 0800 – 2000	13.415	13.769	27.184
Saturday daily vehicle trip rate 0800 – 1900	12.605	12.968	25.573

3.6 For the existing garden centre which has a total GFA of 3,572 sqm, the following number of vehicle movements could be expected:

	ARRIVALS	DEPARTURES	TOTAL
Weekday daily vehicle movements 0800 – 2000	480	492	972
Saturday daily vehicle movements 0800 – 1900	450	463	913

3.7 The assessment undertaken above indicates that the existing garden centre would have generated a large number of vehicle movements throughout the day during the week and at the weekend.

- 3.8 Whilst the surveys undertaken within the TRICS assessment are older than would normally be used, the trip rates equate to between 450-500 staff and visitor movements per day, or 50 visitors per hour, with each parking space being used around 4 times per day. The assessment is therefore considered to provide a good representation of the number of vehicle movements generated by the existing use.

Proposed vehicle movements

- 3.9 The TRICS database does not include surveys from any sites with a similar use to the proposals however the applicant has provided detailed information regarding the use of the site which is summarised below.

- 3.10 There will be three main periods of use at the site including setup of the temporary structures, operational use of the site and the disassembly of the temporary structures. A summary is included below detailing the anticipated timing and number of HGV movements during each phase.

- Temporary structure install - 8 weeks [50 HGV movements total]
- Operation of the site - up to 12 months (TBC) [Infrequent HGV deliveries anticipate approximately 10 per week]
- Disassembly of structures - 4 - 6 weeks [40 HGV movements total]

- 3.11 Based on the information above it is considered that there will be an average of around 6 HGVs accessing the site per week during the install of the temporary structures and around 10 HGVs per week during the operation and disassembly of the site. Overall, it is anticipated that there will be around 2 HGVs entering and exiting the site per day.

- 3.12 It is expected that there will be between 56 and 105 staff on-site per day. The majority of staff will conform to general working hours of between 7am and 8pm Monday to Friday, with some occasional weekend working.

- 3.13 As such, the majority of staff vehicle movements will be outside of the AM and PM network peak hours with staff arriving on-site for 7am and leaving around 8pm.

- 3.14 The site is well located for staff to travel sustainably by walking, cycling, and using public transport and it is anticipated that sustainable travel will be a popular mode of transport. However, to ensure a robust 'in principle' assessment the following number of car movements could be expected if all staff accessed the site by private car as a single occupant.

- 105 staff arrivals (AM) - 105 car movements
- Additional staff movements - 100 car movements (assume 50 staff exit and enter the site during the working day)
- 105 staff departures (PM) - 105 car movements
- Sporadic visitors / deliveries - 40 car movements (assume 20 sporadic visitor or deliveries per day)

- 3.15 The assessment above is considered to be overly robust as it assumes that all staff movements will be undertaken by private car with half of the staff also undertaking an additional journey during the working day. Based on this assessment it is considered the site could generate up to around 350 car movements per day.
- 3.16 During the construction and disassembly of the site it is expected that there could be up to 75 staff on-site per day which could generate around 200 car movements per day, including sporadic deliveries and visitors.
- 3.17 The table below outlines the potential vehicle movements to and from the site as a result of the development proposals and the 'in principle' assessments undertaken within this TS.

	Car Movements (Daily)	HGV Movements (Daily)	Total Vehicle Movements (Daily)
During Construction (8 weeks)	200	4	204
Operation of the site (up to 12 months)	350	4	354
Disassembly (4 – 6 weeks)	200	4	204

- 3.18 The assessment undertaken within this TS demonstrates that in total the proposals are expected to generate around 204 vehicle movements per day during the construction and disassembly periods, and around 354 vehicle movements per day during the operation of the site. This demonstrates that daily flows will be significantly lower than the existing use of the site as a garden centre and as such the proposals should be considered acceptable.

