

TRANSPORT STATEMENT

Safestore Ruislip – Proposed Store Extension



Prepared for: Safestore Ltd
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Document History

Issue	Date	Description	Prepared By	Checked By
1	1 Feb 24	First Issue to Client	A Davey	V Walsh
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1.0 Introduction and Background

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Safestore Ltd to accompany a planning application for the proposed extension of their existing store at 1 Bradfield Road, Field End Road, Ruislip, HA4 0NU.

Pre-Application

- 1.2 Pre-application advice was sought from Hillingdon Borough Council in relation to the proposals (Pre-Application No. 2391/PRC/2023/143), with a written response received on 16 October 2023.
- 1.3 Pre-application advice from the perspective of highways and transport was included in the response, extracts of which are provided at Appendix A and summarised as follows:
- The site has a low PTAL rating of 1b, in any case, owing to the car-based nature of the site, sustainable travel is unlikely to be an option for most customers travelling to the store.
 - Any deviation from the local parking standards would require sound justification of the parking provision to ensure that no overspill parking occurs on Field End Road or Bradfield Road.
 - A minimum of 5% of parking spaces would require 'active' electric vehicle (EV) charging provision and 5% of parking spaces would require 'passive' EV charging provision.
 - Two secure and accessible cycle parking spaces should be provided in line with local parking standards.
 - Analysis of the anticipated traffic generation of the proposals was undertaken in the Pre-Application Transport Statement and demonstrated that the proposals would not result in a severe impact on the local highway network.
 - The access arrangements are to be retained and this arrangement is considered acceptable, as are the swept path analyses presented in the Pre-Application Transport Statement.
 - A Construction Management Plan will be required, which could be secured via condition.

Report Structure

- 1.4 This Transport Statement describes the baseline conditions at the site and the scale of the proposed development, as well as matters pertaining to parking, traffic generation, and sustainability.
- 1.5 This Transport Statement has been prepared in accordance with Central Government policies set out in the National Planning Policy Framework (December 2023) and in line with planning practice guidance, Travel Plans, Transport Assessments and Statements (March 2014).

2.0 Site Description and Proposed Development

Site Description

- 2.1 The site is located at the intersection of Field End Road and Bradfield Road to the south of Ruislip and north of Northolt. The total floor area of the existing building is 4,081m² comprising 3,750m² Safestore and 331m² Practical Car and Van Rental office area.
- 2.2 The site is bound to the north by Bradfield Road, to the east by Field End Road, to the west by a car dealer and to the south by a railway line.
- 2.3 Bradfield Road is a no through road, which serves Safestore and several other industrial units and warehouses. Field End Road is a distributor road, which connects the B466 in the north to Mandeville Road to the south.
- 2.4 The site comprises a single Safestore building and offices which house Practical Car and Van Rental, along with a car parking and loading area to the east and further parking along the northern façade of the building, between the site and Bradfield Road.
- 2.5 The site is accessed off Bradfield Road by way of a wide vehicle crossover, with a dropped kerb running along the site frontage. A gated access provides access to the main parking area and loading bays to the east of the building, which houses a total of 15 parking spaces (including two loading bays).
- 2.6 A total of 10 car parking spaces are located between the site and Bradfield Road, most of which are used by Practical Car and Van Hire, with one or two understood to be associated with another office tenant.

Safestore Operational Hours

- 2.7 The store's opening hours are:
- 08:00-18:00 on Monday-Wednesday and Friday-Saturday;
 - 08:00-20:00 on Thursday; and
 - 10:00-16:00 on Sunday.
- 2.8 Safestore is however operational on a 24/7 basis, with premium paying Safestore customers being provided with a key-card which allows them to access their storage units at all times of the day. Nevertheless, it is understood that those accessing the site outside of normal opening hours tends to be a very small percentage of the overall patronage.

Accessibility

- 2.9 As referenced in the pre-application advice, due to the nature of Safestores and the need for customers to drop-off and pick-up large items, access by non-vehicle modes is not often feasible, and the site has a relatively low PTAL rating of 1b. However, it is recognised that sustainable travel should be promoted and utilised wherever possible, particularly for staff members or those travelling to drop-off or pick-up smaller items.
- 2.10 Therefore, the following paragraphs set out the sustainable travel options in the vicinity of the site.

Walking and Cycling

- 2.11 It is generally considered that 2.0km is a reasonable upper limit for those travelling by foot, whilst 5.0km is a reasonable distance for cyclists to travel.
- 2.12 Based on the above distances, much of Ruislip and Northolt are within walking distance of the site, whilst further London suburbs of Harrow, Ickenham and Greenford are within an acceptable cycling distance.

Bus

- 2.13 Bus stops are located less than 100m from the site on Field End Road, which are served by the 282 service, providing five buses per hour between Northwood and Hanwell.

Rail

- 2.14 The site is located between two railway stations, South Ruislip is 1.8km to the west and Northolt Park is 1.4km to the east. Both South Ruislip and Northolt Park are served by one train per hour towards High Wycombe and one train per hour towards London Marylebone.
- 2.15 Central Line Underground services are available from Northolt 1.2km to the southeast of the site and South Ruislip 1.6km to the west, providing nine trains per hour to West Ruislip and Epping in each direction.

Summary

- 2.16 In summary, despite the site's low PTAL rating, it is within easy reach of bus, train and underground services which connect to areas in and around Ruislip.

Proposed Development

- 2.17 The proposed development comprises the construction of two new extensions to the existing building, one located to the southeast of the building within the site's existing parking and loading area and in place of part (290.15m²) of the existing Safestore, the other located along the northern façade of the building, which will replace the existing offices (331 m²) and associated car parking. The existing vehicle access to Safestore is proposed to be retained. The proposed site layout is provided at Appendix B.
- 2.18 The total footprint of the proposed extensions is 873.37m², comprising 357.57m² to the front of the building and 515.8m² to the southeast. Safestore, at some point in the future, may install mezzanine floors for storage purposes. These would comprise internal alterations that do not constitute 'development' as defined in section 55(2) of the Town and Country Planning Act 1990.
- 2.19 The maximum internal floorspace deliverable within the extensions is 2,104.31m² with all additional floorspace at mezzanine level having been installed. Considering the area of existing Safestore that is being replaced to deliver the extension, the maximum increase in Safestore floorspace equates to 1,814.16m² and this has been taken into consideration in this Transport Statement, which adopts the worst-case scenario with all mezzanine floors delivered.
- 2.20 The construction of the northern extension will require the demolition of the existing offices along the Bradfield Road frontage, which are currently leased to Practical Car and Van Rental.

- 2.21 The proposed development will result in the removal of the 10 existing car parking spaces located between the site and Bradfield Road, most of which are used by Practical Car and Van Hire, with one or two associated with another office tenant. The removal of these spaces will reduce pedestrian-vehicle interactions between vehicles turning into and out of the spaces and pedestrians walking along the footway. Therefore, the removal of these spaces is highly beneficial from a highway safety perspective.
- 2.22 The existing Safestore parking area will be reconfigured, with a total of three parking spaces removed, retaining 12 spaces (including two loading bays).
- 2.23 One car parking space will be provided with active EV charging and one with passive EV charging provision, in compliance with the standards set out in the Hillingdon Local Plan: Part 2 and in line with that requested at pre-application stage.
- 2.24 The swept path analysis at Appendix C demonstrates that a 7.5t box van, which is the largest vehicle that would visit the site on a regular basis, can enter the site, reverse up to both loading bays and then exit in a forward gear. The LHA had no objection to this arrangement as stated in the pre-application advice.
- 2.25 A total of two secure and accessible cycle parking spaces will be provided within the site, in accordance with the standards set out in the Hillingdon Local Plan: Part 2, as requested in the pre-application advice.
- 2.26 Matters regarding car parking and traffic generation are discussed in the section below.

3.0 Parking and Traffic Generation

Parking

- 3.1 As noted in the section above, the 10 parking spaces to the front of the building and three of the existing car parking spaces to the east of the building will be removed to accommodate the proposed extension, with a total of 12 spaces retained (including two loading bays). Hillingdon Borough Council stated in their pre-application advice that any parking not provided in accordance with their local parking standards would need to be robustly justified.
- 3.2 As such, parking accumulation surveys have been undertaken on three days between the hours of 07:00-19:00 on 7-9 November, with the results provided in full at Appendix D.

Existing Parking Accumulation

- 3.3 As there are two parking 'Zones', 'Zone 1' to the front of the store, which is primarily used by Practical Car and Van Hire and 'Zone 2' within the gated Safestore car park, driver movements were also tracked to determine their destination 'Door A' (the Safestore entrance) or 'Door B' (the office entrance) once they had parked in either zone.

Image 1: Parking Accumulation Diagrams



- 3.4 The surveys identified, as a worst-case, a total parking accumulation of 13 vehicles parked in Zone 1, which occurred several times during the survey period and a total parking accumulation of 22 vehicles in Zone 2, which occurred on Wednesday between 13:15-13:30. Clearly, this exceeds the existing parking provision in either Zone, with cars noted to be parking outside of spaces at times and double parking.

Image 2: Screenshot of Zones 1 and 2 at 13:15 on Wednesday 8 November



- 3.5 However, the surveys noted that there were a significant number of cars which were 'permanently parked' after being left overnight, in either Zone 1, with a maximum of nine in Zone 1 and 11 in Zone 2 on Wednesday 8 November (see Image 2). Most permanently parked vehicles in Zone 1 are clearly associated with Practical Car and Van Hire.
- 3.6 Of the permanently parked vehicles in Zone 2, five of these are associated with spaces which are leased out by Safestore, which could be taken back into Safestore's control on two weeks' notice. The six remaining spaces within Zone 2 are considered to either be associated with Safestore or Practical Car and Van Hire and therefore would be removed because of the extension.
- 3.7 As they are always on-site, these 'permanently parked' vehicles overinflate the parking accumulation, as they are taking up spaces which could otherwise be used by customers travelling to and from the store. If these permanently parked vehicles are excluded from the parking calculations, the accumulation drops dramatically, to a maximum of five vehicles in Zone 1 and 11 in Zone 2.

Future Parking Accumulation

- 3.8 To determine the future parking accumulation at the site, the number of vehicle movements (recorded every 15 minutes) associated with Safestore (movements 1, 4, and 6 as shown at Appendix D) have been divided by the existing floor area of Safestore to determine a per 15-minute trip rate for Safestore.
- 3.9 These trip rates have then been applied to the proposed net increase in floor area of 1,774m² to determine the anticipated additional traffic in each 15-minute period, then added to the existing parking accumulation to determine the future parking accumulation.
- 3.10 The parking accumulation tables are provided at Appendix D and demonstrate that there would be a maximum of 12 vehicles parked in the car parking area at any one time. The maximum of 12 vehicles occurs during just two 15-minute periods, at 12:30-12:45 on Tuesday 7 November and 13:15-13:30 on Wednesday 8 November.
- 3.11 As such, the proposed 12 parking spaces (including loading bays) would be sufficient to accommodate the anticipated parking demand. It is noted that 12 parking spaces being occupied would be a worst-case scenario, with most other time periods having a parking accumulation far below the maximum occupancy level.
- 3.12 This analysis assumes that no cars would be permanently parked on site (i.e., overnight) once the extension has been constructed. Safestore consider it likely that most of the vehicles parked permanently on-site are associated with Practical Car and Van Hire (other than the five spaces which they currently lease out) and would therefore be removed as a result of the proposals.
- 3.13 However, if the LHA consider it necessary to make the development acceptable in transport and planning terms in the context of paragraph 56 of the NPPF, Safestore are willing to accept a condition which requires the preparation of a Car Parking Management Plan, to ensure for example, that the no overnight parking rule is enforced.

