

B&M UNIT 1 - THE ARGENT CENTRE TRANSPORT STATEMENT

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1 INTRODUCTION

1.1 APPOINTMENT

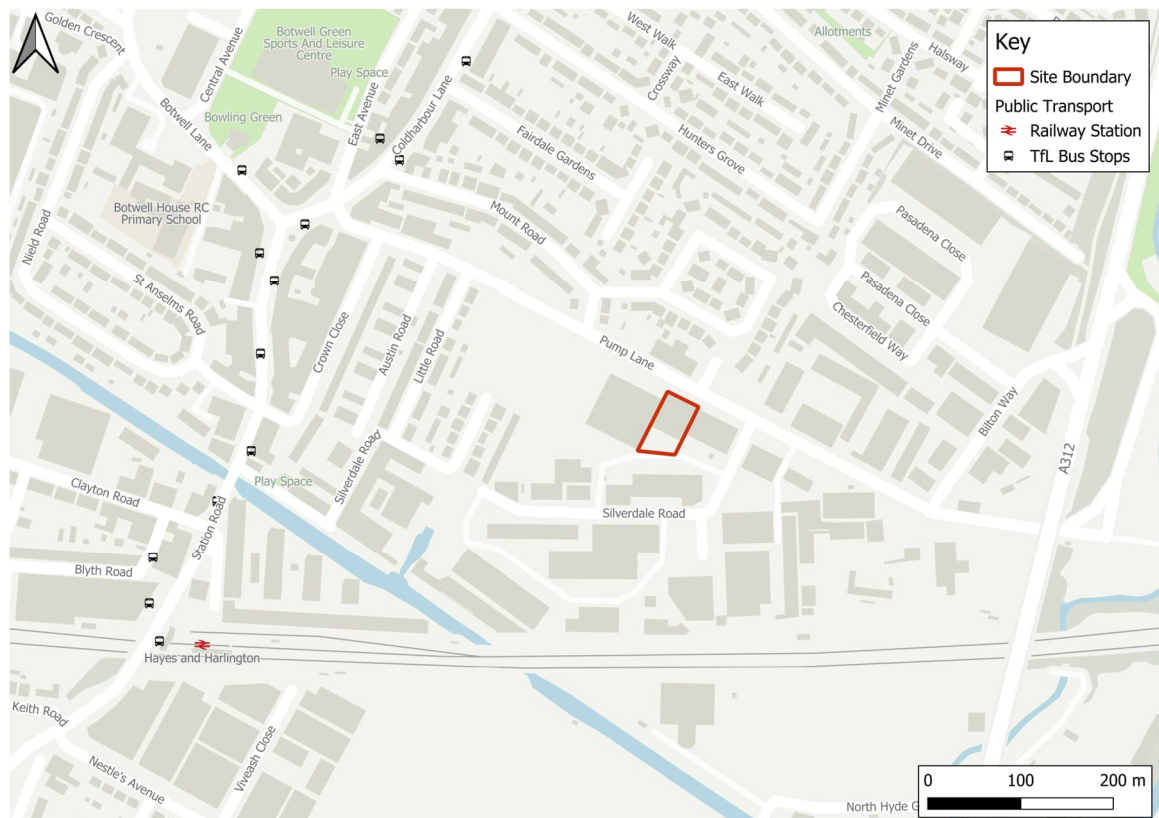
1.1.1 Velocity has prepared this Transport Statement (TS) on behalf of Schroders ('the Applicant') to accompany a planning application for the proposed change of use at B&M, Unit 1, The Argent Centre, UB3 3BS ('the site').

1.1.2 The site is located within the London Borough of Hillingdon (LBH), who are the Local Planning Authority (LPA) and the Local Highways Authority (LHA).

1.2 SITE LOCATION

1.2.1 The site is located within the Argent Centre, bordered by Pump Lane to the north, with Matalan to the west and Kooltech to the east and a private access road to the south. The site location is shown in Figure 1-1.