Vehicle Parking

- 3.19 The proposals will retain a minimum of 108 marked parking spaces which is in excess of 1 space per member of staff expected on-site at any one time. It is therefore considered that the site provides a suitable level of parking on-site which can accommodate the expected demand. The proposals will not therefore result in any overspill parking on the access road, or the surrounding highway network.
- 3.20 Parking standards for LBH are included at Appendix C of the Hillingdon Local Plan Part 2 – Development Management Policies (Adopted January 2020) and state that for Use Class B2/B8 the maximum car parking requirement is 2 spaces plus 1 space per 50 – 100sqm.
- 3.21 Whilst the proposed use is considered to fall within a 'sui generis' use, the site will operate similarly to a B2 / B8 use. The existing and proposed temporary structures will have a combined GFA of around 6,500 sqm meaning that the site should provide a maximum of between 67 and 132 car parking spaces.
- 3.22 The site provides a minimum of 108 car parking spaces which is therefore within the B2/B8 maximum parking standards of between 67 and 132 spaces.

Cycle Parking

- 3.23 The Hillingdon Local Plan also provides guidance on cycle parking standards and for a B2 / B8 use states around 1 space per 500 sqm GFA should be suitable. This equates to a total requirement of 13 cycle parking spaces.
- 3.24 The proposals will include a temporary cycle storage area with space for a minimum of 13 bikes.

Delivery and Servicing

- 3.25 All servicing and deliveries will be undertaken on-site. The existing site was designed to accommodate large HGVs associated with servicing the garden centre and the existing access arrangements, and site layout, can therefore accommodate articulated HGVs and large refuse vehicles.
- 3.26 The proposed site layout plan is attached at **Appendix B** and demonstrates that there is sufficient space to the front and rear of the main building to service by all delivery vehicles.
- 3.27 The existing and proposed workshop buildings along the northern boundary of the site will all be serviced from the front where there is a 15m to 20m wide service area to the front of each unit.
- 3.28 There is a large service area at the western end of the site which is a minimum of around 20m wide and 40m long providing a substantial turning area for all vehicles. In addition, vehicles can turn at the north-eastern corner of the main building, and along the frontage of workshops 6 & 7, where there is a service space around 20m wide (up to 30m wide at the corner of the main building) and around 70m long.
- 3.29 The plan attached at **Appendix B** demonstrates that there is substantial space throughout the site to safely and efficiently accommodate all delivery and servicing vehicles.

4. SUSTAINABLE MODES OF TRAVEL

Pedestrian and Cycle Movement

- 4.1 As discussed within **Section 2** of this TS, there are footways on both sides of Pield Heath Road and the site benefits from a very good network of pedestrian facilities and cycle routes providing safe and convenient access from the surrounding area, including the nearest bus stops.
- 4.2 The proposals include the provision of a temporary, secure, cycle storage area on-site with space for a minimum of 13 bikes to encourage staff to cycle where possible.

Public Transport

- 4.3 The site is very well located for access by public transport as there are bus stops on both sides of Pield Heath Road at the site access. There are also bus stops on Kingston Lane within a 3 to 5 minute walk distance which provide access to further bus services.
- 4.4 In total, there are 6 regular bus services available within the immediate vicinity of the site providing access to around 26 bus services per hour Monday to Saturday and 17 bus services per hour on Sunday.
- 4.5 The U3 and U5 bus services (providing 12 services per hour Monday to Saturday and 6 services per hour on Sunday) provide access to Uxbridge bus station which is opposite the access to Uxbridge underground station.
- 4.6 Uxbridge underground station is served by the Transport for London (TfL) Metropolitan and Piccadilly lines and provides regular services to the surrounding area.
- 4.7 The site therefore benefits from very good access to sustainable travel modes which provide good alternatives for staff to access the site by sustainable transport modes.

5. TRANSPORT POLICY

National Policy

- 5.1 National Transport Policy is contained in the National Planning Policy Framework (NPPF) February 2019.
- 5.2 Section 9 deals with Promoting Sustainable Transport and paragraph 102 states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;**
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;**
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;**
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and**
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places”**

- 5.3 Paragraphs 109 and 110 require consideration to be given to sustainable travel modes, the needs of people with disabilities, safe layouts, the delivery of goods, and provision for plug-in and ultra-low emission vehicles.

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

Within this context, applications for development should:

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

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

- 5.4 The development is located within an area which has good access to public transport links as well as pedestrian routes and facilities within walking distance. Proposals in this location are therefore considered to be sustainable.