¹ Vehicles which were in either Zone at the start of the surveys 07:00 and stayed there until the end 19:00.

Traffic Generation

Existing

- 3.14 The total floor area of the existing Safestore building is 4,081m² including 331m² office area. To determine the traffic generation of the existing Practical Car and Van office on-site, the TRICS database has been interrogated under the parameters identified in Table 1 and the results provided in full at Appendix E.

Table 1: Existing Use (Offices) – TRICS Selection Parameters

TRICS Categories	Existing Use
	Office (Practical Car and Van Rental)
Main Land Use	02 – Employment
Sub-Land Use	A – Office
Region	Greater London Only
Period	Weekdays
Locations	Edge of Town Centre and Suburban Area
Floor Area (m ²)	408 to 3,000

- 3.15 The trip rates obtained from the TRICS database, and the resultant traffic generation of the existing office are set out in Table 2 below.

Table 2: Existing Use (Office) – Trip Rates and Traffic Generation

Period	Trip Rates (per 100m ²)			Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.701	0.028	0.729	2	0	2
PM Peak (17:00-18:00)	0.056	0.729	0.785	0	2	2
Daily (07:00-19:00)	2.494	2.465	4.959	8	8	16

Proposed

- 3.16 Although the LHA had no objection to the trip rates used for the proposed development in the pre-application submission, it is considered that the surveys undertaken as part of the parking accumulation exercise provide a more accurate depiction of the traffic generation potential of Safestore. To obtain a typical day's trip rates, an average has been taken of the trip rates for all three days.
- 3.17 Based on the survey information, the trip rates and the resultant traffic generation of the extension is set out in Table 4 below, with the trip rates provided in full at Appendix D.

Table 4: Proposed Safestore Extension – Trip Rates and Traffic Generation

Period	Trip Rates (per 100m ²)			Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0.134	0.090	0.224	2	2	4
PM Peak (17:00-18:00)	0.133	0.125	0.258	2	2	4
Daily (07:00-19:00)	1.776	1.723	3.499	32	31	63

- 3.18 For ease of comparison, the resultant traffic generation is the same for the AM and PM peak hours as that provided in the pre-application submission whilst the daily traffic is marginally greater than the 58 vehicles previously estimated.

Net Traffic Generation

- 3.19 The net traffic generation of the proposals is calculated by subtracting the existing office traffic generation of the site from the proposed additional Safestore traffic generation and is summarised in Table 5.

Table 5: Net Traffic Generation

Period	Net Traffic Generation (vehicles)		
	Inbound	Outbound	Two-Way
AM Peak (08:00-09:00)	0	2	2
PM Peak (17:00-18:00)	2	0	2
Daily (07:00-19:00)	24	23	47

- 3.20 The proposals would result in a very small increase of two vehicle movements in each peak hour, the impact of which would be imperceptible on the local highway network.

4.0 Summary and Conclusions

- 4.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Safestore Ltd to accompany a planning application for the proposed extension of their existing store at 1 Bradfield Road, Field End Rd, Ruislip, HA4 0NU.
- 4.2 The site is located at the intersection of Field End Road and Bradfield Road to the south of Ruislip and north of Northolt and comprises a single Safestore building and offices which house Practical Car and Van Rental, along with a car parking and loading area to the east and further parking along the northern façade of the building.
- 4.3 The proposed development comprises the construction of two new extensions to the existing building, one located to the southeast of the building within the site's existing parking and loading area and in place of part (290.15m²) of the existing Safestore, the other located along the northern façade of the building, which will replace the existing offices (331m²) and associated car parking.
- 4.4 The total footprint of the proposed extensions is 873.37m², comprising 357.57m² to the front of the building and 515.8m² to the southeast. Safestore, at some point in the future, may install mezzanine floors for storage purposes. These would comprise internal alterations that do not constitute 'development' as defined in section 55(2) of the Town and Country Planning Act 1990.
- 4.5 The maximum additional internal Safestore floorspace deliverable including the extensions (2,104.31m², a net increase of 1,814.16m²) has been taken into consideration in this Transport Statement, which adopts the worst-case scenario with all additional floorspace at mezzanine level having been installed.
- 4.6 This Transport Statement has demonstrated that:
- The site provides opportunities for sustainable travel, although it is recognised that sustainable travel may not be an option for many Safestore customers;
 - The proposed extension would lead to a very small increase of two additional vehicle movements in each peak hour;
 - The proposed parking provision is sufficient to accommodate all traffic associated with the proposed development;
 - Cycle parking and EV charging will be provided in accordance with local guidelines; and
 - Sufficient turning space is provided to allow access for the largest vehicles which would enter the site on a regular basis.
- 4.7 It is concluded that the proposals are in accordance with the *National Planning Policy Framework (December 2023)*, which is in favour of sustainable development and advises at paragraph 115 that '*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.*'
- 4.8 In light of the evidence presented in this report, it is concluded that the development will not have a detrimental impact on highway safety and transport impacts cannot be regarded as 'severe'. Therefore, the Local Highway Authority should be able to confirm that they would have no objection to the development proposals.

Appendices



Appendix A

Pre-Application Advice Extracts



The Design Officer has raised some concerns regarding the proposed extension to the eastern elevation, given there is an established building line and the proposal encroaches closer towards residential properties. It is noted there are existing storage containers which currently breach the building line. However, these are small scale, temporary storage containers and not permanent built development. Therefore, more information and justification for the proposal is needed in any formal application.

The extension to the northern elevation is acceptable in principle and the use of glazing helps it to appear more light weight, but should be rationalised.

The surrounding residential buildings are constructed with external brickwork and render while the industrial buildings are constructed with metal cladding. The existing building is constructed partly from brickwork and partly from metal cladding. The existing building would be re-clad in the same materials that are proposed for the two new extensions, a mix of yellow brickwork and silver and blue (RAL5002) metal cladding. The doors and roller shutters would match.

When comparing the proposal including the proposed use of materials with other units on the industrial site it would remain in keeping with the surrounding area. However, further details and specification of materials is needed.

It is noted that the existing servicing and car park area would be reduced in size to accommodate the extensions, retaining 5 parking spaces, the refuse area and the loading and unloading bays.

Amenity

Policy DMHB 11 B) of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that development proposals should not adversely impact on the amenity, daylight and sunlight of adjacent properties and open space.

Paragraph 5.38 of the Hillingdon Local Plan: Part Two - Development Management Policies (2020) states that the Council will aim to ensure that there is sufficient privacy for residents and it will resist proposals where there is an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. A minimum of 21 metres separation distance between windows of habitable rooms will be required to maintain levels of privacy and to prevent the possibility of overlooking. In some locations where there is a significant difference in ground levels between dwellings, a greater separation distance may be necessary.

The proposed development would be sited at least approximately 22m to the west of the two storey residential dwellings on Somervell Road and will generally match the height of the existing unit. On this basis, the proposed development should not have unacceptable overbearing effects or otherwise adversely impact on the amenity, daylight and sunlight of adjacent properties.

Highways

Site Characteristics & Background

The address is located off Field End Road within a commercial estate. The application site comprises of a single block that is used for personal & business storage on a 24/7 basis.

There is an established point of vehicular access from Bradfield Road (part unadopted public highway) that would remain unaltered, and the surrounding road network features some parking controls which consist predominantly of single & double yellow line waiting restrictions, but the adjacent main road (Field End Road) is unrestricted. The site has a public transport accessibility level (PTAL) rating of 1b which is considered as 'very poor' and therefore raises reliance on the use

of private motor transport to and from the site. However, it is acknowledged that owing to the typical user profile of the facility, the use of alternative sustainable travel choices is unlikely to be a practical option.

The proposal seeks to reconfigure the site envelope with an extension to the existing B8 use class amounting to 934m² (GIFA). This alteration in footprint would result in the loss of 7 on-plot car parking spaces with the retention of 5.

Parking Provisions

Local Plan: Part 2 Policy DMT 6 requires that new development will only be permitted where it accords with the council's adopted parking standards unless it can be demonstrated that a deviation from the standard would not result in a deleterious impact on the surrounding road network.

Class B8 Storage (934m² - GIFA)

A total additional gross internal floor area of 934m² is proposed. The B8 use would demand '2 spaces plus 1 space per 50-100sqm (GIFA)' resulting in a maximum on-plot provision of up to 11 - 20 suitably positioned spaces (high to low PTAL respectively). As the location depicts a very low PTAL score, the higher level should be the aim unless demonstrated otherwise by sound justification based on operational grounds.

However, the pre-applicant states that the majority of existing spaces are currently underused and that an overall reduction in existing parking space provision is proposed. This aspect should therefore be further explored within such justification together with predicted (likely) peak parking demand at any one-time (post-extension) when presented at a formal application stage. This will allow for an informed decision to be made on the acceptability (or otherwise) of this aspect of the scheme.

The Highway Authority (HA) highlights this specific aspect due to the fact that Field End Road is a major unrestricted thoroughfare which may potentially experience undue/obstructive parking displacement (also applicable to Bradfield Road and the site envelope itself) if an overall reduction in on-plot parking provision is presented at a later stage unless sound justification or appropriate mitigation is demonstrated.

Electric Vehicle Charging Points (EVCP's)

In accord with Hillingdon's Local Plan: Part 2 DMT6 policy and parking standard there is a requirement for electric vehicle charging points (EVCPs) which would equate to a minimum facility of 5% of the total parking quantum for 'active' provision with a further 5% acting as 'passive' provision for future activation.

Cycle Parking

In line with Hillingdon's cycle parking standard, there should be a provision for 2 secure and accessible spaces conveniently located for ease of use.

Vehicular Trip Generation

Local Plan: Part 2 Policies - DMT 1 and DMT 2 require the council to consider whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

It is crucial that evidence of anticipated activity predicted for the proposal is presented with comparison to the existing level of 'whole site' activity in order to determine the likely net highway capacity/traffic assignment and safety impacts on the local network. Where applicable, trip analysis based on the 'industry recognised' assessment tool (TRICS - Land Use Database) should be applied. This exercise has been presented and the HA concurs that any additional associated vehicle activity would not raise measurable implications related to the local highway network.

Existing Access & Internal Circulation Area

The existing access point on Bradfield Road is to remain unchanged. It exhibits satisfactory safety related sight-line visibility and, on balance, is considered appropriate and fit for purpose for the current and extended use.

The pre-applicant has demonstrated that rigid body HGV's up to 7.5tonnes that serve this enterprise conform to the required swept path manoeuvre criteria related to servicing purposes, hence vehicles entering and departing for the service area can do so in a forward gear via the existing access/egress point and internal roadway without discernible detriment to the internal workings within site envelope or the surrounding roadways.

Refuse Provision

As general servicing/refuse arrangements and collection would be organised by way of a private contractor, this will require a separate conversation with the appropriate private waste collection provider. There are no further observations.

Construction Management Plan (CMP)

A detailed CMP is a requirement given the scale of proposal. In essence a fully detailed CMP will be required to demonstrate the aim of imposing least material harm to the highway network at all times given the overall constraints and sensitivities of the surrounding major road network. This can be presented at the formal application stage or secured via planning condition.

Other

Trees

It is noted that the proposed extension is in a close proximity to a number of Highway's street trees which contribute significantly to the visual amenities of the area. A Tree Survey and impact mitigation measures should be submitted with any application to ensure they are not impacted by the proposals.