Figure 1-1: Site Location



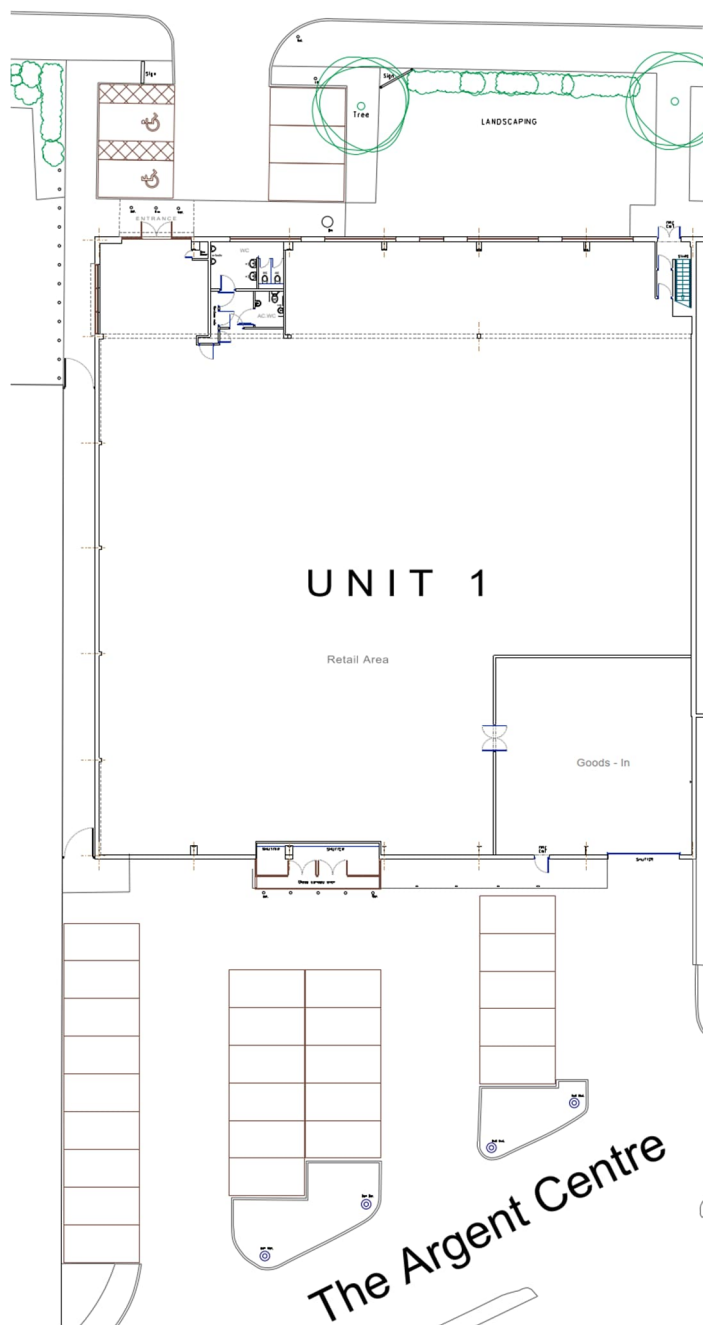
1.2.2 The site has a Public Transport Accessibility Level (PTAL) of 3, which indicates a low public transport accessibility. Hayes and Harlington Station is located 800m to the southwest of the site and is served by the Elizabeth Line and Great Western Rail.



1.3 EXISTING SITE

- 1.3.1 The existing site comprises 1,636 sqm of retail area, currently operational as a B&M. The site is within the Argent Centre, an industrial estate which is comprised of ten units which are occupied by a mixture of retail, industrial and light industrial operators.
- 1.3.2 The existing site provides a total of five parking bays which can be accessed directly from Pump Lane (two are accessible bays) and 25 regular bays to the rear. The existing ground floor plan is shown in Figure 1-2. The store has an entrance from Pump Lane and from the car park to the rear.

Figure 1-2: Existing Ground Floor Plan



1.4 PROPOSED DEVELOPMENT

1.4.1 The Proposed Development is for a change of use from E(a) use to provide flexible E(a), E(g), B2 and B8 uses. No physical alterations to the site are proposed and the total floor area will remain 1,636sqm. All access to the site (including the access to the public highway from Pump Lane) will be retained.

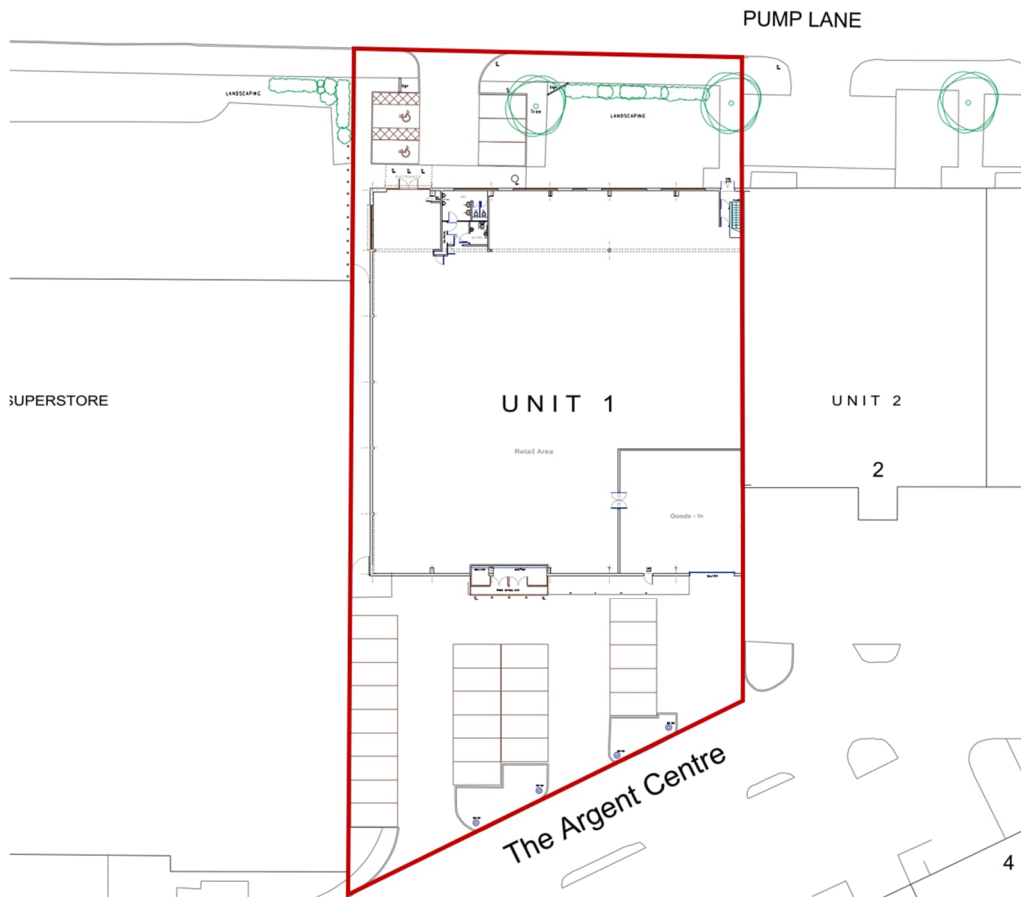
1.4.2 The development description is set out below:

'Change of use from Use Class E(a) (formerly A1) to Use Class E(a) and/or E(g) and/or Use Class B2 and/or Use Class B8'

1.4.3 The Proposed Development will retain the existing car parking spaces, providing a total of 30 car parking spaces including two blue badge bays.

1.4.4 The proposed ground floor layout is shown in Figure 1-3.

Figure 1-3: Proposed Ground Floor Plan



1.5 REPORT STRUCTURE

1.5.1 The TS has been prepared in line with the Transport for London (TfL) Transport Assessment/Statement guidance. The remainder of this TS is structured as follows:

- Section 2: Policy Context;
- Section 3: Site and Surroundings;
- Section 4: Proposed Development;
- Section 5: Impact Assessment; and
- Section 6: Summary & Conclusions.



2 PLANNING CONTEXT

2.1.1 This chapter provides a summary of the relevant national, regional and local planning policy.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2024)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF was revised in July 2021 and has subsequently been updated in September 2023, December 2023 and December 2024.

2.2.2 Chapter 9 'Promoting Sustainable Transport' states that developments should:

- ⦿ Give priority first to pedestrian and cycle movements to facilitate access to high-quality public transport;
- ⦿ Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- ⦿ Create places that are safe, secure and attractive, minimising conflicts between pedestrians, cyclists and vehicles;
- ⦿ Allow for efficient delivery of goods and access by service and emergency vehicles; and
- ⦿ Enable charging of plug-in and other ultra-low emission vehicles.

2.2.3 When giving grounds to prevent or refuse applications on highway grounds, the NPPF states 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.”

2.2.4 The Ministry of Housing, Communities and Local Government are currently undertaking consultation on changes to the NPPF, with consultation due to finish on the 10th of March 2026. Transport-related planning policy has been moved to chapter 15.

2.2.5 Paragraph 116 is replaced with: *All development proposals should be capable of proceeding without having a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements.*

2.3 REGIONAL POLICY

LONDON PLAN 2021

2.3.1 Chapter 10 of the London Plan 2021 sets out the relevant transport policies against which developments in London should be assessed against.

2.3.2 Policy T1 'Strategic Approach to Transport' states that development proposals should facilities:

“The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041



All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.3.3 Policy T2 'Healthy Streets' states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

- ◉ "Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance
- ◉ Reduce the dominance of vehicles on London's streets whether stationary or moving
- ◉ Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.3.4 Policy T4 'Assessing and Mitigating Transport Impacts' states that:

"When required in accordance with national or local guidance, 179 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."

2.3.5 Policy T5 'Cycling' sets out the minimum cycle parking standards for developments in London. Cycle parking should be fit for purpose, secure and well-located. The relevant cycle parking requirements for each use proposed are set out in Table 2-1.

Table 2-1: Cycle Parking Requirements for each Use Class

USE CLASS	LAND USE	LONG STAY REQUIREMENT	SHORT STAY REQUIREMENT
A1	Food Retail	1 space per 175 sqm GEA	First 750 sqm: 1 space per 40 sqm, Thereafter: 1 space per 300 sqm GEA
	Non-Food Retail	First 1000 sqm: 1 space per 250 sqm Thereafter: 1 space per 1000 sqm (GEA)	First 1,000 sqm: 1 space per 125 sqm, Thereafter: 1 space per 1,000 sqm GEA
B1	Business Offices	1 space per 150 sqm GEA	First 5,000 sqm: 1 space per 500 sqm, Thereafter: 1 space per 5,000 sqm GEA
	Light Industry and R&D	1 space per 250 sqm GEA	1 space per 1000 sqm
B2-B8	General industrial, storage or distribution	1 space per 500 sqm GEA	1 space per 1000 sqm

2.3.6 Policy T6 'Car Parking' sets out the maximum car parking standards as set out in Table 2-2 and should be applied to development proposals. Appropriate disabled persons parking for Blue Badge Holders should also be provided.