- 5.5 Paragraph 111 refers to the need for Transport Statements:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

- 5.6 This TS demonstrates how sustainable transport modes are encouraged and how the site will result in a significant reduction in vehicle movements compared to the existing use. Therefore, the transport impacts of proposals are not considered severe.

Local Policy

- 5.7 Transport and parking policy is outlined within the London Borough of Hillingdon Local Plan Part 2 Development Management Policies (January 2020). The following LBH policies are referred to:

“Policy DMT1: Managing Transport Impacts

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

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

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

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

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

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

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

- 5.8 This TS demonstrates how the proposals are in accordance with Policy DMT1 as the site is accessible by sustainable transport modes, provides safe access for all delivery and servicing vehicles, and will not have an adverse impact on the local highway network.

5.9 Policy DMT2 (Highways Impacts) states:

“Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council’s standards;**
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;**
- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;**
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and**
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.”**

5.10 This TS demonstrates how the proposals are in accordance with Policy DMT2 as the site provides safe and efficient access to the highway network and will result in a significant reduction in vehicle movements compared to the existing use as a garden centre.

5.11 Policy DMT5 (Pedestrians and Cyclists) states:

“A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including:

- i) the retention and, where appropriate, enhancement of any existing pedestrian and cycle routes;**
- ii) the provision of a high quality and safe public realm or interface with the public realm, which facilitates convenient and direct access to the site for pedestrian and cyclists;**
- iii) the provision of well signposted, attractive pedestrian and cycle routes separated from vehicular traffic where possible; and**
- iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.”**

5.12 This TS demonstrates how the proposals are in accordance with Policy DMT5 as the site is well located for walking and cycling access, particularly from the nearest bus stops at the site frontage. The proposals include the provision of secure cycle parking on-site to encourage staff to cycle where possible.

5.13 Policy DMT6 (Vehicle Parking) states:

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD.

5.14 This TS demonstrates how the proposals provide car parking in accordance with the required standards.

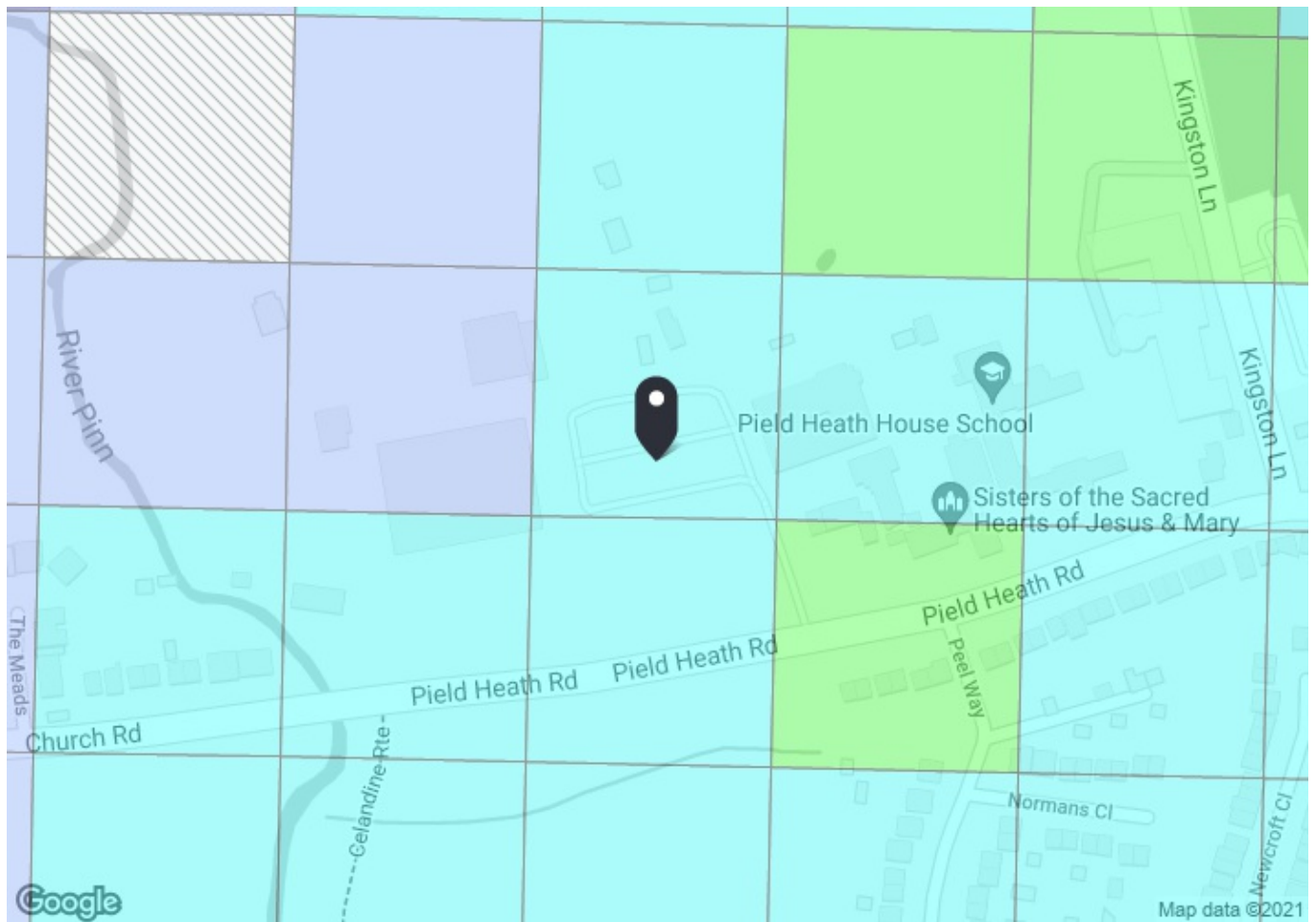
5.15 This TS demonstrates that the proposals are in accordance with the relevant national and local transport policies and should therefore be considered acceptable.

