mayer brown

COMER HOMES GROUP
HAREFIELD GROVE
RICKMANSWORTH ROAD, HAREFIELD

TRANSPORT STATEMENT

JUNE 2025

the journey is the reward

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HAREFIELD GROVE
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TRANSPORT STATEMENT

JUNE 2025

Project Code:	**SHarefieldGrove.1**
Prepared by:	**CC/JG**
Approved by:	**JG**
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Comer Homes Group

Harefield Grove

Rickmansworth Road, Harefield

Transport Statement

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1 Introduction

1.1 Mayer Brown has been appointed by Comer Homes Group (hereafter referred to as 'the Applicant') to prepare this report in support of a planning application for a residential development at a site located in Harefield in the London Borough of Hillingdon (LBH), known as Harefield Grove, Rickmansworth Road, Harefield, UB9 6JY (hereafter referred to as 'the Site').

1.2 The Proposed Development comprises the following:

'Subdivision and conversion of the Main House from office to residential uses alongside demolition of the existing east and west wing extensions and the subsequent erection of a three storey residential building. The proposal also includes converting and extending the Garden House for use as a single dwelling, extending and converting Lake View House for use as a single dwelling, restoration of the Cottage House for use as a single dwelling, the construction of a new dwelling to the southeast (the Orchard House), and associated landscaping and parking.'

1.3 **Figure 1.1** below illustrates the Site's location in relation to the local highway network:

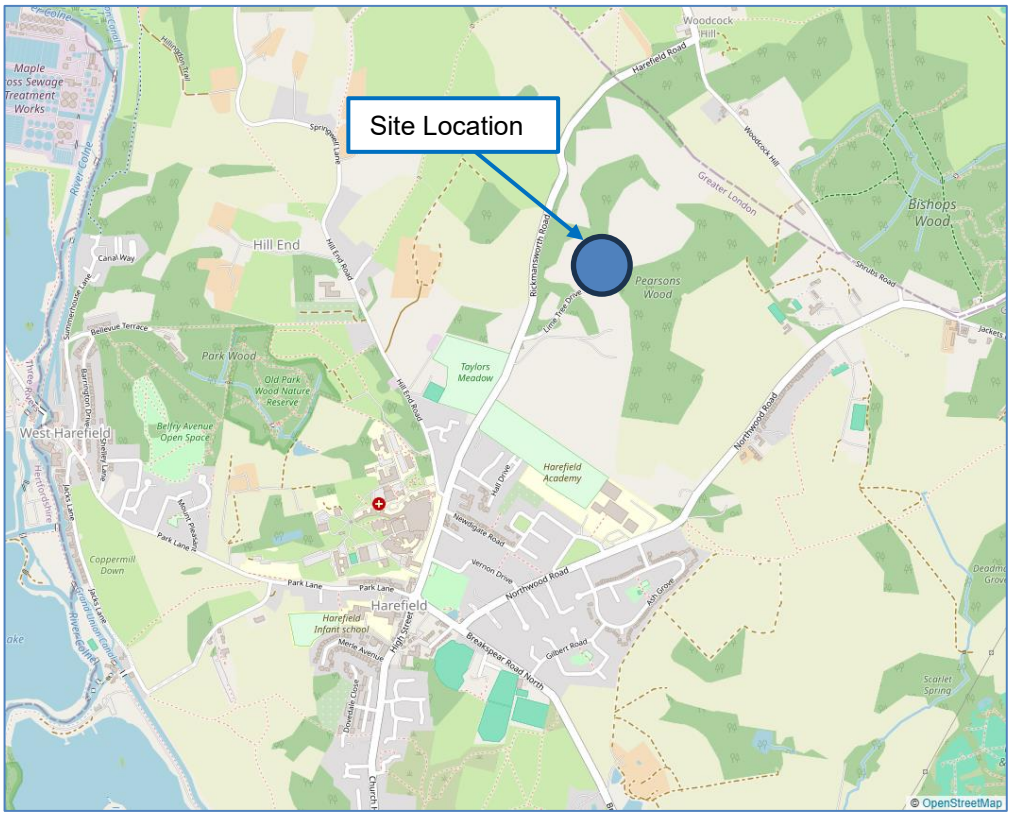


Figure 1.1: Site Location Plan

1.4 Considering the minor scale of the Proposed Development (which will result in a total of 38 dwellings), this assessment has been set out in the format of a Transport Statement providing:

- an overview of the existing conditions at the Site
- a detailed sustainability and accessibility assessment of the Site
- a review of the relevant local and national transport policies related to the Proposed Development
- a detailed examination of the Proposed Development
- an assessment of the traffic impact of the Proposed Development

1.5 The remainder of this report consists of the following sections:

- Site Location and Existing Conditions
- Accessibility
- Planning Policy
- Development Proposals
- Traffic Impact
- Summary and Conclusions

1.6 This report concludes that the Proposed Development:

- adheres to local and national planning policies
- is located within walking/cycling distance of key services in the area
- will provide suitable access, parking and servicing arrangements
- will have no material impact on the existing operation of the local highway network

1.7 It is therefore concluded that there are no reasons why the Proposed Development should not be permitted on highways or transportation grounds.

2 Site Location and Existing Conditions

2.1 The Site covers an area of 7.8ha and is located c.865m north of the centre of Harefield, and c.3km to the south of Rickmansworth Railway Station, which provides access to the London Underground's Metropolitan Line, as well as Chiltern Railways train services.

2.2 Bordering the south of the Site is a site known as Harefield Grove Farm, which is currently occupied by a variety of commercial uses including a metalwork fabricators firm, a fencing company and a dog trainer. All other sides of the Site are bounded by fields and woodland.

2.3 The Site is currently occupied by a historic mansion building and stable block set in extensive grounds. The mansion also features extensions added in the 1980s.

2.4 The mansion building, extensions and the stable block have been used as offices since 1982, and the Site has also been used since 2003 as a location for film and television recordings.

Recent Planning History

2.5 The Site received planning consent in 2016 for a change of use from office to residential and the construction of 24 residential units on the Site supported by 44 car parking spaces (Ref: 28301/APP/2013/3104). The majority of these consented dwellings comprised conversions of the existing historic buildings on the Site, along with a few newly built units. Two of these consented dwellings (known as the Lodges) have since been constructed and are located close to the Site access with Rickmansworth Road. Improvements to the Site access arrangements off Rickmansworth Road proposed as part of the 2016 planning consent have also been implemented.

2.6 In November 2022 a full planning application and listed building consent application were submitted to LBH (Refs: 28301/APP/2022/2205 and 28301/APP/2022/2206) for the subdivision and conversion of the Main House from office to residential uses, alongside demolition of the existing east and west wing extensions and the subsequent erection of a three storey residential building. The proposals also included converting and extending the Garden House for use as a single dwelling, extending and converting Lake View House for use as a single dwelling, restoration of the Cottage House for use as a single dwelling, the construction of a new dwelling to the southeast (the Orchard House), and associated landscaping and parking.