Table 2-2: London Plan 2021 Car Parking Standards for Office and Retail

USE CLASS	LAND USE	MAXIMUM PARKING STANDARD	ACCESSIBLE BAYS	
			Blue Badge	Larger bays
Office	London Plan states that the office standards also count towards B2 and B8 uses	1 space per 100sqm	5%	5%



USE CLASS	LAND USE	MAXIMUM PARKING STANDARD	ACCESSIBLE BAYS	
			Blue Badge	Larger bays
Office	Outer London locations identified through a DPD where more generous standard apply	1 per 50sqm	5%	5%
Retail		1 space per 50sqm	6%	4%

2.3.7 Policy T7 '*Deliveries, Servicing and Construction*' states that development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing should be made off-street.

2.4 LOCAL POLICY

LONDON BOROUGH OF HILLINGDON LOCAL PLAN

2.4.1 The Local Plan was adopted in 2012 and sets out a strategy to promote sustainable transport, reduce reliance on private cars, improve accessibility and support economic growth across Hillingdon. It seeks to ensure a new development provides safe, integrated transport connections, supports walking and cycling, and links to public transport and town centres.

2.4.2 Policy DMT1 requires that all development proposals meet transport needs sustainably and address transport impacts. Acceptable proposals must:

- ⦿ Be accessible by public transport, walking and cycling, appropriate to the area they serve;
- ⦿ Maximise safe, convenient inclusive access, including for disabled people;
- ⦿ Address delivery, servicing and drop-off requirements;
- ⦿ Have no significant adverse impacts on transport network

2.4.3 Policy DMT2 states that proposals must provide safe and efficient vehicular access to the highway network, have no negative impact on the air quality, noise or local amenity or safety of road users or residents.

2.4.4 Policy DMT6 address vehicle parking, developments must comply with parking standards outlined in Table 2-3 to facilitate sustainable development and address issues relating to congestion and amenity.

Table 2-3: Car Parking Requirements for each Use Class

USE CLASS	LAND USE	MAXIMUM PARKING STANDARD	ACCESSIBLE BAYS*	
			Blue Badge	Brown Badge
A1	Food Retail	1 space per 20sqm	10%	5%
	Non-Food Retail	1 space per 30sqm	10%	5%
	Garden Centre	1 space per 30sqm	10%	5%
B1	Business Offices	1 space per 50sqm	10%	5%
B2-B8	General industrial, storage or distribution	1 space per 50sqm	10%	5%

*Blue badge bays are calculated at 10% of car parking spaces and Brown badge bays are 5% of car parking spaces



3 SITE AND SURROUNDINGS

3.1 SITE LOCATION

- 3.1.1 The site is bordered by Pump Lane to the north and located within the Argent Centre. Matalan is located to the west and Kooltech to the east, with a private access road to the south.
- 3.1.2 The site location is shown in Figure 1-1.

3.2 PEDESTRIAN ACCESS

- 3.2.1 Pedestrian access to the site is from Pump Lane which has footways on both sides of the carriageway and provides dropped kerbs and tactile paving. Silverdale Road provides access to the Argent Centre and the rear of the site; there are wide footways on both sides of the carriageway and sufficient lighting for the safety of pedestrians.

3.3 CYCLE ACCESS

- 3.3.1 The site is well located in relation to the local cycling network, with access to existing on-carriageway and shared pedestrian/cycle routes along the Grand Union Canal and surrounding distributor roads. These routes provide connections to Hayes Town Centre and nearby residential areas.
- 3.3.2 The wider cycling network enables onward connections to neighbouring town centres including Southall, Hounslow and Uxbridge, as well as links to public transport interchanges. As such, the site is considered to be accessible by cycle for both staff and visitors.
- 3.3.3 London Cycle Network 88 is located to the east of the site and runs north to North Harrow, London Cycleway runs to the south of the site towards Kensal Town and London Cycle Network 39 to the north of the site provides a route to Shepards Bush.
- 3.3.4 The site's location in relation to the local cycle network is shown in Figure 3-1.



The map displays the Strategic Cycle Network in the Bletchley area. A legend in the top right corner identifies the following:

- Site Location:** Indicated by a black pin icon.
- London Cycleway:** Represented by a thick pink line.
- LCN 88:** Represented by a thick green line.
- LCN 39:** Represented by a thick blue line.
- LCN 88a:** Represented by a thick purple line.
- Cycle lanes:**
 - Segregated:** Represented by a thin purple line.
 - Non-segregated:** Represented by a thin yellow line.

The map shows a dense network of roads and green spaces. Key roads include Uxbridge Road, Addison Way, Hemmen Lane, Longmead Road, Townfield Road, Glebe Road, Mount Road, Clayton Road, Blyth Road, Keith Road, Hayes and Harlington, Nestle's Avenue, North Hyde Road, Granville Road, Laburnum Road, Coronation Road, Cranford Park Academy, Cleave Avenue, Croyde Avenue, and Southall Lane. Other landmarks include Rosedale Primary School, Public Park Or Garden, The Green, Wood End, Tennis Court, Barrat Hall Park, Freeman's Lane, Lime Grove, Other Sports Facility, Lake Farm Park Academy, Minet Nursery and Infant School, Allotments, Hunters Grove, Minet Drive, Birchway, Halseway, Springfield Road, Guru Nanak Sikh Academy, Allotments, Blair Peach Primary School, Woodlands, Tring Rd, Townsend, West-End, Abbots Road, Beaconsfield Road, The Straight, Queen's Road, Dudley Road, Balfour Road, Scotts Road, Marborough Road, Derley Road, Featherstone High School, Allotments, Other Sports Facility, and Sam Philp Recreation Ground. A scale bar at the bottom right indicates distances of 0, 250, and 500 meters. A north arrow is located in the top left corner.