6. SUMMARY AND CONCLUSIONS

- 6.1 COTTEE Transport Planning are instructed by The Structure Group (TSG) to prepare a Transport Statement (TS) to accompany a planning submission to the London Borough of Hillingdon (LBH) for the temporary change of use and erection of temporary buildings at the Wyevale Garden Centre, Pield Heath Road, Uxbridge to support filming productions.
- 6.2 The proposals include retaining the existing buildings with the largest building being used for storage, wardrobe and hair & makeup and the smaller building being sub-divided into workshops. In addition, 5 temporary buildings would be erected to also be used as workshops. The workshops will be used to construct props and sets which will then be transported to film sets and studios such as Pinewood Studios to the west of Uxbridge.
- 6.3 The site benefits from good access to sustainable travel modes such as walking, cycling and public transport services which provide regular and reliable access to the site.
- 6.4 The assessment undertaken within this TS demonstrates that in total, the proposals could generate up to 204 vehicle movements per day during the construction and disassembly periods, and up to 354 vehicle movements per day during the operation of the site. This is based on a very robust assessment if all staff arrived alone by car which is considered to be unlikely given the site benefits from good access to public transport services and sustainable modes of travel.
- 6.5 This robust assessment demonstrates that daily flows will be significantly lower than the existing use of the site as a garden centre, and as such the proposals should be considered acceptable.
- 6.6 The proposals include retaining a minimum of 108 marked car parking spaces on-site for staff and visitors. This level of provision is expected to exceed the demand of the site and the proposals will therefore not impact on the surrounding highway network.
- 6.7 A secure and covered cycle store will be provided on-site in accordance with the relevant parking standards.
- 6.8 This TS demonstrates that safe and efficient delivery and servicing can be provided for the site which will not impact on the surrounding highway network.
- 6.9 It is considered that the impacts of the proposed scheme are not severe in the context of NPPF. Therefore, the proposals should be considered acceptable on transport grounds.