2.7 In January 2023, GLA Stage 1 comments were received following which additional information to support the applications was submitted to LBH in October 2023. A summary of the main GLA Stage 1 comments related to the Transport Statement submitted with planning application 28301/APP/2022/2205 are set out below:

- *"The Transport Assessment should be updated to contain commentary on how the proposed development, through its design, is delivering against the Mayor's Healthy Streets criteria. It should also demonstrate that appropriate design measures are implemented to ensure that the public realm and pedestrian routes within the site are welcoming and safe, even at night-time. This is to ensure compliance with Policy T2 of the London Plan"*
- *"No disabled person parking provision is provided. In line with Policy T6.1 of the London Plan, 3% of dwellings should have access to a disabled person parking space from the outset. The Car Park Management Plan, which should be secured through condition, should also detail how a further seven per cent of dwellings can be provided with a disabled person parking space should demand arise."*
- *"Due to the unsustainable location of the site, it is recommended that all car parking spaces are equipped with electric vehicle charging infrastructure. This should be secured by condition."*
- *"Cycle parking should be designed and laid out in accordance with the guidance contained in Chapter 8 of the London Cycle Design Standards (LCDS), and Policy T5 of the London Plan. This includes, but is not limited to, ensuring an appropriate mix of cycle parking stands and that cycle stands provide spaces for larger and adapted cycles and cycle parking spaces being conveniently located."*

2.8 Mayer Brown responded to the above GLA Stage 1 comment in a separate Technical Note dated 25th May 2023.

2.9 In addition to the above GLA Stage 1 comments, the following additional highways related statutory consultation comments have been received regarding application 28301/APP/2022/2205:

- LBH Conservation & Design: Car parking – *"The existing car park should be utilised to accommodate all the car parking with more of the existing trees retained. With minimal changes, it will be able to provide adequate numbers to avoid car parking along the entrance road with the existing greening."*

- LBH Waste: *"Access seems appropriate for waste vehicles…" "Residents should not [have] to carry their waste more than 30 metres in the horizontal distance from their front door to the bin store."*
- LBH Highways: Raised no objections stating that *"The application has been reviewed by the Highway Authority who are satisfied that the proposal would not discernibly exacerbate congestion or parking stress, and would not raise any measurable highway safety concerns, in accordance with Local Plan: Part 2 Development Management Plan Policies (2020) – Policy DMT 1, DMT 2 & DMT 6 and Policy T4, T5 and T6 of the London Plan (2021)*". In addition to matters already covered in the above GLA Stage 1 comments, they advised that there is a requirement for 20% 'active' EV car parking provision (with the remaining 80% having 'passive' provision), 1 motorcycle/scooter parking space per 20 parking spaces should be provided, waste collection distances between a designated bin store and a refuse vehicle should not exceed 10m

2.10 Considering the above comments and following subsequent meetings with LBH Officers, revised proposals have been prepared which are the subject of this report.

2.11 Therefore this report represents an update and replacement of the April 2022 Transport Statement submitted with planning application 28301/APP/2022/2205, with changes to incorporate the relevant additional information set out within the 25th May 2023 Technical Note response to the GLA Stage 1 comments, reflect the latest revised development proposals and to ensure any planning policies and other details referred to in the report are up to date.

Site Access Arrangements

2.12 The Site is accessed off Rickmansworth Road, a rural road with a national speed limit, which runs along the western boundary of the Site. In keeping with its rural nature, the road does not feature footways or street lighting.

2.13 The Site access (located at the southwest corner of the Site) provides access to the c.250m long internal road running through the Site (known as Lime Tree Drive).

2.14 The Site access junction comprises a simple priority junction and is wide enough to accommodate both service and emergency vehicles, as demonstrated in drawing ATR-101 submitted as part of application 28301/APP/2018/2354 to discharge condition 19 of the consented 2016 application, as well as on the vehicle tracking drawings provided in this report.

2.15 The Transport Assessment associated with the consented 2016 proposals on the Site determined that the access visibility splays were in excess of the DMRB requirements for the road, based on ATC surveys undertaken in 2012 which recorded 5-day mean 85th percentile speeds of 47.3mph northbound and 43.3mph southbound.

2.16 An additional ATC survey was conducted at the same location from the 20th-26th October 2021 and recorded 5-day mean 85th percentile speeds of 45.6mph northbound and 42.7mph southbound.

2.17 It is therefore evident that, as recorded vehicle speeds on Rickmansworth Road in the vicinity of the Site did not change significantly between 2012-2021 and as no significant changes have been made to the road conditions along that section of Rickmansworth Road over that time, the visibility splay calculations undertaken as part of the consented 2016 application (summarised in the following paragraph) remain valid, and sufficiently demonstrate that the existing Site access arrangements provide suitable visibility splays in both directions along Rickmansworth Road.

2.18 The achievable visibility splay from the Site access along Rickmansworth Road is 2.4m x 175m to the right and 2.4m x 215m to the left. The Design Manual for Roads and Bridges (DMRB) states that vehicle speeds of 70kph (43mph) require a stopping sight distance of 120m, and speeds of 85kph (53mph) require a stopping sight distance of 160m. It is therefore evident that the achievable visibility splays are in excess of DMRB standards for the recorded vehicle speeds along Rickmansworth Road and are therefore suitable.

Accident Statistics

2.19 Road traffic accident data recorded over the past 5 years on the local highway network in the vicinity of the Site has been assessed by reference to the CrashMap website, which provides information about recorded injury collisions on the roads of Great Britain. CrashMap only uses official data from incidents reported to the police, so the results are the most reliable available.

2.20 As illustrated on **Figure 2.1** below, there have been no recorded incidents on Rickmansworth Road in the vicinity of the Site in the past five years. This indicates that there are no highways safety concerns related to the operation of the existing site access arrangements:

Figure 2.1: Road Traffic Accidents Plan

2.21 As illustrated above, there have been a number of incidents recorded in the centre of Harefield over the 5-year period assessed, however this is to be expected of a well-trafficked area in the middle of a local urban centre.

3 Accessibility

Active Travel

3.1 Good pedestrian access is provided within the Site's grounds by way of an extensive footpath network, as illustrated in the existing site plan at **Figure 3.1** below:

Figure 3.1: Existing Site Plan

3.2 These footways provide attractive routes around the Site grounds, which are of a high rural aesthetic quality.

3.3 Whilst not established public rights of way, Pearsons Wood to the east of the Site has a number of paths through it, ideal for recreational walking.

3.4 While no formalised pedestrian facilities are provided, the distance between the Site access junction and the point where footways start in Harefield is just 430m (or a circa 5-minute walk assuming a leisurely walking speed of 80m/min).

3.5 Cycling poses an attractive method of transport from the Site, as the local centre of Harefield is located just 865m from the Site access, or a circa 3-minute cycle (assuming an average cycle speed of 260m/min).

3.6 Rickmansworth Station to the north and Denham Station to the south are also both accessible within a circa 17-minute cycle. Access to the stations by cycle is aided by the National Cycle Network route 6, which is located in the local area, as indicated in the extract from the Sustrans map in **Figure 3.2** below:

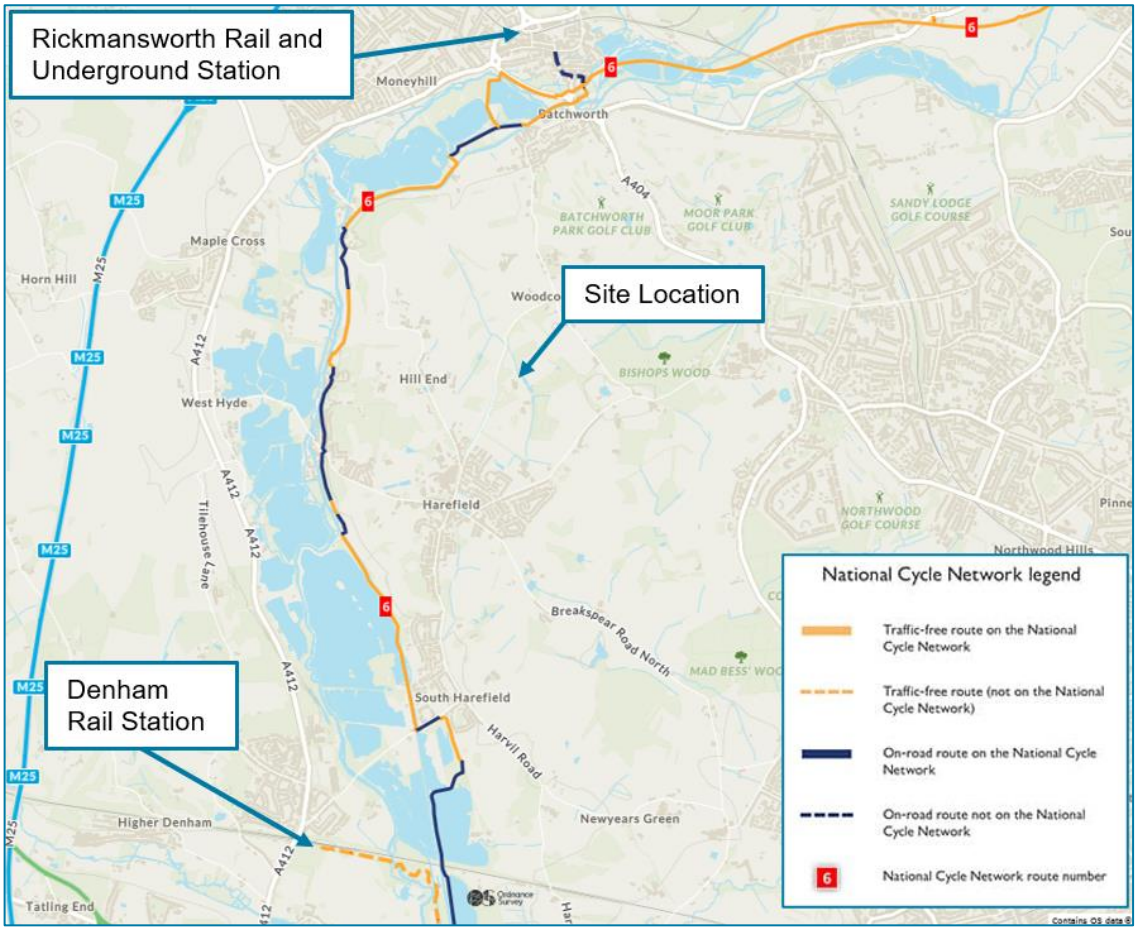


Figure 3.2: Sustrans National Cycle Network Map

3.7 Harefield village itself is residential and easily walkable, encouraging active travel trips within the village.

3.8 **Table 3.1** below presents a list of accessible facilities and their distance in relation to the Site access. Typical walking and cycling times are also provided:

Location	Distance	Walk time (80m/min)	Cycle time (260m/min)
Harefield Baptist Church	515m	6.4 mins	2 mins
Harefield Hospital	640m	8 mins	2.5 mins
New Park Road Bus Stops	700m	8.8 mins	2.7 mins
Harefield Village Green	770m	9.6 mins	3 mins
Co-op Convenience Store	885m	11.1 mins	3.4 mins
The Kings Arms Pub	890m	11.1 mins	3.4 mins
Harefield Village Centre (including cafes, takeaways, off license, fishing shop, opticians, etc.)	895m – 1,100m	11.2 - 13.8 mins	3.4 - 4.2 mins
Harefield Pharmacy	935m	11.7 mins	3.6 mins
Malthouse Pharmacy	945m	11.8 mins	3.6 mins
Harefield Day Nursery	970m	12.1 mins	3.7 mins
Harefield Library	1,000m	12.5 mins	3.8 mins
Harefield Post Office	1,040m	13 mins	4 mins
Harefield Junior School	1,050m	13.1 mins	4 mins
Harefield Infant School and Children's Centre	1,180m	14.8 mins	4.5 mins
The Rose and Crown Pub	1,200m	15 mins	4.6 mins
Rose & Crown PH Bus Stops	1,200m	15 mins	4.6 mins

Table 3.1: Accessible Local Amenities

3.9 The above information demonstrates that numerous key local amenities are accessible via short walking or cycling trips from the Site.

Healthy Streets Criteria

3.10 The following paragraphs provide commentary on how the Proposed Development will deliver against the Mayor's Healthy Streets criteria and ensure that the public realm and pedestrian routes within the Site are welcoming and safe, even at night-time.

3.11 Policy T2 Healthy Streets of the London Plan states that:

"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant.

In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport"

3.12 The Site is in an outer London rural location (PTAL 0) and is not located in any Opportunity Area or growth area identified in the London Plan. Furthermore, the proposals will create a private residential development with no public realm. These factors must be taken into consideration in any decision making regarding the compliance of the Site to the ten Healthy Streets indicators.

3.13 Notwithstanding this, commentary on how the Site delivers on the ten Healthy Streets Indicators set out in the London Plan is provided below:

- Everyone feels welcome – members of the public will be allowed to access the Site at any time to visit residents with no barriers to movement once inside the Site
- Easy to cross – off-road footways and shared surface internal access routes will be provided in the Site to maximise pedestrian and cyclist permeability
- Shade and shelter – the Site provides a very wooded environment which will allow ample opportunity for residents and visitors to find shade. There is sufficient room within the grounds of the Site to provide external sheltered areas if required (the details of which can be provided via a suitably worded planning condition, if required)

- Places to stop and rest – rest stops (i.e. benches/seating) will be provided at regular intervals along the internal access routes (the details of which can be provided via a suitably worded planning condition, if required)
- Not too noisy – the proposals will create a low speed/low traffic volume private residential location which will keep noise generation to a minimum
- People choose walking, cycling and public transport – As mentioned previously, off-road footways and shared surface internal access routes will be provided in the Site to maximise pedestrian and cyclist permeability. The Proposed Development will also provide a generous cycle parking provision.
- People feel safe – The Site will have a gated access off Rickmansworth Road and suitable street lighting will be provided along the internal access routes
- Things to see and do – the proposals will provide a pleasantly landscaped environment including woodland, a stream and ponds for residents to enjoy, along with tennis courts and a bowling green for the use of the residents
- People feel relaxed – the facilities set out above, as well as the facilities provided within their homes, will allow the residents of the Site to feel relaxed
- Clean air – considering the rural location of the Site and the low traffic and wooded/landscaped environment of the Proposed Development, it is expected that the air quality of the Site will be good. As set out in the Air Quality Assessment submitted with this application, the Proposed Development is likely to fall under APEC – A for site suitability, which states the following:
  "No air quality grounds for refusal; however, mitigation of any emissions should be considered"

Bus Accessibility

3.14 The New Park Road bus stops on Rickmansworth Road are the closest bus stops to the Site, 700m south of the Site access, and provide access to the R1, R2 and U9 bus services. The 331 bus service is also accessible from The Green bus stops in the centre of Harefield.

3.15 **Table 3.2** below provides a summary of these bus services:

Bus	Route	Weekday Peak Frequency		Weekend Peak Frequency	
		AM	PM	Sat	Sun
R1	Northwood Mount Vernon Hospital - Harefield The Green - Harefield Hospital - The Grove, Tesco - Rickmansworth High Street - Rickmansworth Railway Station - Berry Lane Estate, The Queens Drive - Rickmansworth, Hall Close - Maple Cross, The Cross - Maple Cross, Downings Wood Terminus	2 services per day		-	-
R2	Northwood Mount Vernon – Harefield The Green – Harefield Hospital – Watford High Street – Watford Harwoods Road – Holywell – Croxley Green – Croxley Metropolitan Station – The Grove, Tesco – Rickmansworth High Street, Rickmansworth Railway Station – Berry Lane Estate, The Queens Drive – Rickmansworth Hall Close – Maple Cross – Heronsgate – Chorleywood	2 services per day (per direction)		-	-
U9	Uxbridge Station - Uxbridge – Ickenham – Harefield – Harefield Hospital	3 per hour	3 per hour	3 per hour	1 per hour
331	Uxbridge Station – New Denham – Denham – Harefield – Batchworth Heath – Northwood - Ruislip	3 per hour	3 per hour	3 per hour	2 per hour

Table 3.2: Accessible Bus Services

3.16 The R1 and R2 buses are operated by Red Eagle, whilst the U9 bus is a TfL service operated by Transport UK. The 331 bus is a TfL service operated by Metroline Travel.

3.17 While the R1 and R2 services provide access to Rickmansworth, the U9 and 331 services provide direct frequent access to Uxbridge, from where travellers can change for the London Underground Piccadilly and Metropolitan lines.

3.18 The Site will operate a residential Travel Plan, within which there will be a measure for bus timetable information to be provided to new residents via Welcome Packs.

Rail Accessibility

3.19 Rickmansworth Railway Station is the closest station to access from the Site, a circa 8-minute drive away. Denham Railway Station is also within driving and cycling distance, and Uxbridge London Underground station can be reached via the U9 and 331 bus services.

3.20 Rickmansworth Railway Station is served by Chiltern Railways (London to Aylesbury Line) and the London Underground Metropolitan line, Denham Railway Station by Chiltern Railways (Chiltern Main Line), and Uxbridge London Underground station by the London Underground Piccadilly and Metropolitan lines.