3.4.1

The TfL online WebCAT tool has been used to derive the PTAL rating for the site. The site is located in an area with a PTAL rating of 3, which is a moderate level of accessibility to public transport (PTAL ratings are between 1-6). The PTAL mapping is shown in Figure 3-2.

Figure 3-2: PTAL Map



BUS ACCESS

- 3.4.2 The closest bus stops to the site are Hayes Town Centre Bus stops within 550m of the site (seven-minute walk), located on Station Road. These bus stops provide access to bus routes 90, 140, 195, 278, 350, 696, 698, E6, H98, N140, SL9 and U4. Both bus stops provide shelter, seating and bus timetables. The site is considered to have excellent accessibility by bus.

LONDON UNDERGROUND AND RAIL

- 3.4.3 Hayes & Harlington Station is located approximately 850m to the southwest of the site and can be reached on foot in around 12 minutes. The station is served by the Elizabeth Line, providing fast and frequent services to central London and the wider region. Eastbound services offer direct access to destinations including Paddington, Bond Street, Tottenham Court Road, Farringdon and Canary Wharf, while westbound services connect to Heathrow Airport, Slough, Maidenhead and Reading.
- 3.4.4 Hayes & Harlington Station also benefits from National Rail services operated by Great Western Railway, providing connections to destinations across west London and the Thames Valley. The station offers step-free access, enhancing accessibility for all users and supporting convenient interchange between rail services.



3.5 LOCAL HIGHWAY NETWORK

- 3.5.1 The site is bordered by Pump Lane to the north, Silverdale Road to the east and south. The primary car park is located on the private road within the Argent Centre, which is accessed from Silverdale Road/. The surrounding highways provide access to the wider Hayes and Harlington area as well as the A312 'The Parkway'.
- 3.5.2 Pump Lane operates as a two-way distributor road running broadly east-west and provides access to local residential, commercial and industrial uses, as well as connections to the strategic highway network including the A312, which in turn provides access to the A4. Silverdale Road is a two-way local road and provides access to industrial/commercial units to the south. All surrounding roads are subject to appropriate speed limits and benefit from street lighting.
- 3.5.3 The A312 is located to the east of the site and forms a key north–south strategic route within west London. The road provides an important connection between the A40 Western Avenue to the north and the A4 Bath Road and Heathrow Airport to the south, serving both local and strategic traffic movements.
- 3.5.4 On-street parking and loading controls are present on surrounding roads and vary by location. The site is not located within a controlled parking zone (CPZ), however single yellow lines are present along much of Pump Lane. There are on-street parking opportunities along the eastern side of Silverdale Road, however parking on the western side of Silverdale Road is controlled by through single yellow lines.
- 3.5.5 Parking within the Argent Centre is controlled by a private management company and no parking is allowed overnight.



4 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

4.1.1 The Proposed Development is for a change of use from E(a) use to provide flexible E(a), E(g), B2 and B8 uses. No physical alterations to the site are proposed and the total floor area will remain 1,636sqm.

4.1.2 The development description listed below:

'Change of use from Use Class E(a) (formerly A1) to Use Class E(a) and/or E(g) and/or Use Class B2 and/or Use Class B8'

4.1.3 The proposed ground floor layout is shown in Figure 1-3 and in APPENDIX A.

4.2 ACCESS

4.2.1 Access to the site will be retained as per the existing situation, with the primary access from Pump Lane. A secondary access will be retained from the parking area to the rear of the site within the Argent Centre which is accessed from Silverdale Road. There is a goods entrance to the southeast of the site (accessed from within the Argent Centre), with a shutter for vehicle access which will also be retained.

4.3 CYCLE PARKING

4.3.1 The Proposed Development will provide cycle parking in line with the London Plan (2021) standards. It is noted that the site will have a flexible use (flexible E(a), E(g), B2 and B8 uses) and therefore a range of cycle parking requirements have been explored in Table 4-1.

Table 4-1: London Plan Standards for Cycle Parking

USE CLASS	LAND USE	LONG STAY SPACES	SHORT STAY SPACES
A1	Food Retail	10	22
	Non-Food Retail	5	9
B1	Business Offices	11	4
	Light Industry and R&D	7	2
B2-B8	General industrial, storage or distribution	4	2

4.3.2 Long Stay cycle parking will be provided in line with the London Plan as shown above.

4.4 CAR PARKING

4.4.1 It is proposed to retain the existing car parking arrangement, which currently provides a total of 30 car parking bays.