Contaminated Land

The site is located within an area identified as potentially contaminated. Therefore any application should be supported by a contaminated land assessment and remediation measures.

Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy DMCI 7 of the Local Plan: Part Two (2020) seeks to ensure development is sustainable, planning permission will only be granted for development that clearly demonstrates there will be sufficient infrastructure of all types to support it. Planning obligations are sought on a scheme-by-scheme basis to ensure that development proposals provide or fund improvements to mitigate site specific impacts made necessary by the proposal.

The proposed development is likely to generate requirements for planning obligations, some of which are mentioned within this report:

1. Air Quality offset (if proposal cannot be demonstrated to be air quality neutral)
2. Construction Management and Delivery/Service Plans (and/or conditioned)
3. Construction Training: in line with the s106 SPD a contribution towards or an in-kind scheme delivered during the construction phase will be sought as a result of this proposal. The formula is: £2,500 for every £1m construction cost + $43/160 \times \text{£} = \text{total contribution}$.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

Please be advised that as from 1 April 2012, all planning approvals for schemes with a net additional internal floor area of 100m² or more will be liable for the Mayoral Community Infrastructure Levy (Mayoral CIL), as legislated by the Community Infrastructure Levy Regulations 2010 and The Community Infrastructure Levy (Amendment) Regulations 2011. The liability payable will be equal to £60 per square metre. The London Borough of Hillingdon (LBH) is a collecting authority for the Mayor of London and this liability shall be paid to LBH in the first instance.

In addition the development represents Chargeable Development under the Hillingdon Community Infrastructure Levy, which came into effect on 1st August 2014. The liability payable for Class B8 development will be £5 per square metre. Should you require further information please refer to the Council's Website: www.hillingdon.gov.uk/index.jsp?articleid=24738.

It is important to note that this CIL liability will be in addition to the planning obligations (s106) that the Council may seek from your scheme. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738.

Application Submission

In addition to the documents required to support any future application that are identified in this report, the Council has an adopted Local Planning Validation Checklist (June 2020) that sets out in full the drawings and documents required to support applications for planning permission.

The list of documents to be submitted with a future application is likely to include:

- Application Form
- Site Location Plan
- Existing and Proposed Site Plans
- Existing and Proposed Floor Plans
- Existing and Proposed Roof Plans
- Existing and Proposed Elevations
- Design and Access Statement, including any modelling to demonstrate how proposal would fit into the surrounding scale and mass of development
- Planning Statement
- Flood Risk Assessment
- Sustainable Urban Drainage Strategy
- Contaminated Land Survey and Remediation Measures
- Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan
- Landscaping Scheme
- Construction Management Plan
- Transport Assessment
- Travel Plan

- Air Quality Assessment, including Air Quality Neutral Assessment
- Details/brochures of materials.
- CIL form

Please note that this list is not exhaustive and other information may be required on the proposals program. Should you require further information, please refer to the Council's website: <https://www.hillingdon.gov.uk/apply-planning-permission>.

Conclusion

The Council has no objection to the principle of the proposed development. The site is currently established as an employment use (B8 - Storage and Distribution) and is designated within the wider Stonefield Way Industrial Area, a Strategic Industrial Location (SIL) within the adopted London Plan and Hillingdon Local Plan. The intensification of industrial uses within the SIL is supported by the Local Plan Part 2 Policy DME1 and Policies E4 and E5 of the London Plan 2021.

The proposed extension to the eastern elevation would breach the existing building line and justification is needed if a future application is to be supported. In design terms, consideration should be given to rationalising the appearance of the proposed extension to the northern elevation to allow the development to sit more quietly in this sensitive location.

The site has a very low PTAL rating of 1b. Any substandard car parking provision leading to potential overspill and displacement of parking onto the public highway from substandard on-site car parking provision would not be supported. The level of car parking to be provided must be considered in accordance with the relevant class of use parking standards as set out in Policy DMT6/London Plan. Any deviation from these standards is required to be justified.

Therefore, the acceptability (or otherwise) of a future planning application will be dependent on the evidence and detail provided within the submitted documentation together with an appropriate response to the comments and recommendations, which should not be considered as exhaustive given that it is within the remit of a future applicant to identify further measures that may aid scheme acceptability.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Follow Up Pre-application Meeting

Thank you for entering into the Council's pre-application advice service and I trust you have found this service of assistance.

**Emilie Bateman
Graduate Planning Officer
London Borough of Hillingdon**

Planning Guarantee

For complex applications which are likely to exceed the statutory time frames, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in

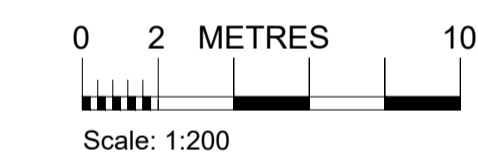
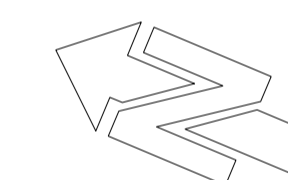
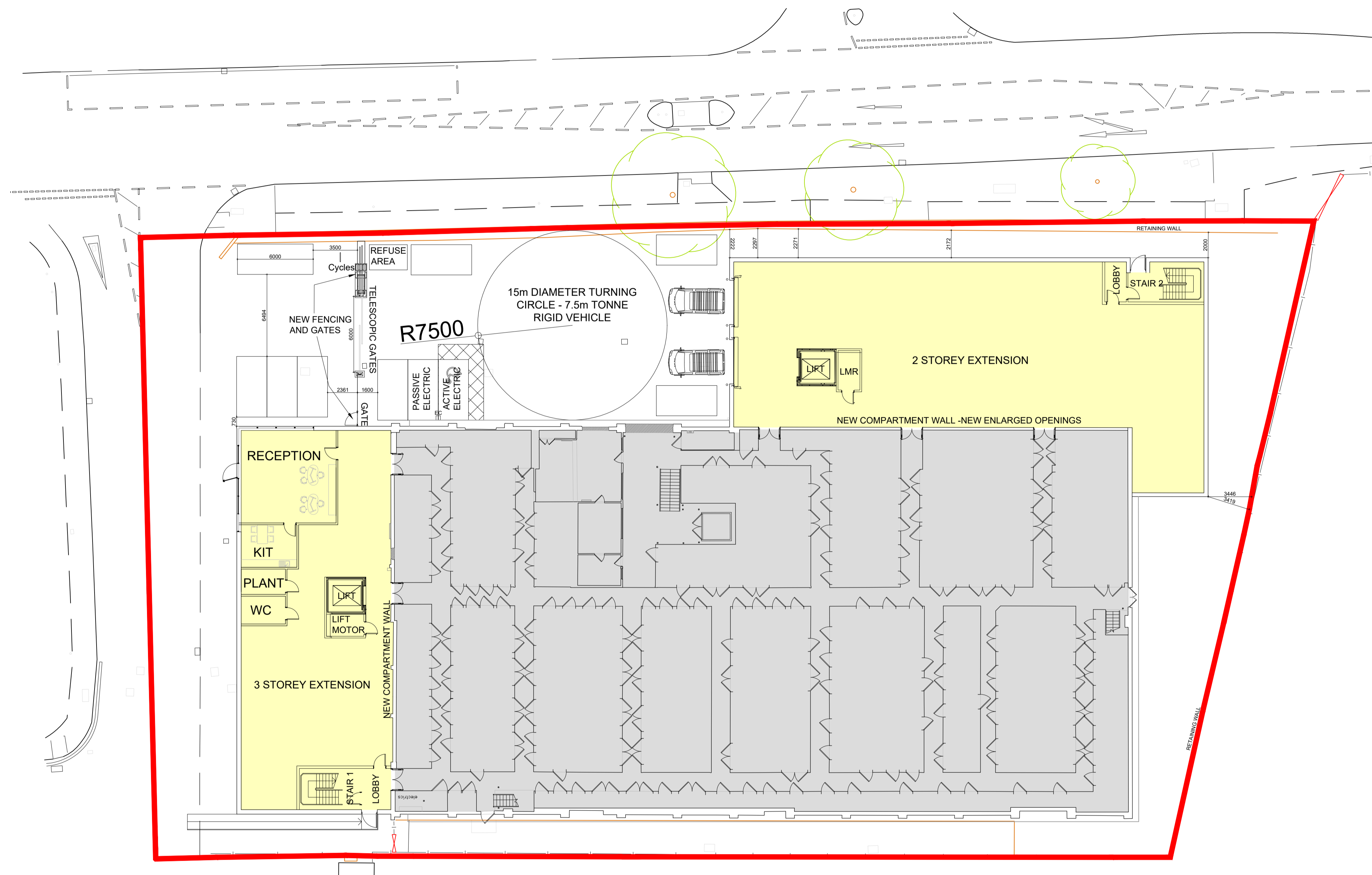
Appendix B
Proposed Site Layout



BUILDING AREAS (GIFA)		
EXISTING BUILDING AREAS		
GROUND FLOOR	1 743m ²	18,761.50ft ²
FIRST FLOOR	1 743m ²	18,761.50ft ²
FRONT EXTENSION AREA		
GROUND FLOOR	357.57m ²	3,848.85ft ²
FIRST FLOOR	357.57m ²	3,848.85ft ²
SECOND FLOOR	357.57m ²	3,848.85ft ²
SIDE EXTENSION AREA		
GROUND FLOOR	515.8m ²	5,552.02ft ²
FIRST FLOOR	515.8m ²	5,552.02ft ²
TOTAL	5 590.3m²	60,173.5ft²

KEY

- SITE BOUNDARY
- EXISTING BUILDING
- EXTENSION



PRELIMINARY	
FOR APPROVAL	✓
TENDER	
CONSTRUCTION	
AS BUILT	

TEW AND SMITH
ARCHITECTS AND SURVEYORS

- Revisions:
- A. 09.05.2023 - ER. Updated ground floor plan.
 - B. 05.07.2023 - ER. Projecting element removed.
 - C. 23.10.2023 - ER. Reduced side extension, reduced gate width and increase car parking spaces.
 - D. 31.10.2023 - ER. Increased side extension footprint, former gate width. Rearranged car spaces and added a cycle hoop. Areas updated.
 - E. 19.01.2024 - ER. Car spaces re-arranged.
 - F. 25.01.2024 - ER. One cycle hoop removed.