3.21 **Figure 3.3** below provides an extract from National Rail's full network map indicating the rail routes in the region:

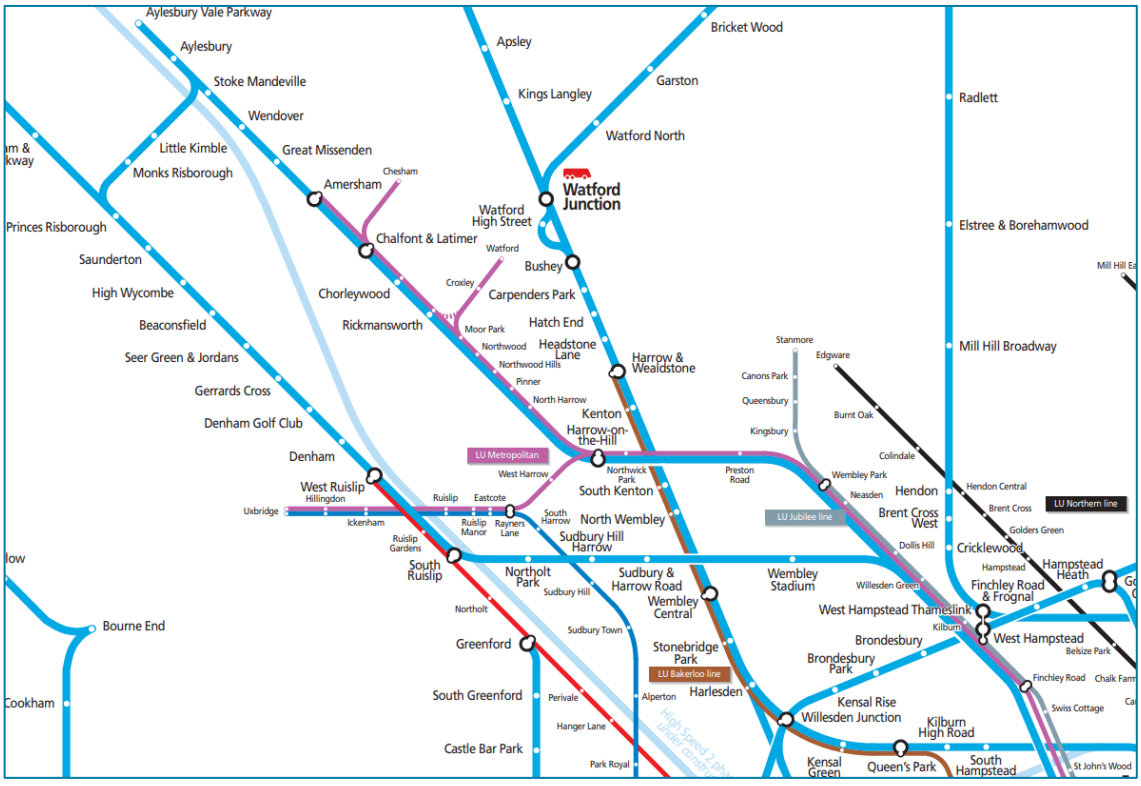


Figure 3.3: National Rail Network Map

3.22 Both Chiltern Railways branches accessible from the Site provide access to London via Marylebone Station, whilst both branches of the London Underground Metropolitan Line serve nearby Baker Street Underground Station.

3.23 **Table 3.3** below sets out the frequency of rail services available from the stations near the Site:

Station	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
Rickmansworth	*Chiltern Railways* Aylesbury Vale Parkway* - Aylesbury - Stoke Mandeville - Wendover - Great Missenden - Amersham - Chalfont & Latimer - Chorleywood - **Rickmansworth** - Harrow-on-the-Hill – London Marylebone	2 per hour	2 per hour	2 per hour
	London Underground Metropolitan Line Amersham / Chesham -Chalfont & Latimer - Chorleywood - **Rickmansworth** - Moor Park – Northwood** - Northwood Hills** - Pinner** - North Harrow** - Harrow-on-the-Hill - Northwick Park** - Preston Road** - Wembley Park** - Willesden Green** - Finchley Road - Baker Street - Great Portland Street - Euston Square - King's Cross St. Pancras - Farringdon - Barbican - Moorgate - Liverpool Street - Aldgate	4 per hour	4 per hour	4 per hour
Denham	*Chiltern Railways* Gerrards Cross - **Denham** Golf Club – Denham - West Ruislip - Northolt Park - Sudbury Hill Harrow - Wembley Stadium - London Marylebone	1 per hour	2 per hour***	2 per hour***
Uxbridge	*London Underground Metropolitan Line* **Uxbridge** – Hillingdon – Ickenham – Ruislip – Ruislip Manor – Eastcote – Rayners Lane – West Harrow - Harrow-on-the-Hill - Northwick Park** - Preston Road** - Wembley Park - Willesden Green - Finchley Road - Baker Street - Great Portland Street - Euston Square - King's Cross St. Pancras - Farringdon - Barbican - Moorgate - Liverpool Street - Aldgate	8 per hour	8 per hour	8 per hour
	London Underground Piccadilly Line **Uxbridge** - Hillingdon - Ickenham - Ruislip - Ruislip Manor - Eastcote - Rayners Lane - South Harrow - Sudbury Hill - Sudbury Town - Alperton -	3 per hour	3 per hour	3 per hour

	Park Royal - North Ealing - Ealing Common - Acton Town - Turnham Green - Hammersmith - Barons Court - Earl's Court - Gloucester Road - South Kensington - Knightsbridge - Hyde Park Corner - Green Park - Piccadilly Circus - Leicester Square - Covent Garden - Holborn - Russell Square - King's Cross St. Pancras - Caledonian Road - Holloway Road - Arsenal - Finsbury Park - Manor House - Turnpike Lane - Wood Green - Bounds Green - Arnos Grove - Southgate - Oakwood - Cockfosters			
**this station served by circa 50% of services on this route on weekdays* ***this station not served by fast/semi-fast services during peak hours* ****1 per hour is a fast service from Oxford, serving only Wembley Stadium and London Marylebone*				

Table 3.3: Accessible Rail Services

Accessibility Summary

3.24 The residential character of Harefield is conducive to encouraging trips by active travel modes once in the village. Numerous local facilities and amenities in Harefield are accessible via short walking or cycling trips from the Site.

3.25 The frequent bus services accessible from Harefield provide access across the wider area, including Rickmansworth, Denham and Uxbridge where connections can be made main line and London Underground rail services.

3.26 These frequent rail services provide access across North West London and into Central London via the London Underground services.

4 Policy Background

National Planning Policy Framework

4.1 National Planning Policy Framework (NPPF) December 2024 sets out the overarching themes and national objectives that local policy should be tailored towards.

4.2 In transport terms, its focus lies in encouraging modal shift towards sustainable transport modes and reducing emissions and congestion.

4.3 Paragraph 115 of the NPPF, located within the section 'Promoting Sustainable Transport – Considering Development Proposals', states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

4.4 The development is provided with sufficient and appropriate opportunity to promote sustainable transport modes given its location through the promotion of a Travel Plan on the Site. The access arrangements at the Site are not altered from the existing consented access, which does not have any evident safety concerns, and the internal design is of a high quality and meets the requirements of the National Design Guide. The highways traffic impact is expected to be minimal, as explored in the 'Traffic Impact' section of this report.

4.5 Paragraph 116 of the NPPF states:

"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."

4.6 It is demonstrated later in this report that the proposals do not constitute a highway safety concern, and that the traffic associated with the development is not expected to have a significant impact on the local network.

4.7 Paragraph 117 of the NPPF states:

"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."