4.4.2 Table 4-2 and Table 4-3 sets out the maximum car parking allowances within the London Plan and the Hillingdon Local Plan for range of uses within the application (flexible E(a), E(g), B2 and B8 uses)



Table 4-2: London Plan Standards for Car Parking

USE CLASS	LAND USE	TOTAL BAYS	ACCESSIBLE BAYS	
			Blue Badge	Larger bays
Office	London Plan states that the office standards also count towards B2 and B8 uses	16	5%	5%
Office	Outer London locations identified through a DPD where more generous standards apply	33	5%	5%
Retail		33	6%	4%

Table 4-3: Hillingdon Local Plan Standards for Car Parking

USE CLASS	LAND USE	TOTAL BAYS	ACCESSIBLE BAYS*	
			Blue Badge	Brown Badge
A1	Food Retail	82	8	4
	Non-Food Retail	55	6	3
	Garden Centre	55	6	3
B1	Business Offices	33	4	2
B2-B8	General industrial, storage or distribution	33	4	2

- 4.4.3 The maximum car parking allowances within the London Plan allows for a range of car parking of between 16 and 33 and the maximum car parking allowances within the Hillingdon Local Plan allows for a range of car parking between 33 and 82. It is noted for office use, the London Plan reduces the maximum standard to 1 per 50sqm as the local standards are more generous, which raises the maximum parking standard to 33 space for office use in the London Plan. The proposals are to retain the parking on-site (a total of 30 spaces) which sits within the range of allowance for the proposed flexible uses in both the London Plan and the Hillingdon Local Plan. It is therefore considered appropriate to retain the existing car parking provision and this safeguards against any potential overspill parking during any peak period (for example, festive periods if the use was occupied for a retail occupier). The level of car parking usage can be monitored and if a future occupier observes low parking occupancy, then some parking bays would be reallocated to landscaping.

4.5 DELIVERY AND SERVICING

EXISTING PROVISION

- 4.5.1 Delivery and servicing for the existing site is undertaken within the Argent Centre as shown in Figure 4-1. There is a goods entrance to the southeast of the site (accessed from within the Argent Centre), with a shutter for vehicle access which will be retained. The existing site can accommodate vehicles up to a 16.5m articulated lorry.



Figure 4-1: Existing Servicing Strategy



- 4.5.2 The car park to the rear of the site can accommodate delivery and servicing off-street. The car park provides a roundabout creating turning opportunities for larger vehicles and therefore all delivery and servicing vehicles access/egress the public highway in forward gear. Silverdale Road and Pump Lane are wide roads, providing easy manoeuvrability for servicing vehicles.

PROPOSED ARRANGEMENT

- 4.5.3 The proposed delivery and servicing strategy will remain as per the existing situation, with goods and servicing vehicles able to access the site from within the car parking area. Smaller delivery vehicles will stop within the on-site service yard (in the southeastern corner of the site) and larger goods vehicles would stop within the Argent Centre Car Park (as indicated in Figure 4-2).
- 4.5.4 For the proposed flexible B2/B8 element, delivery and servicing activity would be occupier-dependent. The existing servicing arrangements would be utilised, and vehicle tracking shown in APPENDIX B demonstrates that large servicing vehicles can access, manoeuvre and egress the site without affecting existing car park circulation or the operation of the wider Argent Centre.
- 4.5.5 Refuse collection will take place as per deliveries and servicing. It is anticipated refuse collection will be undertaken by a private waste contractor, and waste collections will be occupier dependent and may vary from weekly collections to daily.



5 IMPACT ASSESSMENT

- 5.1.1 The total person travel demand for the existing site and Proposed Development has been forecast using survey data of comparable sites extracted from the TRICS database. The trip rates derived from the TRICS database are included in APPENDIX C.

5.2 EXISTING TRIP GENERATION

- 5.2.1 The trip generation for the existing site has been based on TRICS sites comparable to the consented A1 use, these were categorised as Retail-Food Superstore. The total person trip rate (per 100sqm) and total vehicle trip rate has been applied to the existing B&M floor area (1,636sqm) for the morning and evening peak hours (08:00-09:00 and 17:00-18:00) in Table 5-1.

Table 5-1: Existing Retail Total Person and Vehicle Trip Generation (1,636sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per unit)	1.886	0.869	2.755	4.862	4.733	9.595
Total Vehicle Trip Rate (per unit)	0.555	0.203	0.758	1.719	1.682	3.401
Total Person Trips	31	14	45	80	77	157
Total Vehicle Trips	9	3	12	28	28	56

5.3 PROPOSED TRIP GENERATION

- 5.3.1 The Proposed Development will provide flexible E(a), E(g), B2 and B8 uses and therefore a range of uses has been assessed below. The sites have all been extracted from TRICS and applied to the proposed floor area (1,636sqm) for the morning and evening peak hours (08:00-09:00 and 17:00-18:00) and are shown in Table 5-2, Table 5-3, Table 5-4, Table 5-5, Table 5-6 and Table 5-7.