Project:
SAFESTORE
1 BRADFIELD ROAD
SOUTH RUISLIP HA4 0NU

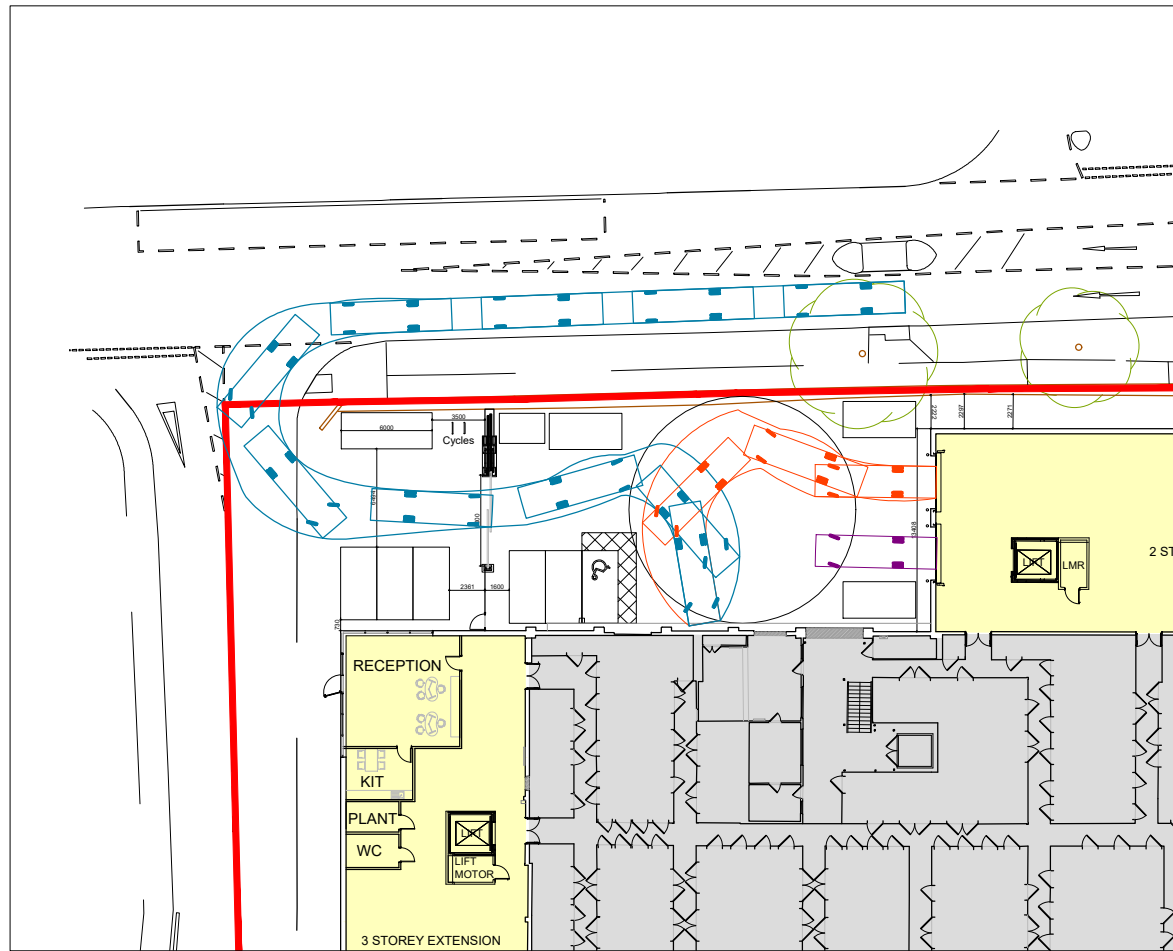
Title:
PROPOSED SITE PLAN

Date: 24.04.2023	Drg No.	Rev:
Scale: 1:200@A1	4747-SK01	F
Drawn: ER		
Checked: BF	© Proprietor: Tew and Associates Limited	

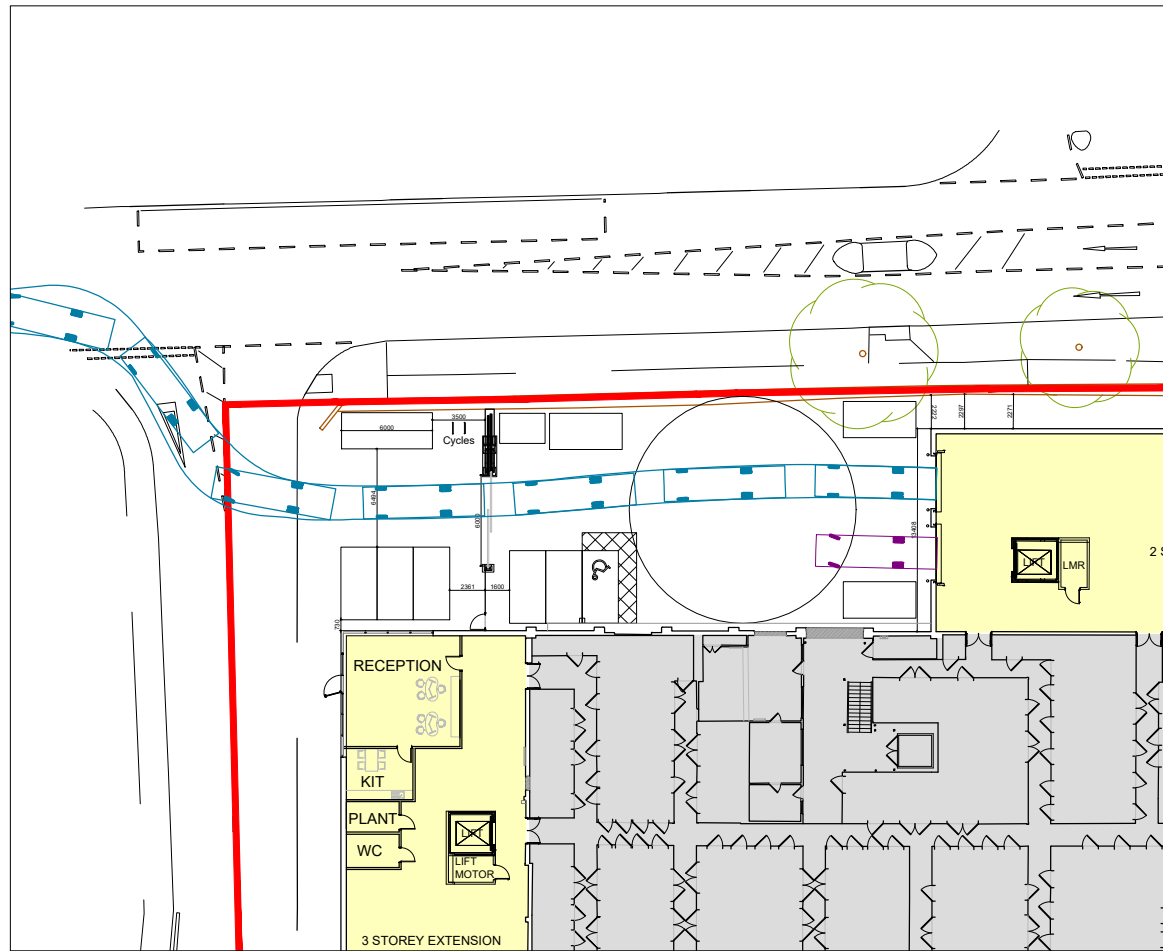
QUOITS HOUSE, 4 HARBOROUGH ROAD,
KINGSTHORPE, NORTHAMPTON, NN2 7AZ
TEL: (01604)791197 FAX: (01604) 717991
EMAIL: architects@tewassociates.co.uk
WEB: www.tewassociates.co.uk