4.8 The development is compliant with all points of the above paragraph, as:

- Pedestrian and cycle movements are facilitated within the scheme and the Site is accessible by local bus services. As set out in the following section of this report, the Applicant has no objection to a small s106 contribution to go toward cycle route improvements in the area and the provision of new bus stops on Rickmansworth Road in the vicinity of the site access, although this will need to be considered against viability and other requests for s106 contributions. The Site is also within a short drive of high-quality rail infrastructure
- The internal site design will accommodate the needs of people with disability and reduced mobility
- The development includes high-quality landscaping and the creation of facilities for residents creating a secure and attractive environment
- Vehicle tracking provided later in this report demonstrates that the Site layout can be easily navigated by servicing and delivery vehicles

- Electric vehicle charging will be provided throughout the development. Details of charging port locations are considered a detailed design issue and are not addressed further in this report

London Plan 2021

4.9 The Site is located in the London Borough of Hillingdon, within Greater London, and so the policy of the London Plan applies to development on the Site. However the Site must be considered in its local rural context, differing greatly from a typical urban London area - indeed, the Site access is just 900m from the boundary of Greater London and has a PTAL rating of 0.

4.10 Policy T4 of the London Plan, 'Assessing and Mitigating Transport Impacts' from Chapter 10 Transport, sets out the following:

"A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger."

4.11 The proposals accord with Policy T4, as the development is integrated within the existing access strategy for the Site and the proposals are supported by a robust Transport Statement and Travel Plan.

4.12 Transport mitigation measures and new infrastructure are not commensurate with the scale of this development, which would have a negligible transport impact, as demonstrated later in this report.

4.13 The proposals do not constitute an increase in road danger.

5 Development Proposals

5.1 As previously mentioned, the Proposed Development comprises the following:

'Subdivision and conversion of the Main House from office to residential uses alongside demolition of the existing east and west wing extensions and the subsequent erection of a three storey residential building. The proposal also includes converting and extending the Garden House for use as a single dwelling, extending and converting Lake View House for use as a single dwelling, restoration of the Cottage House for use as a single dwelling, the construction of a new dwelling to the southeast (the Orchard House), and associated landscaping and parking.'

5.2 A plan of the Proposed Development is provided in **Figure 5.1** below:

Figure 5.1: Proposed Site Layout

5.3 The existing mansion house building is to be restored and subdivided into six apartments (2x one-bedroom, 2x two-bedroom and 2x three-bedroom), and the existing office and stable blocks are to be demolished and replaced with a new courtyard stable block.

5.4 The proposed stable block will provide a total of 28 apartments (12x one-bedroom, 8x two-bedroom and 8x three-bedroom).

5.5 The Proposed Development also includes converting and extending the Garden House for use as a single dwelling (3-bedroom), extending and converting Lake View House for use as a single dwelling (3-bedroom), the restoration of the Cottage House for use as a single dwelling (3-bedroom), and the construction of a new dwelling known as Orchard House (4-bedroom).

5.6 Therefore, in total, the Proposed Development will provide 38 dwellings comprising 14x one-bedroom units, 10x two-bedroom units, 13x three-bedroom units and a four-bedroom unit.

Vehicle and Pedestrian Access

5.7 The existing site access off Rickmansworth Road will be retained. As set out previously in this report, the existing site access operates safely and provides suitable visibility splays.

5.8 A shared surface driveway will connect the Site access to the proposed dwellings and internal footways.

5.9 To maximise pedestrian permeability it is intended that the internal access arrangements will operate predominately on a shared space arrangement, with off-road walking routes also provided throughout the Site.

5.10 The nature of the Proposed Development very much lends itself for the internal access arrangements to operate on a shared space basis for the following reasons:

- low traffic numbers – as set out in the following section of this report, the proposals will only generate c.22 vehicle movements per hour during peak times, equating to an arrival or departure movement just once every three minutes
- low speeds - speed limit signs (10 or 15mph) will be posted along the internal access routes – details to be agreed at the detailed design stage
- traffic calming measures will be implemented along the internal access routes (i.e humps, planters etc.) to keep vehicle speeds to a minimum – details to be agreed at the detailed design stage

- appropriate shared spaced surfacing will be provided along the internal access routes, expected to be constructed from gravel surfaces to emphasise their difference from conventional streets – details to be agreed at the detailed design stage

5.11 The track plot drawings provided at **Appendix A** of this report demonstrate that the Site access and proposed internal access arrangements can be safely used by refuse vehicles. The drawings also demonstrate that refuse vehicles can circulate within the Site to allow them to exit the Site in a forward gear.

5.12 Refuse vehicles will be able to get within an easy carry distance of all the proposed refuse stores and dwelling houses.

Parking Provision

5.13 The 2021 London Plan states a maximum car parking standard of 1.5 spaces per dwelling for residential developments in Outer London PTAL 0-1 areas. Therefore, the London Plan parking standards result in a car parking requirement of 57 spaces at the site

5.14 A total of 61 car parking spaces will be provided within the Site, comprising 57 residents spaces plus 4 spaces for use by visitors. This marginal increase over the London Plan car parking standards is considered reasonable given the low PTAL rating of the site and its location in a rural area on the fringe of Outer London.

5.15 Regarding disabled parking, the London Plan also states that residential developments of 10 or more units should:

1) *"ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*

2) *demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage"*

5.16 To comply with the London Plan disabled parking standards (and the GLA Stage 1 comments set out in Section 2 of this report), 2 of the proposed 61 bays will initially be marked as disabled bays allowing 5% of dwellings to have access to at least one designated disabled bay.

5.17 It is considered that an additional two of the proposed standard bays could easily be converted to disabled bays to allow up to 10% of the dwellings to have access to at least one designated disabled bay if there is demand.

5.18 Regarding electric vehicle charging, in accordance with the GLA Stage 1 and highways related statutory consultation comments set out in Section 2 of this report, all car parking spaces will be equipped with electric vehicle charging infrastructure. 20% of the parking spaces will have access to 'active' EV charging facilities, with the remaining 80% of spaces having 'passive' provision, in-line with 2021 London Plan guidance.

5.19 Regarding cycle parking, the London Plan standards require at least 1.5 spaces per 1-bedroom dwelling and at least 2 spaces per dwelling for all other dwelling types. In addition, at least 2 cycle spaces will be required for visitors. This equates to a minimum cycle parking requirement at the proposed development of 63 spaces ([14x1.5]+[20x2]+2), as the cycle parking for the 4 detached houses will be accommodated within garden sheds.

5.20 A generous cycle provision of 76 covered and secure cycle parking spaces, well in excess of the London Plan's minimum cycle parking standards, will be provided within the Site. In addition, cycle parking will be provided within garden sheds at Cottage House, Garden House, Orchard House and Lake View House.

5.21 In line with the GLA Stage 1 comments set out in Section 2 of this report, the cycle parking will be designed and laid out in accordance with the guidance contained in Chapter 8 of the London Cycle Design Standards (LCDS), and Policy T5 of the London Plan.

5.22 The specifications of the proposed cycle parking provision will be confirmed at the detailed design stage (secured via an appropriate planning condition) and will be in accordance with the guidance contained in Chapter 8 of the LCDS for residential cycle parking which states that residential cycle parking should be:

- *"Secure, with access for residents only, and with stands/racks allowing both the frame and at least one wheel to be secured*
- *Well located: close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways (less than 1.2 metres wide) and tight corners*
- *Covered*
- *Fully accessible, for parking all types of cycle*

- Managed, where possible, in order for access to be administered and to provide ongoing maintenance”

6 Traffic Impact

Consented Traffic Attraction

6.1 The Transport Assessment submitted with the consented application for 24 dwellings on the Site (based on the now discontinued TRAVL database) predicted the following peak hour traffic movements at the Site:

Consented Development	24 Dwellings		
	Arr.	Dep.	Tot.
AM (0800-0900)	3	17	20
PM (1700-1800)	12	9	21

Table 6.1: TRICS Assessment Results – Consented Traffic Attraction

Proposed Traffic Attraction

6.2 The weekday peak hour traffic attraction impact of the proposed 38 dwelling development has been assessed by reference to the most up to date TRICS database, which contains the results of numerous traffic surveys of different land uses throughout the UK and is a well-established and recognised method of establishing a development's trip rate values.

6.3 The TRICS database selection used has been based on the robust 'Residential – Houses Privately Owned' category of the TRICS database.