APPENDIX A

PTAL OUTPUT REPORT



PTAL output for 2021 (Forecast)

2

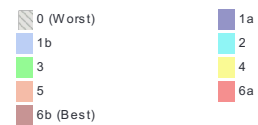
Milton Hulchings Garden Centre, Uxbridge UB8 3NP, UK

Easting: 506347, Northing: 182117

Grid Cell: 88652

Report generated: 24/05/2021

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PIELD HEATH SCHOOL	U5	155.83	5.18	1.95	7.8	9.74	3.08	0.5	1.54
Bus	PIELD HEATH SCHOOL	U3	155.83	5.18	1.95	7.8	9.74	3.08	1	3.08
Bus	PIELD HEATH KINGSTON LN	U7	509.94	2.07	6.37	16.49	22.87	1.31	0.5	0.66
Bus	PIELD HEATH KINGSTON LN	U2	509.94	6.21	6.37	6.83	13.21	2.27	0.5	1.14
Bus	PIELD HEATH KINGSTON LN	U4	509.94	7.76	6.37	5.86	12.24	2.45	0.5	1.23
Bus	PIELD HEATH KINGSTON LN	U1	509.94	4.14	6.37	9.25	15.62	1.92	0.5	0.96
Total Grid Cell AI:										8.6

APPENDIX B

PROPOSED SITE LAYOUT



Revisions	

Drawings Notes

1. this is not a survey drawing - all dimensions to be checked on site.
2. do not scale off this drawing.
3. the copyright of this drawing is the property of TPA Design Ltd
4. all discrepancies to be reported to the architect
5. please ensure that this drawing is read together and cross referenced with all other relevant architectural drawings, schedules and specifications.
6. please ensure that this drawing is read in conjunction with all other consultants/specialist contractors relevant drawings, schedules and specifications.
7. TPARCHITECTS is a trading name of TPA Design Ltd Registered address 33a St Lukes Road, Maidenhead, Berkshire SL67DN.

Project	Wyevale Uxbridge	TPARCHITECTS					
Title	Proposed Block Plan	33a St Lukes Road Maidenhead Berkshire SL6 7DN enquiries@tparch.co.uk www.tparch.co.uk					
Drg. No.	2720 - SK - 101	Rev	Drawn CB	Checked ED	Date April'21	Scale As Shown	Status SK

APPENDIX C

TRICS OUTPUT (EXISTING GARDEN CENTRE)

Calculation Reference: AUDIT-719701-210525-0551

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : H - GARDEN CENTRE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	KC KENT	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1858 to 4188 (units: sqm)
 Range Selected by User: 1500 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/95 to 25/05/19

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

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	5 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)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Built-Up Zone	1
Village	1
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

E(a) 5 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 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	1 days
50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	4 days
No	1 days

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

PTAL Rating:

No PTAL Present	5 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	FA-01-H-01	GARDEN CENTRE	FALKIRK
	A9		
	NEAR FALKIRK		
	TORWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	4188 sqm	
	Survey date: THURSDAY	11/05/95	Survey Type: MANUAL
2	GM-01-H-04	GARDEN CENTRE	GREATER MANCHESTER
	BRADLEY FOLD ROAD		
	BURY		
	AINSWORTH		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2787 sqm	
	Survey date: WEDNESDAY	03/05/95	Survey Type: MANUAL
3	GM-01-H-05	GARDEN CENTRE	GREATER MANCHESTER
	GREEN LANE		
	ALTRINCHAM		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1858 sqm	
	Survey date: WEDNESDAY	26/04/95	Survey Type: MANUAL
4	HC-01-H-03	GARDEN CENTRE	HAMPSHIRE
	ROMSEY ROAD		
	WINCHESTER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	3700 sqm	
	Survey date: MONDAY	19/11/07	Survey Type: MANUAL
5	KC-01-H-02	GARDEN CENTRE	KENT
	LONDON ROAD		
	MAIDSTONE		
	ALLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: THURSDAY	09/11/95	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-01-H-02	Very high trip rates