Appendix C
Swept Path Analysis

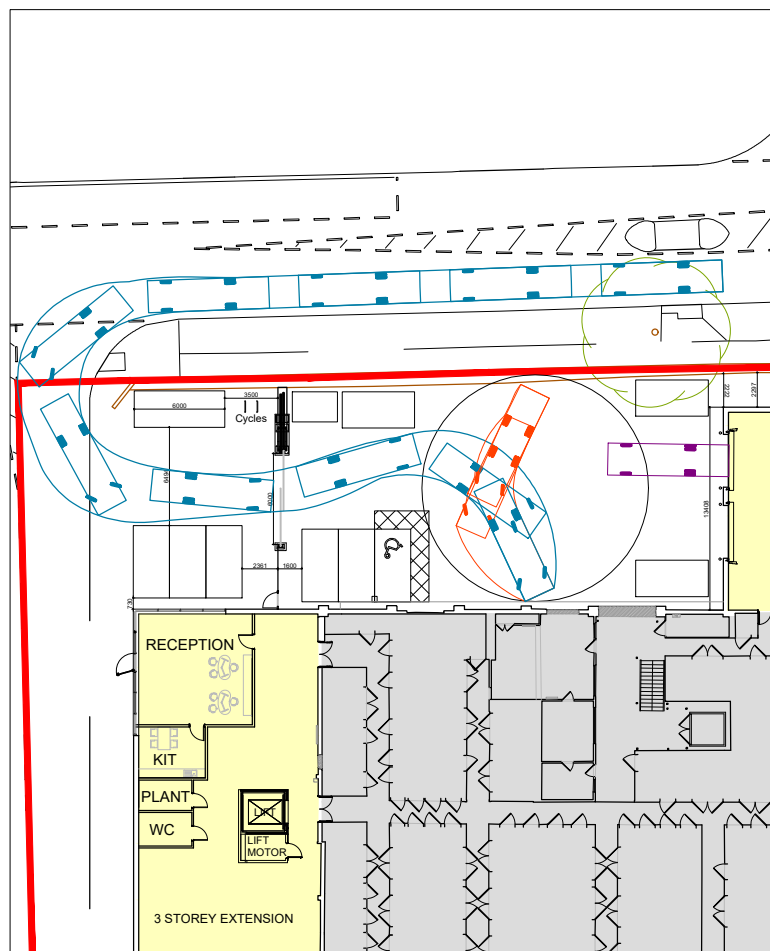




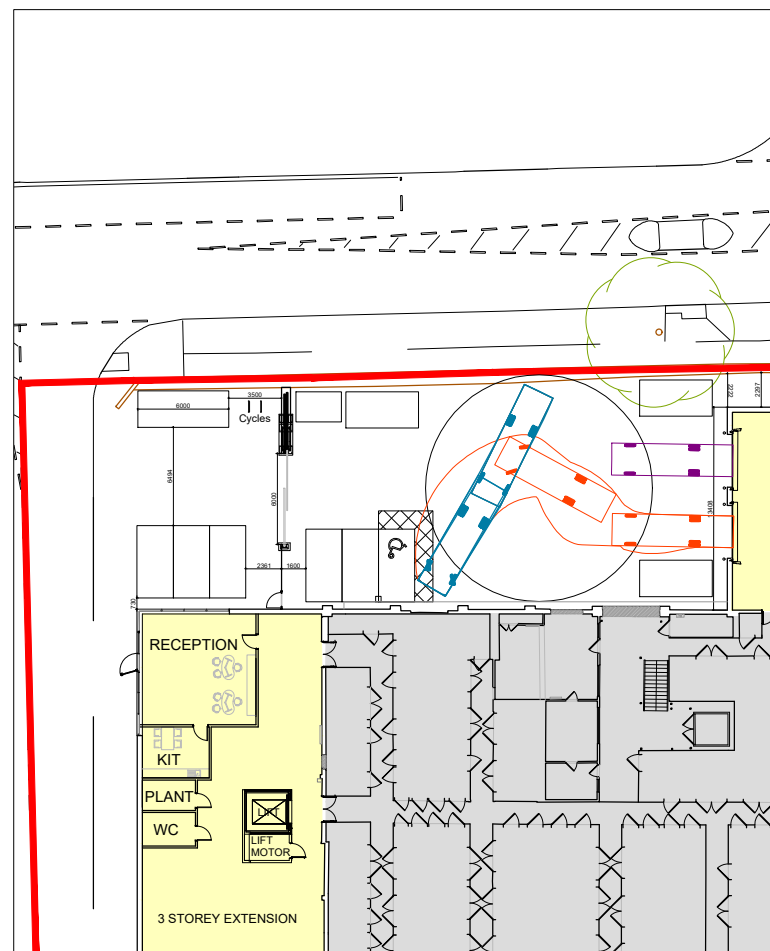
BAY 1 - ENTRY



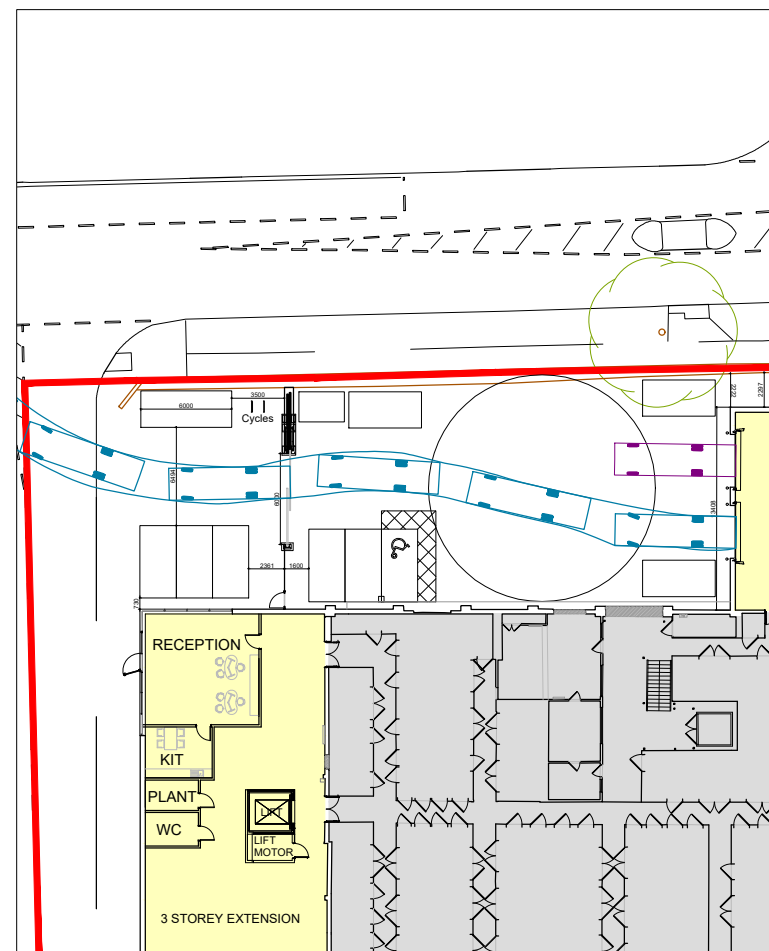
BAY 1 - EXIT



BAY 2 - ENTRY PART 1



BAY 2 - ENTRY PART 2

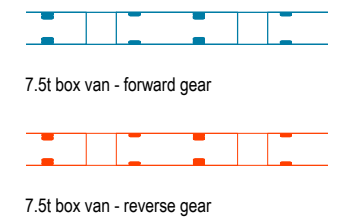


BAY 2 - EXIT

NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Dimensions are not to be scaled.
- Source: Tew and Smiths drawing number 4747-SK01 Rev E

KEY



C	Architects layout updated.	25/01/24	TH	AD
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	Safestore Ltd
Project :	Safestore Ruislip
Title :	Safestore Ruislip Swept Path Analysis 7.5t Box Van
Engineer : T. Hart	Date : April 2023
Director : T. Foxall	Scale : 1:500 @ A3
Status :	PRELIMINARY

Drawing No.	8220481/6202	Rev	C
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Appendix D
Parking Surveys, Analysis and Safestore Trip Rates



ZONE:

1

LOCATION:

BRADFIELD ROAD

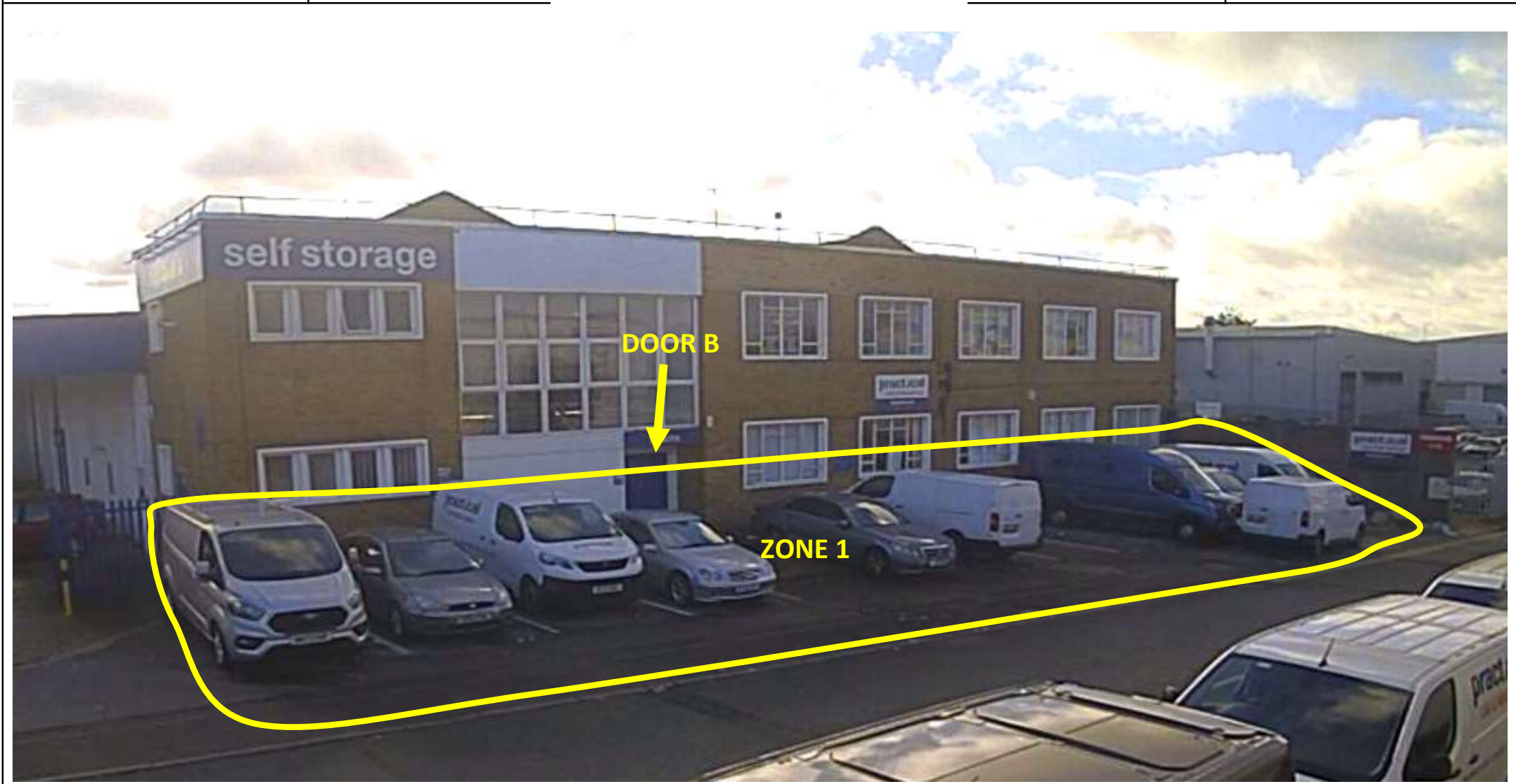


DATE:

7TH TO 9TH NOVEMBER 2023

DAY:

TUESDAY TO THURSDAY



JOB TITLE:

RUISLIP

JOB NUMBER:

12820

ZONE:

2

LOCATION:

SELF STORE



DATE:

7TH TO 9TH NOVEMBER 2023

DAY:

TUESDAY TO THURSDAY



JOB TITLE:

RUISLIP

JOB NUMBER:

12820

KEY



Vehicle Type:

1 =	CAR
2 =	LGV
3 =	OGV1
4 =	OGV2
5 =	PSV
6 =	MCL

Driver Movement

1=	ZONE 1 TO DOOR A
2=	ZONE 1 TO DOOR B
3=	ZONE 1 TO UNKNOWN
4=	ZONE 2 TO DOOR A
5=	ZONE 2 TO DOOR B
6=	ZONE 2 TO UNKNOWN

ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

LOCATION: BRADFIELD ROAD



DATE: 07/11/2023

DAY TUESDAY

ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 2

LOCATION: SELF STORE



DATE: 07/11/2023

DAY TUESDAY

ZONE	VEHICLE TYPE	ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	DWELL TIME	DRIVER MOVEMENT	COMMENTS	ZONE	VEHICLE TYPE	ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	DWELL TIME	DRIVER MOVEMENT	COMMENTS
1	2	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	1	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	1	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	2	AT START	10:26:42	N/A	2		2	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A			2	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A			2	2	AT START	07:24:15	N/A		
1	1	08:58:52	17:38:19	08:39:27	2		2	1	07:19:57	AT END	N/A	4	
1	3	09:33:30	10:13:02	00:39:32	2		2	1	07:20:15	AT END	N/A	4	
1	1	09:38:40	10:06:12	00:27:32	2		2	1	07:48:24	09:25:43	01:37:19	4	
1	3	10:53:20	10:59:27	00:06:07	3		2	2	08:00:31	09:26:25	01:25:54	4	
1	1	12:34:24	14:11:05	01:36:41	2		2	2	08:25:42	08:37:21	00:11:39	4	
1	1	12:56:41	13:11:37	00:14:56	3		2	2	08:26:48	09:24:01	00:57:13	4	
1	1	13:04:45	13:11:06	00:06:21	3		2	2	08:33:27	08:48:08	00:14:41	4	
1	1	18:28:30	18:32:45	00:04:15	3		2	2	08:35:13	09:07:22	00:32:09	4	
No Movement							2	1	09:10:29	09:11:11	00:00:42	4	
9							2	2	09:22:31	10:00:00	00:37:29	4	
Average							2	2	09:31:25	09:54:42	00:23:17	4	
00:27:55							2	2	09:48:13	10:00:35	00:12:22	4	
							2	2	09:57:30	10:04:09	00:06:39	4	
							2	1	09:59:22	10:25:58	00:26:36	4	
							2	1	10:14:22	17:52:41	07:38:19	4	
							2	2	10:14:44	10:16:24	00:01:40	4	
							2	2	10:15:31	10:17:38	00:02:07	4	
							2	2	10:19:02	10:34:12	00:15:10	4	
							2	1	10:20:33	10:23:26	00:02:53	4	
							2	2	10:27:27	10:28:52	00:01:25	4	
							2	1	10:32:42	11:30:35	00:57:53	4	
							2	1	10:35:37	10:38:41	00:03:04	4	
							2	2	10:38:55	10:39:57	00:01:02	4	
							2	2	10:51:15	10:55:31	00:04:16	4	
							2	2	11:04:48	11:12:57	00:08:09	4	
							2	2	11:21:57	11:37:29	00:15:32	4	
							2	2	11:34:57	11:41:41	00:06:44	4	
							2	2	11:38:42	11:55:00	00:16:18	4	
							2	2	11:39:21	11:41:56	00:02:35	4	
							2	1	11:57:15	12:55:22	00:58:07	4	
							2	2	11:59:15	13:12:50	01:13:35	4	

ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

LOCATION: BRADFIELD ROAD

DATE: 07/11/2023

DAY TUESDAY



ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 2

LOCATION: SELF STORE

DATE: 07/11/2023

DAY TUESDAY



	2	1	12:02:48	12:03:31	00:00:43	6	
	2	1	12:08:35	14:17:10	02:08:35	4	
	2	2	12:28:00	12:33:30	00:05:30	6	
	2	1	12:31:37	13:03:10	00:31:33	4	
	2	2	12:35:07	13:05:31	00:30:24	4	
	2	1	12:36:51	12:49:15	00:12:24	4	
	2	2	12:41:13	13:05:16	00:24:03	4	
	2	1	12:47:30	12:51:50	00:04:20	4	
	2	1	12:52:20	13:05:45	00:13:25	4	
	2	1	12:58:09	13:17:03	00:18:54	4	
	2	1	13:09:14	13:18:44	00:09:30	4	
	2	2	13:23:18	13:27:25	00:04:07	4	
	2	2	13:46:07	13:58:08	00:12:01	4	
	2	2	14:26:32	14:28:02	00:01:30	4	
	2	2	14:40:41	14:44:07	00:03:26	4	
	2	1	14:49:12	15:15:41	00:26:29	4	
	2	2	14:55:59	15:03:08	00:07:09	4	
	2	1	15:35:41	15:38:28	00:02:47	4	
	2	2	15:47:23	15:49:26	00:02:03	4	
	2	1	15:57:08	15:59:38	00:02:30	4	
	2	1	16:43:10	16:47:19	00:04:09	4	
	2	1	16:43:31	16:50:25	00:06:54	4	
	2	1	16:47:04	17:30:56	00:43:52	4	
	2	1	17:33:25	17:53:52	00:20:27	4	
	2	1	17:35:27	18:16:47	00:41:20	4	
	2	1	17:43:43	18:07:36	00:23:53	4	
	2	1	17:46:07	18:04:12	00:18:05	4	

ACTIVITY SURVEY



JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

DATE: 08/11/2023

LOCATION: BRADFIELD ROAD

DAY: WEDNESDAY

ZONE	VEHICLE TYPE	ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	DWELL TIME	DRIVER MOVEMENT	COMMENTS
1	2	AT START	AT END	N/A		
1	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	2	AT START	09:42:27	N/A	2	
1	2	AT START	AT END	N/A		
1	1	08:35:26	17:35:12	08:59:46	2	
1	3	08:46:13	AT END	N/A	2	
1	2	10:02:15	AT END	N/A	2	
1	2	10:14:42	10:16:23	00:01:41	2	
1	2	11:52:05	11:54:32	00:02:27	1	
1	3	11:56:36	12:01:44	00:05:08	3	
1	1	12:43:18	14:47:35	02:04:17	2	
1	3	15:02:56	15:06:31	00:03:35	1	
1	1	16:24:58	16:38:27	00:13:29	3	
1	1	16:45:37	16:57:34	00:11:57	3	
1	2	16:58:49	AT END	N/A	2	
1	1	17:22:08	17:30:22	00:08:14	2	

No Movement
9

Average
00:21:21

ACTIVITY SURVEY



JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

DATE: 08/11/2023

LOCATION: BRADFIELD ROAD

DAY: WEDNESDAY

ACTIVITY SURVEY



JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 2

DATE: 08/11/2023

LOCATION: SELF STORE

DAY: WEDNESDAY

ZONE	VEHICLE TYPE	ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	DWELL TIME	DRIVER MOVEMENT	COMMENTS
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	2	AT START	07:02:23	N/A	6	
2	1	07:38:03	18:55:16	11:17:13	4	
2	2	07:43:26	08:16:50	00:33:24	4	
2	1	08:06:36	08:08:59	00:02:23	4	
2	3	08:13:35	08:31:21	00:17:46	4	
2	2	08:30:17	10:19:03	01:48:46	4	
2	1	08:34:43	09:06:49	00:32:06	4	
2	1	08:47:00	08:56:01	00:09:01	4	
2	2	09:18:17	10:13:18	00:55:01	4	
2	2	09:21:31	10:15:09	00:53:38	4	
2	2	09:23:03	09:25:19	00:02:16	4	
2	1	09:23:18	10:12:58	00:49:40	4	
2	2	09:28:07	09:47:12	00:19:05	4	
2	2	09:42:25	09:47:07	00:04:42	4	
2	2	09:45:03	09:53:35	00:08:32	4	
2	1	09:45:05	AT END	N/A	4	
2	1	10:10:45	15:18:05	05:07:20	4	
2	2	10:10:51	10:15:25	00:04:34	4	
2	1	10:10:56	18:05:09	07:54:13	4	
2	2	10:15:35	10:30:20	00:14:45	4	
2	1	10:18:14	14:25:57	04:07:43	6	
2	2	10:37:01	10:39:41	00:02:40	4	
2	2	10:44:39	10:49:12	00:04:33	4	
2	2	10:56:47	11:01:44	00:04:57	4	
2	1	11:04:32	11:07:21	00:02:49	4	
2	1	11:10:45	11:15:36	00:04:51	4	
2	1	11:15:20	11:18:46	00:03:26	4	
2	1	11:15:51	12:31:23	01:15:32	4	
2	1	11:16:35	11:19:30	00:02:55	4	
2	2	11:20:41	11:27:02	00:06:21	4	
2	2	11:39:53	12:00:48	00:20:55	4	
2	2	11:45:31	11:48:19	00:02:48	4	
2	1	11:49:20	11:50:17	00:00:57	6	
2	2	11:52:26	11:58:48	00:06:22	4	
2	3	11:58:22	14:14:07	02:15:45	4	
2	3	12:02:27	14:17:02	02:14:35	4	
2	1	12:03:07	12:20:21	00:17:14	4	
2	3	12:10:17	12:13:46	00:03:29	4	
2	1	12:12:33	12:22:00	00:09:27	4	
2	2	12:18:07	12:19:18	00:01:11	4	
2	1	12:36:55	12:48:31	00:11:36	4	
2	2	12:37:05	13:10:16	00:33:11	4	
2	1	12:53:41	14:07:05	01:13:24	4	
2	2	12:56:41	13:09:12	00:12:31	4	
2	1	13:05:36	13:09:46	00:04:10	4	
2	3	13:06:19	13:15:46	00:09:27	6	

ACTIVITY SURVEY



JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 2

DATE: 08/11/2023

LOCATION: SELF STORE

DAY WEDNESDAY

2	1	13:10:20	13:35:52	00:25:32	4	
2	1	13:25:48	13:37:27	00:11:39	4	
2	2	13:28:19	13:35:33	00:07:14	4	
2	1	13:39:35	13:47:58	00:08:23	4	
2	1	13:51:13	14:09:10	00:17:57	6	
2	2	14:05:43	15:19:19	01:13:36	4	
2	1	14:06:13	14:51:10	00:44:57	4	
2	1	14:14:34	14:27:36	00:13:02	4	
2	1	14:48:34	16:41:48	01:53:14	4	
2	1	15:08:26	15:55:18	00:46:52	4	
2	1	15:14:47	15:46:20	00:31:33	4	

ACTIVITY SURVEY



JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

DATE: 09/11/2023

LOCATION: BRADFIELD ROAD

DAY THURSDAY

ZONE	VEHICLE TYPE	ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	DWELL TIME	DRIVER MOVEMENT	COMMENTS
1	2	AT START	AT END	N/A		
1	1	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	1	AT START	AT END	N/A		
1	2	AT START	09:25:18	N/A	3	
1	2	AT START	AT END	N/A		
1	2	AT START	09:30:20	N/A	2	
1	2	AT START	AT END	N/A		
1	2	AT START	AT END	N/A		
1	2	AT START	10:29:30	N/A	2	
1	3	AT START	AT END	N/A		
1	2	AT START	10:32:56	N/A	2	
1	1	08:46:10	17:32:29	08:46:19	2	
1	1	09:02:46	09:09:54	00:07:08	2	
1	2	09:46:45	09:48:38	00:01:53	1	
1	1	10:19:44	10:27:00	00:07:16	3	
1	1	10:24:45	12:16:08	01:51:23	2	
1	2	10:32:26	AT END	N/A	2	
1	2	11:37:44	AT END	N/A	2	
1	2	12:24:03	12:25:32	00:01:29	3	
1	2	13:28:40	15:33:57	02:05:17	3	
1	2	13:51:12	15:31:00	01:39:48	3	
1	2	17:05:39	17:32:09	00:26:30	3	

No Movement
8

Average
01:40:47

ACTIVITY SURVEY



JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

DATE: 09/11/2023

LOCATION: BRADFIELD ROAD

DAY: THURSDAY

ACTIVITY SURVEY

JOB REF: 12820



JOB NAME: RUISLIP

ZONE: 2

DATE: 09/11/2023

LOCATION: SELF STORE

DAY THURSDAY

ZONE	VEHICLE TYPE	ARRIVAL TIME (HH:MM:SS)	DEPARTURE TIME (HH:MM:SS)	DWELL TIME	DRIVER MOVEMENT	COMMENTS
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	AT END	N/A		
2	1	AT START	12:56:11	N/A	4	
2	2	AT START	09:18:27	N/A	4	
2	2	07:50:29	08:17:24	00:26:55	4	
2	1	08:01:13	08:12:36	00:11:23	4	
2	2	08:41:04	09:13:47	00:32:43	4	
2	2	08:41:17	09:18:00	00:36:43	6	
2	1	08:47:33	08:51:36	00:04:03	4	
2	2	08:51:04	09:04:03	00:12:59	4	
2	1	09:10:21	09:17:50	00:07:29	4	
2	1	09:14:24	AT END	N/A	4	
2	2	09:18:39	10:18:16	00:59:37	4	
2	2	09:18:40	10:18:34	00:59:54	4	
2	3	09:19:14	11:22:39	02:03:25	4	
2	2	09:27:01	10:18:08	00:51:07	4	
2	2	09:27:20	10:30:53	01:03:33	4	
2	1	09:31:42	10:29:14	00:57:32	4	
2	2	09:34:20	09:36:52	00:02:32	4	
2	1	09:37:59	09:52:15	00:14:16	4	
2	2	09:39:45	09:48:23	00:08:38	4	
2	2	09:54:34	09:55:58	00:01:24	4	
2	3	10:13:53	10:26:22	00:12:29	4	
2	1	10:17:22	18:05:57	07:48:35	4	
2	3	10:24:29	14:03:52	03:39:23	4	
2	2	10:31:27	10:43:44	00:12:17	4	
2	2	10:42:13	10:45:55	00:03:42	4	
2	2	10:49:46	10:54:55	00:05:09	4	
2	2	10:58:45	11:01:23	00:02:38	4	
2	2	11:49:03	11:54:48	00:05:45	4	
2	2	11:54:58	12:03:33	00:08:35	4	
2	1	12:01:03	13:03:29	01:02:26	4	
2	2	12:01:21	13:02:17	01:00:56	4	
2	1	12:04:00	12:14:06	00:10:06	4	
2	2	12:09:30	12:25:26	00:15:56	4	
2	2	12:26:36	13:03:40	00:37:04	4	
2	1	12:34:00	14:28:29	01:54:29	4	
2	2	12:43:54	13:06:13	00:22:19	4	
2	2	12:55:38	13:09:30	00:13:52	4	
2	2	13:04:46	13:05:50	00:01:04	4	
2	1	13:06:44	13:14:27	00:07:43	6	
2	1	13:18:44	13:21:09	00:02:25	4	
2	1	13:44:28	14:25:38	00:41:10	4	
2	2	13:58:48	14:25:01	00:26:13	4	
2	2	14:36:15	15:41:36	01:05:21	4	
2	3	14:38:00	14:42:41	00:04:41	4	
2	2	15:02:45	15:20:25	00:17:40	4	
2	1	15:08:50	15:10:27	00:01:37	4	
2	1	15:09:28	16:10:04	01:00:36	4	

ACTIVITY SURVEY

JOB REF: 12820



JOB NAME: RUISLIP

ZONE: 2

DATE: 09/11/2023

LOCATION: SELF STORE

DAY THURSDAY

2	3	15:12:00	16:52:24	01:40:24	4	
2	2	15:17:36	15:31:48	00:14:12	6	
2	2	15:28:17	15:50:01	00:21:44	4	
2	1	15:32:10	18:06:00	02:33:50	4	
2	2	15:36:14	15:42:32	00:06:18	6	
2	1	15:40:08	15:42:51	00:02:43	6	
2	2	15:51:33	18:04:43	02:13:10	4	
2	1	15:57:34	16:10:25	00:12:51	4	
2	1	16:25:34	17:00:15	00:34:41	4	
2	1	16:44:47	17:05:30	00:20:43	4	
2	2	16:46:36	17:52:39	01:06:03	4	

ACTIVITY SURVEY

JOB REF: 12820
JOB NAME: RUISLIP
ZONE: 1
LOCATION: BRADFIELD ROAD



DATE: 07/11/2023
DAY: TUESDAY

ACTIVITY SURVEY

JOB REF: 12820
JOB NAME: RUISLIP
ZONE: 1
LOCATION: BRADFIELD ROAD



DATE: 08/11/2023
DAY: WEDNESDAY

ACTIVITY SURVEY

JOB REF: 12820
JOB NAME: RUISLIP
ZONE: 1
LOCATION: BRADFIELD ROAD



DATE: 09/11/2023
DAY: THURSDAY

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

Table with 5 columns: TIME, VEHICLES ARRIVING, VEHICLES DEPARTING, ACCUMULATION, NO MOVE/REMOVED. Rows from 07:00 to 18:45.

ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

LOCATION: BRADFIELD ROAD



DATE: 07/11/2023

DAY TUESDAY

ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

LOCATION: BRADFIELD ROAD



DATE: 08/11/2023

DAY WEDNESDAY

ACTIVITY SURVEY

JOB REF: 12820

JOB NAME: RUISLIP

ZONE: 1

LOCATION: BRADFIELD ROAD



DATE: 09/11/2023

DAY THURSDAY

ZONE 1 - BRADFIELD ROAD					ZONE 2 - SELF STORE					ZONE 1 - BRADFIELD ROAD					ZONE 2 - SELF STORE					ZONE 1 - BRADFIELD ROAD					ZONE 2 - SELF STORE					
TIME	VEHICLES ARRIVING	VEHICLES DEPARTING	ACCUMULATION	NO MOVE/ REMOVED	TIME	VEHICLES ARRIVING	VEHICLES DEPARTING	ACCUMULATION	NO MOVE/ REMOVED	TIME	VEHICLES ARRIVING	VEHICLES DEPARTING	ACCUMULATION	NO MOVE/ REMOVED	TIME	VEHICLES ARRIVING	VEHICLES DEPARTING	ACCUMULATION	NO MOVE/ REMOVED	TIME	VEHICLES ARRIVING	VEHICLES DEPARTING	ACCUMULATION	NO MOVE/ REMOVED	TIME	VEHICLES ARRIVING	VEHICLES DEPARTING	ACCUMULATION	NO MOVE/ REMOVED	
AT START	10		10	1						AT START	12		12	1							AT START	12		12						
07:00			10	1						07:00		1	11	0							07:00			12						
07:15	2	1	11	2						07:15			11	0							07:15			12						
07:30			11	2						07:30	2		13	2							07:30			12						
07:45	1		12	3						07:45			13	2							07:45	1	1	12						
08:00	1		13	4						08:00	2	1	14	3							08:00	1	1	12						
08:15	2		15	6						08:15		1	13	2							08:15			12						
08:30	2	1	16	7						08:30	2	1	14	3							08:30	2	1	13						
08:45		1	15	6						08:45	1	1	14	3							08:45	2	2	13						
09:00	1	2	14	5						09:00		1	13	2							09:00	2	3	12						
09:15	1	3	12	3						09:15	5	1	17	6							09:15	5	1	16						
09:30	1		13	4						09:30	1		18	7							09:30	4	3	17						
09:45	3	1	15	6						09:45	2	3	17	6							09:45	1		18						
10:00	2	3	14	5						10:00	3	2	18	7							10:00	1	5	14						
10:15	4	5	13	4						10:15	2	3	17	6							10:15	2	2	14						
10:30	3	3	13	4						10:30	2	2	17	6							10:30	2	2	14						
10:45	1	1	13	4						10:45	1	1	17	6							10:45	2	1	15						
11:00	1	1	13	4						11:00	2	2	17	6							11:00		1	14						
11:15	1		14	5						11:15	4	4	17	6							11:15			14						
11:30	3	4	13	4						11:30	1		18	7							11:30		1	13						
11:45	2	1	14	5						11:45	5	4	19	8							11:45	2	2	13						
12:00	2	1	15	6						12:00	4	2	21	10							12:00	4	1	16						
12:15	1		16	7						12:15	1	3	19	8							12:15	1		17						
12:30	4	1	19	10						12:30	2	1	20	9							12:30	2	1	18						
12:45	3	3	19	10						12:45	2	1	21	10							12:45	1	7	12						
13:00	1	5	15	6						13:00	3	3	21	10							13:00	2	1	13						
13:15	1	3	13	4						13:15	2	1	22	11							13:15	1		14						
13:30			13	4						13:30	1	3	20	9							13:30	1		15						
13:45	1	1	13	4						13:45	1	1	20	9							13:45	1	1	15						
14:00			13	4						14:00	3	3	20	9							14:00		3	12						
14:15	1	2	12	3						14:15		3	17	6							14:15		1	11						
14:30	1	1	12	3						14:30			17	6							14:30	2		13						
14:45	2		14	5						14:45	1	1	17	6							14:45		1	12						
15:00		1	13	4						15:00	4	2	19	8							15:00	4	1	15						
15:15		1	12	3						15:15	1	3	17	6							15:15	2	4	13						
15:30	1	1	12	3						15:30			17	6							15:30	3	1	15						
15:45	2	2	12	3						15:45	1	3	15	4							15:45	2	2	15						
16:00			12	3						16:00	2		17	6							16:00			15						
16:15			12	3						16:15	1	2	16	5							16:15	1		16						
16:30	2		14	5						16:30	1	2	15	4							16:30	1	1	16						
16:45	1	2	13	4						16:45	1		16	5							16:45	3	5	14						
17:00			13	4						17:00		1	15	4							17:00	2		16						
17:15			13	4						17:15	2	1	16	5							17:15	1		17						
17:30	3	1	15	6						17:30	2	1	17	6							17:30		2	15						
17:45	3	2	16	7						17:45			17	6							17:45	2	6	11						
18:00	1	4	13	4						18:00		2	15	4							18:00	1	1	11						
18:15	1	1	13	4						18:15			15	4							18:15	1		12						
18:30	1	1	13	4						18:30			15	4							18:30	1		13						
18:45			13	4						18:45		1	14	3							18:45			13						

Time	Existing Trip Rates		Proposed Vehicles		Accumulation (Existing + Proposed)
	Inbound (per 100m2)	Outbound (per 100m2)	Inbound (per 100m2)	Outbound (per 100m2)	
AT START	0	0	0	0	1
07:00	0	0	0	0	1
07:15	0.053	0.027	1	0	3
07:30	0	0	0	0	2
07:45	0.027	0	0	0	3
08:00	0.027	0	0	0	4
08:15	0.053	0	1	0	7
08:30	0.053	0.027	1	0	8
08:45	0	0.027	0	0	6
09:00	0.027	0.053	0	1	4
09:15	0.027	0.08	0	1	2
09:30	0.027	0	0	0	4
09:45	0.08	0.027	1	0	7
10:00	0.053	0.08	1	1	5
10:15	0.107	0.133	2	2	4
10:30	0.08	0.08	1	1	4
10:45	0.027	0.027	0	0	4
11:00	0.027	0.027	0	0	4
11:15	0.027	0	0	0	5
11:30	0.08	0.107	1	2	3
11:45	0.053	0.027	1	0	6
12:00	0.053	0.027	1	0	7
12:15	0.027	0	0	0	7
12:30	0.107	0.027	2	0	12
12:45	0.08	0.08	1	1	10
13:00	0.027	0.133	0	2	4
13:15	0.027	0.08	0	1	3
13:30	0	0	0	0	4
13:45	0.027	0.027	0	0	4
14:00	0	0	0	0	4
14:15	0.027	0.053	0	1	2
14:30	0.027	0.027	0	0	3
14:45	0.053	0	1	0	6
15:00	0	0.027	0	0	4
15:15	0	0.027	0	0	3
15:30	0.027	0.027	0	0	3
15:45	0.053	0.053	1	1	3
16:00	0	0	0	0	3
16:15	0	0	0	0	3
16:30	0.053	0	1	0	6
16:45	0.027	0.053	0	1	3
17:00	0	0	0	0	4
17:15	0	0	0	0	4
17:30	0.08	0.027	1	0	7
17:45	0.08	0.053	1	1	7
18:00	0.027	0.107	0	2	2
18:15	0.027	0.027	0	0	4
18:30	0.027	0.027	0	0	4
18:45	0	0	0	0	4

Existing - Safestore Only 3,749.64
 Extension 1,814.16
 Proposed Safestore 5,563.80

Assumed no overnight parking

The existing office section measures 3,563 sq ft **3555 sq. ft.** (ground and first) and the proposed replacement measures 11,544 sq ft **11,547 sq. ft.** (ground, first and second) so the net additional space for the front office part is 7,981 sq ft. **7992 sq. ft.** The additional space for the side extension is 11,104 sq ft (ground and first). Therefore, the overall additional space will be **19,035 sq ft 19,096 sq. ft** GIA or **1,773m2. 1774 sq. m.**

1.684 1.604 19 216

Total mov:

63 60
 63 60
 TRUE TRUE

48%
 30.16%

Time	Existing Trip Rates		Proposed Vehicles		Accumulation (Existing + Proposed)
	Inbound (per 100m2)	Outbound (per 100m2)	Inbound (per 100m2)	Outbound (per 100m2)	
AT START	0	0	0	0	1
07:00	0	0.027	0	0	0
07:15	0	0	0	0	0
07:30	0.053	0	1	0	3
07:45	0	0	0	0	2
08:00	0.053	0.027	1	0	4
08:15	0	0.027	0	0	2
08:30	0.053	0.027	1	0	4
08:45	0.027	0.027	0	0	3
09:00	0	0.027	0	0	2
09:15	0.133	0.027	2	0	8
09:30	0.027	0	0	0	7
09:45	0.053	0.08	1	1	6
10:00	0.08	0.053	1	1	7
10:15	0.053	0.08	1	1	6
10:30	0.053	0.053	1	1	6
10:45	0.027	0.027	0	0	6
11:00	0.053	0.053	1	1	6
11:15	0.107	0.107	2	2	6
11:30	0.027	0	0	0	7
11:45	0.133	0.107	2	2	8
12:00	0.107	0.053	2	1	11
12:15	0.027	0.08	0	1	7
12:30	0.053	0.027	1	0	10
12:45	0.053	0.027	1	0	11
13:00	0.08	0.08	1	1	10
13:15	0.053	0.027	1	0	12
13:30	0.027	0.08	0	1	8
13:45	0.027	0.027	0	0	9
14:00	0.08	0.08	1	1	9
14:15	0	0.08	0	1	5
14:30	0	0	0	0	6
14:45	0.027	0.027	0	0	6
15:00	0.107	0.053	2	1	9
15:15	0.027	0.08	0	1	5
15:30	0	0	0	0	6
15:45	0.027	0.08	0	1	3
16:00	0.053	0	1	0	7
16:15	0.027	0.053	0	1	4
16:30	0.027	0.053	0	1	3
16:45	0.027	0	0	0	5
17:00	0	0.027	0	0	4
17:15	0.053	0.027	1	0	6
17:30	0.053	0.027	1	0	7
17:45	0	0	0	0	6
18:00	0	0.053	0	1	3
18:15	0	0	0	0	4
18:30	0	0	0	0	4
18:45	0	0.027	0	0	3