6.4 The full outputs of the TRICS assessment are included as **Appendix B**, and the resulting proposed traffic attraction values have been summarised in the following table:

6.5 The projected peak hour movements of the development are laid out in a table below:

Proposed Development	38 Dwellings		
	Arr.	Dep.	Tot.
AM (0800-0900)	7	15	22
PM (1700-1800)	14	6	20

Table 6.2: TRICS Assessment Results – Proposed Traffic Attraction

6.6 As set out in Table 6.1 above, it is evident that the Proposed Development is likely to generate similar levels of traffic movements during typical weekday peak periods as the previously consented residential development on the Site.

6.7 This level of development traffic attraction equates to approximately one traffic movement to or from the Site every three minutes during peak hour periods on the local highway network.

6.8 This is clearly a minimal impact and is within the 30 two-way peak hour vehicle trip threshold of the 2007 Department for Transport Guidance on Transport Assessment document (a vehicle trip is defined by the guidance as *"a one-way journey by a single privately-operated vehicle"* and thus 30 two-way trips equates to a total of 60 trips). This DfT guidance has officially been withdrawn but still acts as a useful indicator to determine the highways impact of a development.

6.9 Considering the above, it is concluded that the Proposed Development will not have any significant material impacts on the existing operation of the local highway network.

7 Summary and Conclusions

7.1 Mayer Brown has been appointed by Comer Homes Group (hereafter referred to as 'the Applicant') to prepare this report in support of a planning application for a residential development at a site located in Harefield in the London Borough of Hillingdon (LBH), known as Harefield Grove, Rickmansworth Road, Harefield, UB9 6JY.

7.2 The Proposed Development comprises the following:

'Subdivision and conversion of the Main House from office to residential uses alongside demolition of the existing east and west wing extensions and the subsequent erection of a three storey residential building. The proposal also includes converting and extending the Garden House for use as a single dwelling, extending and converting Lake View House for use as a single dwelling, restoration of the Cottage House for use as a single dwelling, the construction of a new dwelling to the southeast (the Orchard House), and associated landscaping and parking.'

7.3 Considering the minor scale of the Proposed Development (which will result in a total of 38 dwellings), this assessment has been set out in the format of a Transport Statement providing:

- an overview of the existing conditions at the Site
- a detailed sustainability and accessibility assessment of the Site
- a review of the relevant local and national transport policies related to the Proposed Development
- a detailed examination of the Proposed Development
- an assessment of the traffic impact of the Proposed Development

7.4 Paragraph 116 of the NPPF states:

"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."

7.5 This report concludes that the Proposed Development:

- adheres to local and national planning policies
- is located within walking/cycling distance of key services in the area
- will provide suitable access, parking and servicing arrangements
- will have no material impact on the existing operation of the local highway network

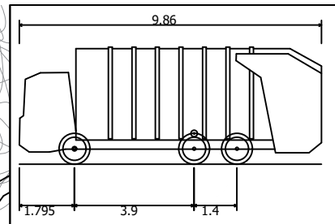
7.6 It is therefore concluded that the Proposed Development adheres to the overarching principles of the NPPF and that there are no reasons why the Proposed Development should not be permitted on highways or transportation grounds.

APPENDIX A: Vehicle Tracking Drawings

Tennis Courts / Bowling Green
Reinstated

Lawn

Driveway



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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client
THE COMER GROUP

project
HAREFIELD GROVE, HAREFIELD, UXBRIDGE

title
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE ENTERING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number
SHAREFIELDGROVE.1/TK18

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LARGE REFUSE VEHICLE ENTERING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number
SHAREFIELDGROVE.1/TK19

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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title

SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE AROUND CAR PARK AND EXITING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number

SHAREFIELDGROVE.1/TK20

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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HAREFIELD GROVE, HAREFIELD, UXBRIDGE

title
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE EXITING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number
SHAREFIELDGROVE.1/TK21

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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title

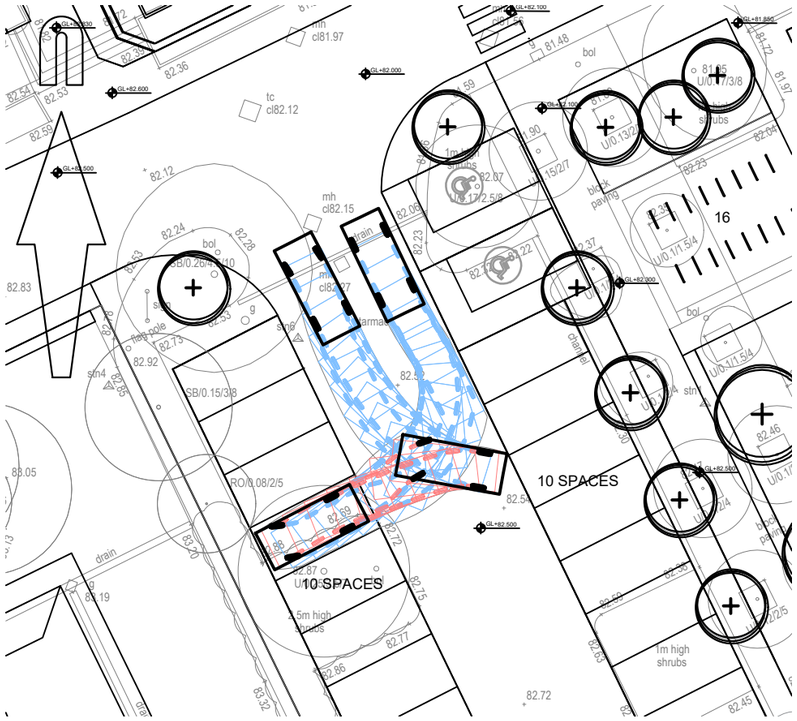
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE AROUND LOOP

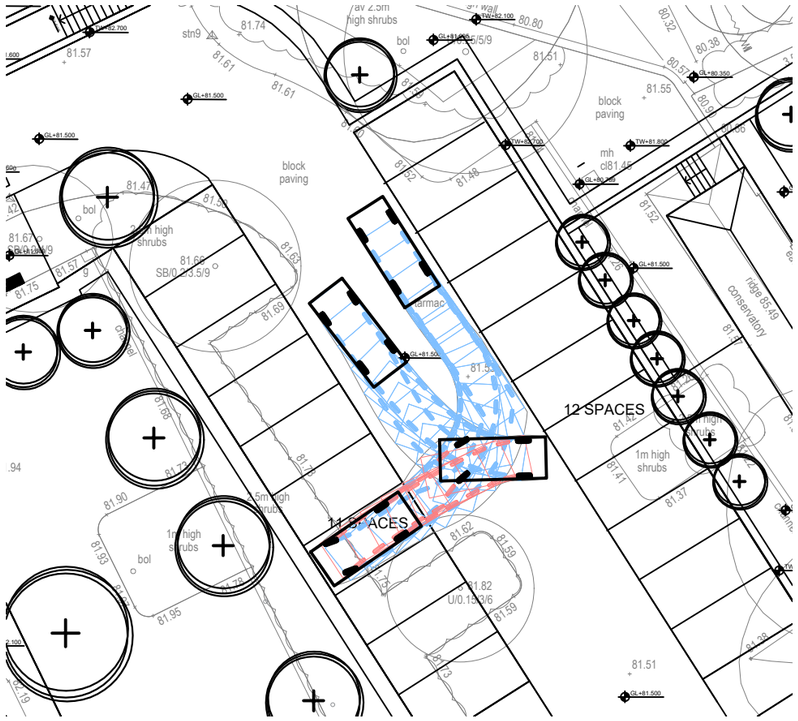
scale	drawn by	checked by
1:500 @ A3	JME	JG