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	3944	0.203	2	3944	0.025	2	3944	0.228
09:00 - 10:00	5	2927	0.677	5	2927	0.410	5	2927	1.087
10:00 - 11:00	5	2927	1.182	5	2927	0.970	5	2927	2.152
11:00 - 12:00	5	2927	1.572	5	2927	1.415	5	2927	2.987
12:00 - 13:00	5	2927	1.421	5	2927	1.380	5	2927	2.801
13:00 - 14:00	5	2927	1.695	5	2927	1.551	5	2927	3.246
14:00 - 15:00	5	2927	1.852	5	2927	1.729	5	2927	3.581
15:00 - 16:00	5	2927	1.667	5	2927	1.866	5	2927	3.533
16:00 - 17:00	5	2927	1.005	5	2927	1.374	5	2927	2.379
17:00 - 18:00	5	2927	0.642	5	2927	1.005	5	2927	1.647
18:00 - 19:00	2	3488	0.674	2	3488	0.645	2	3488	1.319
19:00 - 20:00	1	2787	0.825	1	2787	1.399	1	2787	2.224
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		13.415			13.769			27.184	

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:	1858 - 4188 (units: sqm)
Survey date range:	01/01/95 - 25/05/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-719701-210525-0509

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : H - GARDEN CENTRE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HA HARROW	1 days
	HM HAMMERSMITH AND FULHAM	1 days
02	SOUTH EAST	
	KC KENT	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
11	SCOTLAND	
	FA FALKIRK	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1600 to 4470 (units: sqm)
Range Selected by User: 1500 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/95 to 25/05/19

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

Selected survey days:

Saturday 6 days

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

Selected survey types:

Manual count 6 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) 3
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 1
Built-Up Zone 1
Village 2
No Sub Category 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.

Secondary Filtering selection:

Use Class:

E(a) 6 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 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days
5,001 to 10,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	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	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	3 days
No	3 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	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	FA-01-H-01	GARDEN CENTRE	FALKIRK
	A9		
	NEAR FALKIRK		
	TORWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	4188 sqm	
	Survey date: SATURDAY	13/05/95	Survey Type: MANUAL
2	GM-01-H-06	GARDEN CENTRE	GREATER MANCHESTER
	CHURCH STREET		
	BOLTON		
	WESTHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1600 sqm	
	Survey date: SATURDAY	08/06/13	Survey Type: MANUAL
3	HA-01-H-01	GARDEN CENTRE	HARROW
	HEADSTONE LANE		
	HATCH END		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4470 sqm	
	Survey date: SATURDAY	17/11/07	Survey Type: MANUAL
4	HM-01-H-01	GARDEN CENTRE	HAMMERSMITH AND FULHAM
	BISHOPS AVENUE		
	FULHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: SATURDAY	08/10/05	Survey Type: MANUAL
5	KC-01-H-02	GARDEN CENTRE	KENT
	LONDON ROAD		
	MAIDSTONE		
	ALLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Gross floor area:	2100 sqm	
	Survey date: SATURDAY	11/11/95	Survey Type: MANUAL
6	WO-01-H-01	GARDEN C.	WORCESTERSHIRE
	ALCESTER ROAD		
	NEAR BROMSGROVE		
	BURCOT		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Gross floor area:	1850 sqm	
	Survey date: SATURDAY	11/05/02	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DC-01-H-02	Very high trip rates

TRIP RATE for Land Use 01 - RETAIL/H - GARDEN CENTRE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	3285	0.000	2	3285	0.000	2	3285	0.000
08:00 - 09:00	5	2842	0.120	5	2842	0.035	5	2842	0.155
09:00 - 10:00	6	2718	0.656	6	2718	0.362	6	2718	1.018
10:00 - 11:00	6	2718	1.257	6	2718	0.975	6	2718	2.232
11:00 - 12:00	6	2718	1.447	6	2718	1.410	6	2718	2.857
12:00 - 13:00	6	2718	1.484	6	2718	1.466	6	2718	2.950
13:00 - 14:00	6	2718	1.496	6	2718	1.466	6	2718	2.962
14:00 - 15:00	6	2718	2.066	6	2718	1.944	6	2718	4.010
15:00 - 16:00	6	2718	2.152	6	2718	2.109	6	2718	4.261
16:00 - 17:00	6	2718	1.367	6	2718	1.754	6	2718	3.121
17:00 - 18:00	6	2718	0.429	6	2718	1.055	6	2718	1.484
18:00 - 19:00	3	2807	0.131	3	2807	0.392	3	2807	0.523
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.605			12.968			25.573

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:	1600 - 4470 (units: sqm)
Survey date range:	01/01/95 - 25/05/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	6
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.