Existing - Safestore Only 3,749.64
Extension 1,814.16
Proposed Safestore 5,563.80

Assumed no overnight parking

The existing office section measures 3,563 sq ft **3555 sq. ft.** (ground and first) and the proposed replacement measures 11,544 sq ft **11,547 sq. ft.** (ground, first and second) so the net additional space for the front office part is 7,981 sq ft. **7992 sq. ft.** The additional space for the side extension is 11,104 sq ft (ground and first). Therefore, the overall additional space will be **19,035 sq ft 19,096 sq. ft** GIA or **1,773m2, 1774 sq. m.**

	1.867	1.817	26	276
Total mov.	70	68		
	68	66		
	FALSE	FALSE		

48%
37.14%

Time	Existing Trip Rates		Proposed Vehicles		Accumulation (Existing + Proposed)
	Inbound (per 100m2)	Outbound (per 100m2)	Inbound (per 100m2)	Outbound (per 100m2)	
AT START	0	0			2
07:00	0	0	0	0	2
07:15	0	0	0	0	2
07:30	0	0	0	0	2
07:45	0.027	0.027	0	0	2
08:00	0.027	0.027	0	0	2
08:15	0	0	0	0	2
08:30	0.053	0.027	1	0	3
08:45	0.053	0.053	1	1	3
09:00	0.053	0.08	1	1	3
09:15	0.133	0.027	2	0	4
09:30	0.107	0.08	2	1	7
09:45	0.027	0	0	0	7
10:00	0.027	0.133	0	2	6
10:15	0.053	0.053	1	1	4
10:30	0.053	0.053	1	1	4
10:45	0.053	0.027	1	0	5
11:00	0	0.027	0	0	5
11:15	0	0	0	0	4
11:30	0	0.027	0	0	4
11:45	0.053	0.053	1	1	3
12:00	0.107	0.027	2	0	5
12:15	0.027	0	0	0	6
12:30	0.053	0.027	1	0	8
12:45	0.027	0.187	0	3	5
13:00	0.053	0.027	1	0	3
13:15	0.027	0	0	0	3
13:30	0.027	0	0	0	4
13:45	0.027	0.027	0	0	5
14:00	0	0.08	0	1	4
14:15	0	0.027	0	0	2
14:30	0.053	0	1	0	2
14:45	0	0.027	0	0	3
15:00	0.107	0.027	2	0	4
15:15	0.053	0.107	1	2	4
15:30	0.08	0.027	1	0	4
15:45	0.053	0.053	1	1	5
16:00	0	0	0	0	5
16:15	0.027	0	0	0	5
16:30	0.027	0.027	0	0	6
16:45	0.08	0.133	1	2	5
17:00	0.053	0	1	0	5
17:15	0.027	0	0	0	6
17:30	0	0.053	0	1	6
17:45	0.053	0.16	1	3	3
18:00	0.027	0.027	0	0	1
18:15	0.027	0	0	0	1
18:30	0.027	0	0	0	2
18:45	0	0	0	0	3

12hr Trip Rate	1.761	1.737	24	189
Total movements	66	65		
	TRUE	TRUE		

48%
36.36%

Existing - Safestore Only 3,749.64
 Extension 1,814.16
 Proposed Safestore 5,563.80

Assumed no overnight parking

The existing office section measures 3,563 sq ft **3555 sq. ft.** (ground and first) and the proposed replacement measures 11,544 sq ft **11,547 sq. ft.** (ground, first and second) so the net additional space for the front office part is 7,981 sq ft. **7992 sq. ft.** The additional space for the side extension is 11,104 sq ft (ground and first). Therefore, the overall additional space will be **19,035 sq ft 19,096 sq. ft** GIA or **1,773m2. 1774 sq. m.**

Time	Existing Trip Rates		Proposed Vehicles		Accumulation (Existing + Proposed)
	Inbound (per 100m2)	Outbound (per 100m2)	Inbound (per 100m2)	Outbound (per 100m2)	
AT START	0	0			1
07:00	0	0.009	0	0	0
07:15	0.018	0.009	0	0	0
07:30	0.018	0	0	0	2
07:45	0.018	0.009	0	0	2
08:00	0.036	0.018	1	0	4
08:15	0.018	0.009	0	0	2
08:30	0.053	0.027	1	0	4
08:45	0.027	0.036	0	1	2
09:00	0.027	0.053	0	1	1
09:15	0.098	0.045	2	1	7
09:30	0.054	0.027	1	0	8
09:45	0.053	0.036	1	1	6
10:00	0.053	0.089	1	2	6
10:15	0.071	0.089	1	2	5
10:30	0.062	0.062	1	1	6
10:45	0.036	0.027	1	0	7
11:00	0.027	0.036	0	1	5
11:15	0.045	0.036	1	1	6
11:30	0.036	0.045	1	1	7
11:45	0.08	0.062	1	1	8
12:00	0.089	0.036	2	1	11
12:15	0.027	0.027	0	0	8
12:30	0.071	0.027	1	0	10
12:45	0.053	0.098	1	2	9
13:00	0.053	0.08	1	1	10
13:15	0.036	0.036	1	1	11
13:30	0.018	0.027	0	0	9
13:45	0.027	0.027	0	0	9
14:00	0.027	0.053	0	1	8
14:15	0.009	0.053	0	1	5
14:30	0.027	0.009	0	0	6
14:45	0.027	0.018	0	0	6
15:00	0.071	0.036	1	1	8
15:15	0.027	0.071	0	1	5
15:30	0.036	0.018	1	0	7
15:45	0.044	0.062	1	1	4
16:00	0.018	0	0	0	6
16:15	0.018	0.018	0	0	5
16:30	0.036	0.027	1	0	5
16:45	0.045	0.062	1	1	5
17:00	0.018	0.009	0	0	4
17:15	0.027	0.009	0	0	5
17:30	0.044	0.036	1	1	6
17:45	0.044	0.071	1	1	6
18:00	0.018	0.062	0	1	3
18:15	0.018	0.009	0	0	4
18:30	0.018	0.009	0	0	4
18:45	0	0.009	0	0	3

Existing - Safestore Only 3,749.64
Extension 1,814.16
Proposed Safestore 5,563.80

Assumed no overnight parking

The existing office section measures 3,563 sq ft **3555 sq. ft.** (ground and first) and the proposed replacement measures 11,544 sq ft **11,547 sq. ft.** (ground, first and second) so the net additional space for the front office part is 7,981 sq ft. **7992 sq. ft.** The additional space for the side extension is 11,104 sq ft (ground and first). Therefore, the overall additional space will be **19,035 sq ft 19,096 sq. ft** GIA or **1,773m2. 1774 sq. m.**

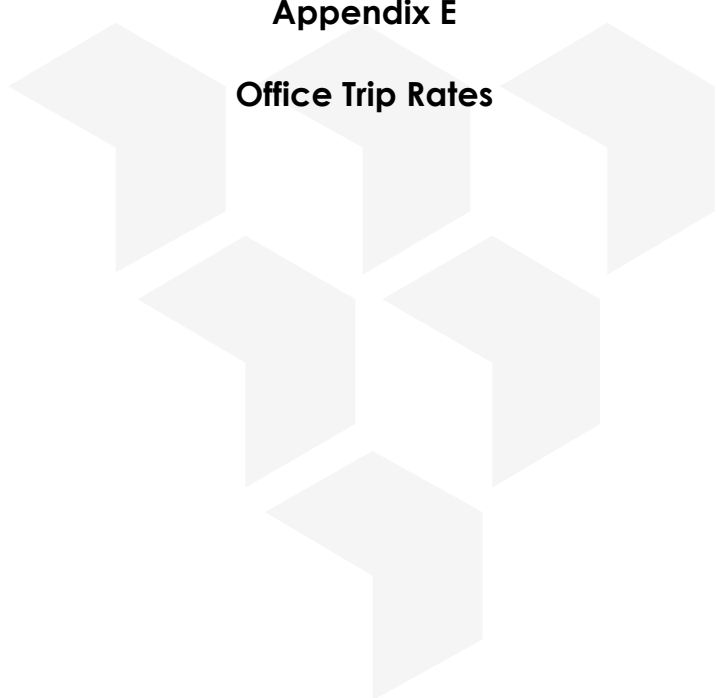
	Inbound	Outbound	Total	
AM Peak	0.134		0.090	0.224
PM Peak	0.133		0.125	0.258
Total	1.776		1.723	3.499
	Inbound	Outbound	Total	
AM Peak	2		2	4
PM Peak	2		2	4
Total	32		31	63

12hr Trip Rate 1.776 1.723 26 270

Total movements 67 65
66 65
FALSE TRUE

48%
38.81%

Appendix E
Office Trip Rates



Calculation Reference: AUDIT-225601-230709-0745

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	BT BRENT	1 days
	WH WANDSWORTH	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:	860 to 1400 (units: sqm)
Range Selected by User:	408 to 3000 (units: sqm)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/15 to 11/11/21
-------------	----------------------

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	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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:

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

Development Zone	1
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 3 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@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 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 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 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 2 days

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

PTAL Rating:

3 Moderate 1 days

4 Good 1 days

6a Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	BN-02-A-01 MOON LANE HIGH BARNET	OFFICES		BARNET
	Edge of Town Centre No Sub Category Total Gross floor area:		1366 sqm	
	<i>Survey date: THURSDAY</i>		<i>11/11/21</i>	<i>Survey Type: MANUAL</i>
2	BT-02-A-03 EMPIRE WAY WEMBLEY	OFFICES		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Gross floor area:		920 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>03/06/15</i>	<i>Survey Type: MANUAL</i>
3	WH-02-A-03 BROUGHTON STREET NINE ELMS	OFFICE		WANDSWORTH
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		1400 sqm	
	<i>Survey date: MONDAY</i>		<i>16/11/15</i>	<i>Survey Type: MANUAL</i>

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 02 - EMPLOYMENT/A - OFFICE

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	3	1189	0.084	3	1189	0.028	3	1189	0.112
08:00 - 09:00	3	1189	0.701	3	1189	0.028	3	1189	0.729
09:00 - 10:00	3	1189	0.505	3	1189	0.084	3	1189	0.589
10:00 - 11:00	3	1189	0.252	3	1189	0.140	3	1189	0.392
11:00 - 12:00	3	1189	0.056	3	1189	0.168	3	1189	0.224
12:00 - 13:00	3	1189	0.252	3	1189	0.252	3	1189	0.504
13:00 - 14:00	3	1189	0.196	3	1189	0.168	3	1189	0.364
14:00 - 15:00	3	1189	0.140	3	1189	0.168	3	1189	0.308
15:00 - 16:00	3	1189	0.084	3	1189	0.280	3	1189	0.364
16:00 - 17:00	3	1189	0.140	3	1189	0.140	3	1189	0.280
17:00 - 18:00	3	1189	0.056	3	1189	0.729	3	1189	0.785
18:00 - 19:00	3	1189	0.028	3	1189	0.280	3	1189	0.308
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.494			2.465			4.959

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:	860 - 1400 (units: sqm)
Survey date range:	01/01/15 - 11/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