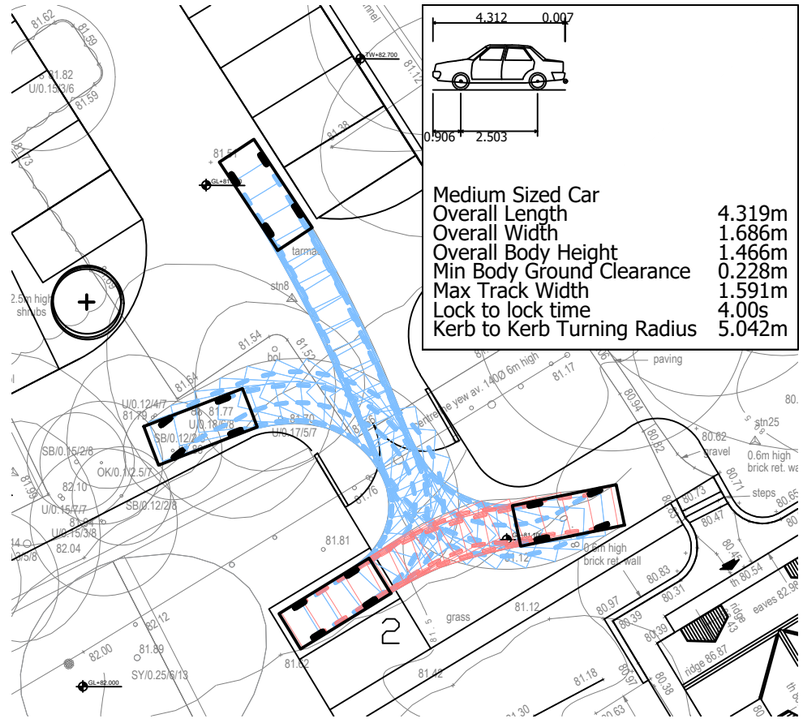
date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

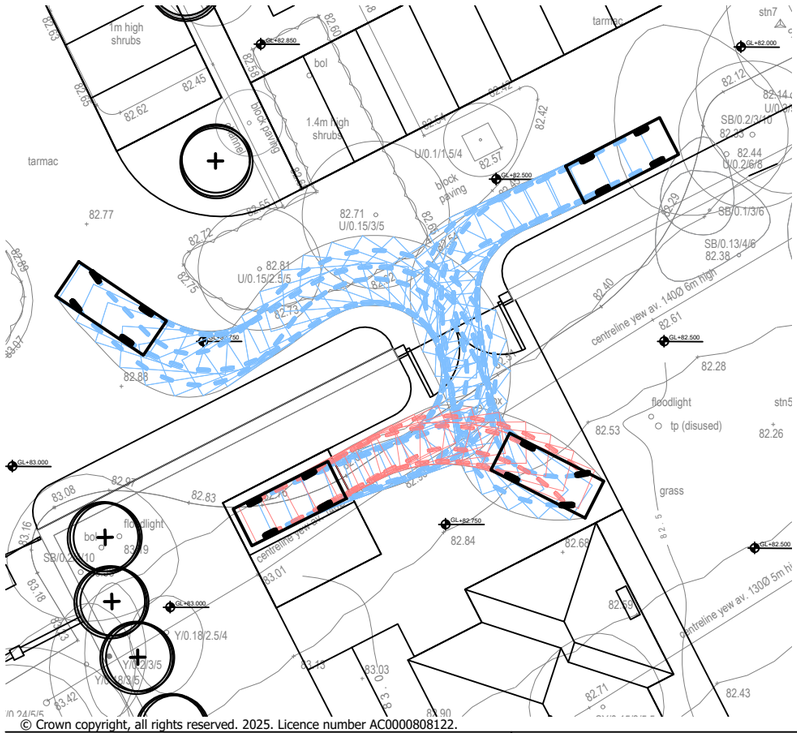
drawing number

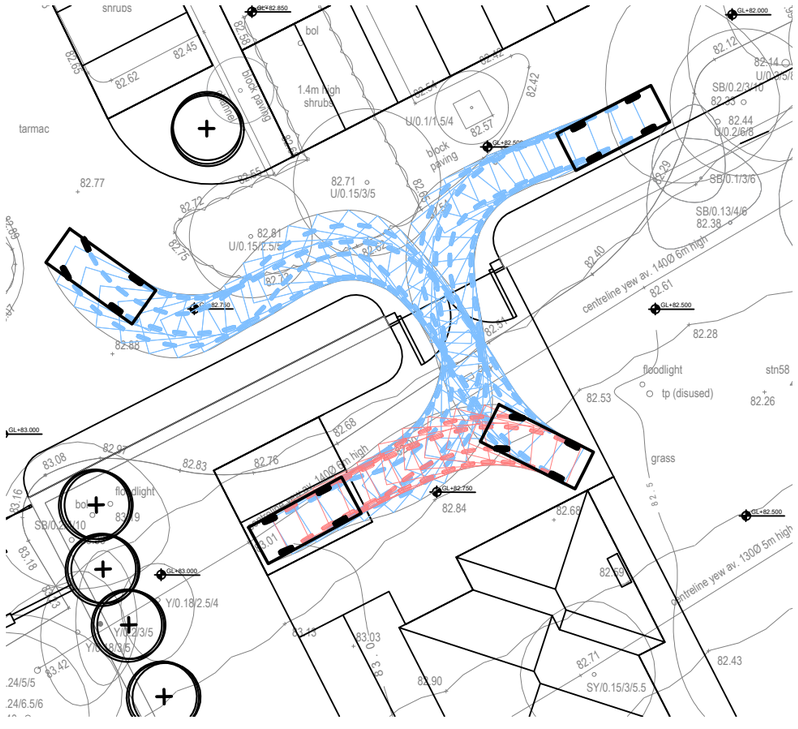
SHAREFIELDGROVE.1/TK22











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HAREFIELD GROVE, HAREFIELD, UXBRIDGE

title

SWEPT PATH ANALYSIS
MEDIUM CAR USING PARKING BAYS ARO8ND SITE

scale	drawn by	checked by
1:250 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number

SHAREFIELDGROVE.1/TK23

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title

SWEPT PATH ANALYSIS
FIRE TENDER ENTERING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number

SHAREFIELDGROVE.1/TK24

N:_planning woking\current jobs\sharefieldgrove\drawings\master 2025-06-17.dwg

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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title

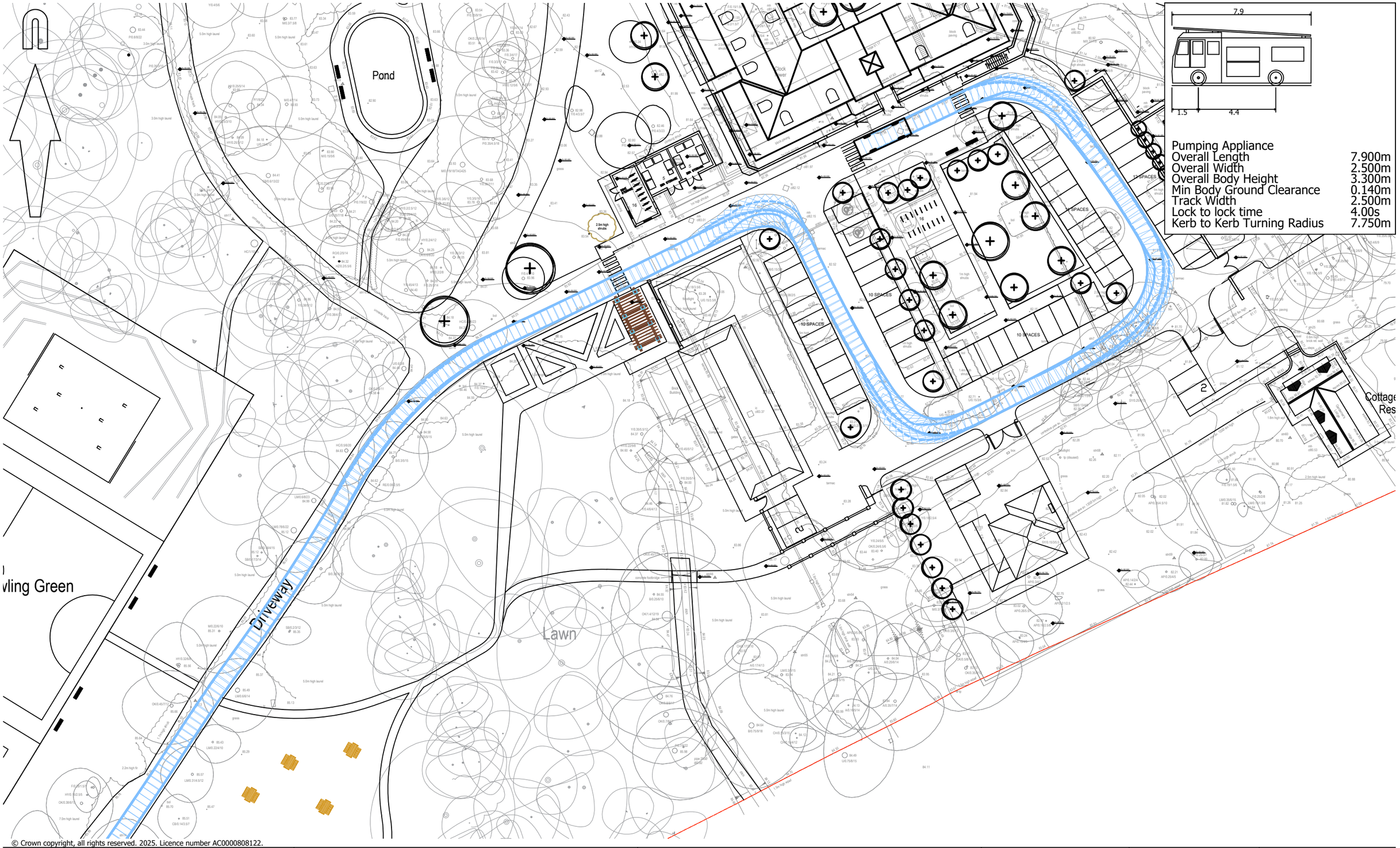
SWEPT PATH ANALYSIS
FIRE TENDER ENTERING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number