A1 FOOD RETAIL

Table 5-2: Proposed Food Retail Use (1,636 sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per 100 sqm)	1.886	0.869	2.755	4.862	4.733	9.595
Total Vehicle Trip Rate (per 100sqm)	0.555	0.203	0.758	1.719	1.682	3.401
Total Person Trips	31	14	45	80	77	157
Total Vehicle Trips	9	3	12	28	28	56

A1 NON-FOOD RETAIL

Table 5-3: Proposed Non-Food Retail Use (1,636 sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per 100 sqm)	0.194	0	0.194	3.583	3.806	7.389
Total Vehicle Trip Rate (per 100sqm)	0.139	0	0.139	2.056	2.278	4.334
Total Person Trips	3	0	3	59	62	121



	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Vehicle Trips	2	0	2	34	37	71

B1 BUSINESS OFFICE

Table 5-4: Proposed Office Use (1,636 sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per 100 sqm)	0.383	0.016	0.399	0.041	0.486	0.527
Total Vehicle Trip Rate (per 100sqm)	0.202	0.021	0.223	0.025	0.206	0.231
Total Person Trips	6	0	7	1	8	9
Total Vehicle Trips	3	0	4	0	3	4

B2 BUSINESS PARK

Table 5-5: Proposed Business Park Use (1,636 sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per 100 sqm)	0.435	0.129	0.564	0.092	0.429	0.521
Total Vehicle Trip Rate (per 100sqm)	0.19	0.098	0.288	0.074	0.202	0.276
Total Person Trips	7	2	9	2	7	9
Total Vehicle Trips	3	2	5	1	3	5

B8 PARCEL DISTRIBUTION

Table 5-6: Proposed Parcel Distribution Use (1,636 sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per 100 sqm)	0.855	0.57	1.425	0.311	0.389	0.7
Total Vehicle Trip Rate (per 100sqm)	0.544	0.544	1.088	0.259	0.233	0.492
Total Person Trips	14	9	23	5	6	11
Total Vehicle Trips	9	9	18	4	4	8

B8 COMMERCIAL WAREHOUSE

Table 5-7: Proposed Commercial Warehouse Use (1,636 sqm)

	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Total Person Trip Rate (per 100 sqm)	0.265	0.219	0.484	0.45	0.657	1.107
Total Vehicle Trip Rate (per 100sqm)	0.242	0.184	0.426	0.219	0.357	0.576
Total Person Trips	4	4	8	7	11	18
Total Vehicle Trips	4	3	7	4	6	9

5.4 NET TRIP GENERATION

- 5.4.1 The trip generation range from the proposed flexible uses, compared against the existing B&M use is set out in Table 5-8 for Total Person Trips and Table 5-9 for Total Vehicle Trips.



Table 5-8: Net Total Persons Trip Generation

NET CHANGE IN TOTAL PERSONS	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Food Retail	0	0	0	0	0	0
Non-Food Retail	-28	-14	-42	-21	-15	-36
Office Use	-25	-14	-39	-79	-69	-148
Business Park Use	-24	-12	-36	-78	-70	-148
Parcel Distribution Use	-17	-5	-22	-74	-71	-146
Commercial Warehouse Use	-27	-11	-37	-72	-67	-139

Table 5-9: Net Total Vehicle Trip Generation

NET CHANGE IN TOTAL VEHICLES	AM PEAK			PM PEAK		
	In	Out	Total	In	Out	Total
Food Retail	0	0	0	0	0	0
Non-Food Retail	-7	-3	-10	6	10	15
Office Use	-6	-3	-9	-28	-24	-52
Business Park Use	-6	-2	-8	-27	-24	-51
Parcel Distribution Use	0	6	5	-24	-24	-48
Commercial Warehouse Use	-5	0	-5	-25	-22	-46

5.4.2

Table 5-8 and Table 5-9 demonstrate that the potential range of uses that are proposed would generate a comparable, or lower number of total person and total vehicle trips within the peak hours. On the basis, the Proposed Development would have a negligible impact on the surrounding highway network.