SHAREFIELDGROVE.1/TK25



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HAREFIELD GROVE, HAREFIELD, UXBRIDGE

title
SWEPT PATH ANALYSIS
FIRE TENDER AROUND CAR PARK AND EXITING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number
SHAREFIELDGROVE.1/TK26

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Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

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project
HAREFIELD GROVE, HAREFIELD, UXBRIDGE

title
SWEPT PATH ANALYSIS
FIRE TENDER EXITING SITE

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number
SHAREFIELDGROVE.1/TK27

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project
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title
SWEPT PATH ANALYSIS
FIRE TENDER AROUND LOOP

scale	drawn by	checked by
1:500 @ A3	JME	JG

date created	date revised	cad file	suitability	rev.
JUNE 2025	-	MASTER 2025-06-17	-	P1

drawing number
SHAREFIELDGROVE.1/TK28

APPENDIX B: TRICS Assessment Outputs

Calculation Reference: AUDIT-807401-250519-0547

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 days
	MW	MEDWAY	1 days
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	IM	ISLE OF MAN	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: No of Dwellings
Actual Range: 8 to 99 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 1 to 2.5 Actual: 0.83 to 6.26

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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	3 days
Tuesday	3 days
Wednesday	5 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	14

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	14

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	4 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	6 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	6 days
1.1 to 1.5	8 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	7 days
No	7 days

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

PTAL Rating:

No PTAL Present	14 days

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

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

LIST OF SITES relevant to selection parameters

1 DC-03-A-10 MIXED HOUSES DORSET
ADDISON CLOSE
GILLINGHAM

Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *09/11/22* *Survey Type: MANUAL*

2 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

3 HC-03-A-27 MIXED HOUSES HAMPSHIRE
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 73
Survey date: TUESDAY *16/11/21* *Survey Type: MANUAL*

4 HC-03-A-37 MIXED HOUSES HAMPSHIRE
REDFIELDS LANE
FLEET
CHURCH CROOKHAM
Edge of Town
Residential Zone
Total No of Dwellings: 50
Survey date: WEDNESDAY *27/03/24* *Survey Type: MANUAL*

5 HF-03-A-05 TERRACED HOUSES HERTFORDSHIRE
HOLMSIDE RISE
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 8
Survey date: MONDAY *05/06/23* *Survey Type: MANUAL*

6 IM-03-A-05 MIXED HOUSES ISLE OF MAN
SCARLETT ROAD
CASTLETOWN

Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: TUESDAY *21/05/24* *Survey Type: MANUAL*

7 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 MW-03-A-02 MIXED HOUSES MEDWAY
OTTERHAM QUAY LANE
RAINHAM

Edge of Town
Residential Zone
Total No of Dwellings: 19
Survey date: MONDAY *06/06/22* *Survey Type: MANUAL*

9 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

10 NF-03-A-25 MIXED HOUSES & FLATS NORFOLK
WOODFARM LANE
GORLESTON-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 55
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

11 NT-03-A-08 DETACHED HOUSES NOTTINGHAMSHIRE
WIGHAY ROAD
HUCKNALL

Edge of Town
Residential Zone
Total No of Dwellings: 36
Survey date: MONDAY *18/10/21* *Survey Type: MANUAL*

12 WO-03-A-07 MIXED HOUSES & FLATS WORCESTERSHIRE
RYE GRASS LANE
REDDITCH

Edge of Town
Residential Zone
Total No of Dwellings: 47
Survey date: THURSDAY *01/10/20* *Survey Type: MANUAL*

13 WS-03-A-10 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *07/11/18* *Survey Type: MANUAL*

14 WS-03-A-17 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *01/03/23* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	50	0.073	14	50	0.314	14	50	0.387
08:00 - 09:00	14	50	0.178	14	50	0.396	14	50	0.574
09:00 - 10:00	14	50	0.150	14	50	0.163	14	50	0.313
10:00 - 11:00	14	50	0.144	14	50	0.190	14	50	0.334
11:00 - 12:00	14	50	0.158	14	50	0.155	14	50	0.313
12:00 - 13:00	14	50	0.157	14	50	0.174	14	50	0.331
13:00 - 14:00	14	50	0.181	14	50	0.174	14	50	0.355
14:00 - 15:00	14	50	0.168	14	50	0.204	14	50	0.372
15:00 - 16:00	14	50	0.294	14	50	0.186	14	50	0.480
16:00 - 17:00	14	50	0.275	14	50	0.163	14	50	0.438
17:00 - 18:00	14	50	0.374	14	50	0.147	14	50	0.521
18:00 - 19:00	14	50	0.239	14	50	0.153	14	50	0.392
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.391			2.419			4.810

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.*

Parameter summary

Trip rate parameter range selected:	8 - 99 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	50	0.003	14	50	0.001	14	50	0.004
08:00 - 09:00	14	50	0.007	14	50	0.003	14	50	0.010
09:00 - 10:00	14	50	0.007	14	50	0.009	14	50	0.016
10:00 - 11:00	14	50	0.003	14	50	0.003	14	50	0.006
11:00 - 12:00	14	50	0.006	14	50	0.009	14	50	0.015
12:00 - 13:00	14	50	0.000	14	50	0.000	14	50	0.000
13:00 - 14:00	14	50	0.004	14	50	0.003	14	50	0.007
14:00 - 15:00	14	50	0.000	14	50	0.001	14	50	0.001
15:00 - 16:00	14	50	0.001	14	50	0.003	14	50	0.004
16:00 - 17:00	14	50	0.001	14	50	0.001	14	50	0.002
17:00 - 18:00	14	50	0.001	14	50	0.003	14	50	0.004
18:00 - 19:00	14	50	0.000	14	50	0.000	14	50	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.036			0.069

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	50	0.017	14	50	0.027	14	50	0.044
08:00 - 09:00	14	50	0.029	14	50	0.032	14	50	0.061
09:00 - 10:00	14	50	0.016	14	50	0.017	14	50	0.033
10:00 - 11:00	14	50	0.036	14	50	0.037	14	50	0.073
11:00 - 12:00	14	50	0.029	14	50	0.030	14	50	0.059
12:00 - 13:00	14	50	0.020	14	50	0.030	14	50	0.050
13:00 - 14:00	14	50	0.039	14	50	0.036	14	50	0.075
14:00 - 15:00	14	50	0.029	14	50	0.039	14	50	0.068
15:00 - 16:00	14	50	0.039	14	50	0.024	14	50	0.063
16:00 - 17:00	14	50	0.030	14	50	0.027	14	50	0.057
17:00 - 18:00	14	50	0.033	14	50	0.013	14	50	0.046
18:00 - 19:00	14	50	0.006	14	50	0.004	14	50	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.323			0.316			0.639

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.*