6 SUMMARY AND CONCLUSIONS

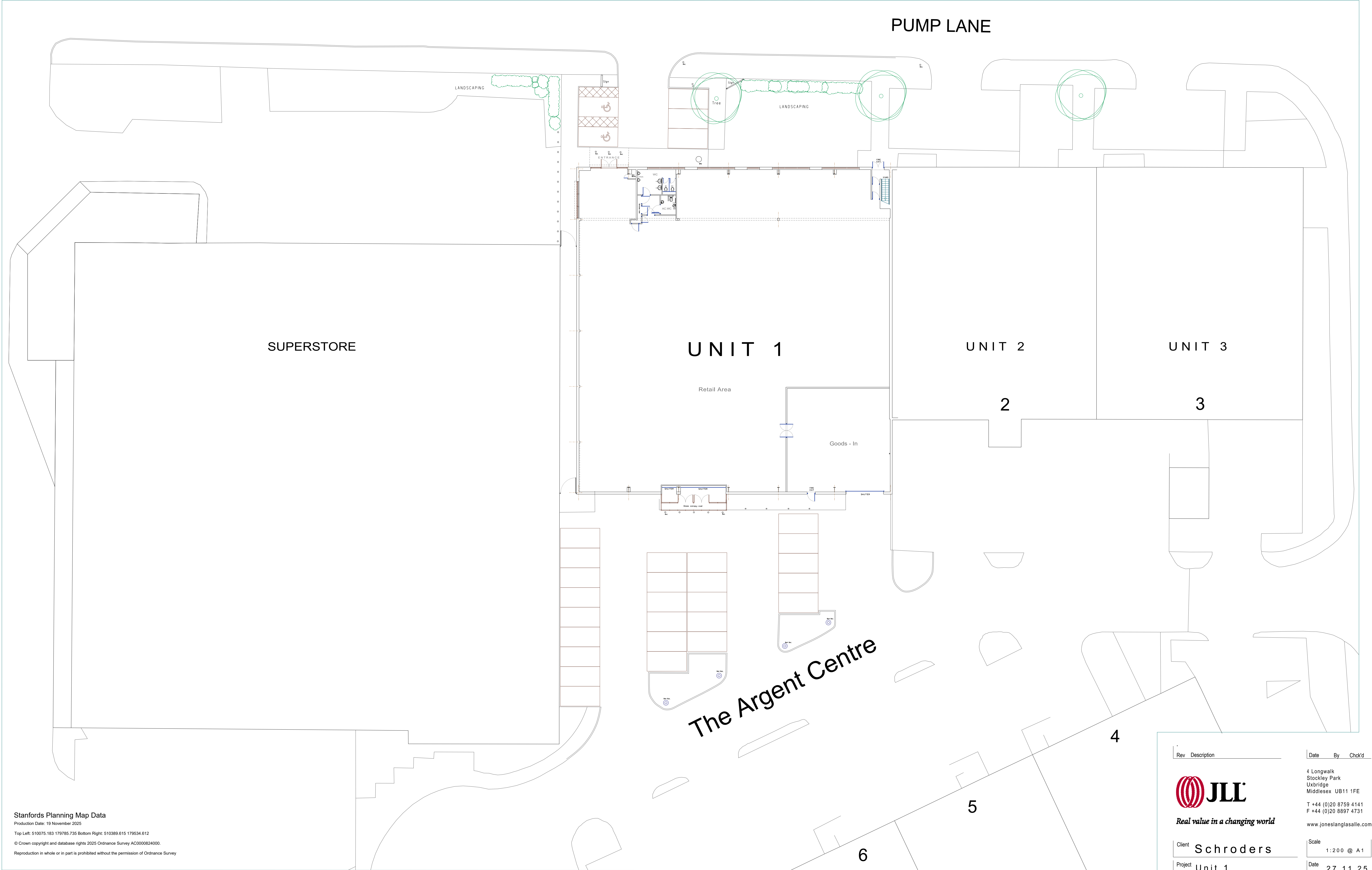
- 6.1.1 Velocity has prepared this Transport Statement (TS) on behalf of Schroders to accompany a planning application for the proposed change of use at B&M, Unit 1, The Argent Centre, UB3 3BS. The site is located within the London Borough of Hillingdon (LBH), who are the Local Planning Authority (LPA) and the Local Highways Authority (LHA).
- 6.1.2 The existing site comprises 1,636sqm of retail area, currently operational as a B&M. The Proposed Development comprises a change of use from Use Class E(a) to provide flexible E(a), E(g), B2 and B8 uses. No physical alterations to the site are proposed and the total floor area will remain 1,636sqm.
- 6.1.3 All access arrangements will be retained, including the primary access from Pump Lane, the secondary access from within the Argent Centre to the rear, and the goods entrance to the southeast of the site.
- 6.1.4 The Proposed Development will retain the existing car parking provision of 30 spaces, including two blue badge bays. This level of provision sits within the relevant maximum parking standards for the proposed flexible uses and safeguards against overspill parking during peak periods.
- 6.1.5 Delivery, servicing and refuse collection will continue to be accommodated off-street using the existing servicing arrangements within the Argent Centre. The existing site can accommodate vehicles up to a 16.5m articulated lorry and the on-site arrangement allows delivery and servicing vehicles to access and egress the public highway in forward gear.
- 6.1.6 The transport impact assessment has forecast the person and vehicle trip generation for the range of proposed flexible uses using TRICS data. The assessment demonstrates that, across the range of uses, the Proposed Development would generate comparable or lower total person and total vehicle trips within the peak hours, when compared with the existing use. On this basis, the Proposed Development would have a negligible impact on the surrounding highway network.



APPENDIX A

GROUND AND BASEMENT LEVEL PLANS





UNIT 1, THE ARGENT CENTRE
HAYES UB3 3BS
1:200 @ A1

SITE PLAN
PROPOSED

Stanfords Planning Map Data
Production Date: 19 November 2025
Top Left: 510075.183 179785.735 Bottom Right: 510389.615 179534.612
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Rev

Description

Date

By

Chck'd



JLL

Real value in a changing world

Client

Schroders

Project

Unit 1
The Argent Centre
Hayes UB3 3BS

Description

SITE PLAN
PROPOSED

Scale

1:200 @ A1

Date

27.11.25

By

PJ

Checked

Job

Dwg

UNIT1.ARGENT.PRO.08

rev

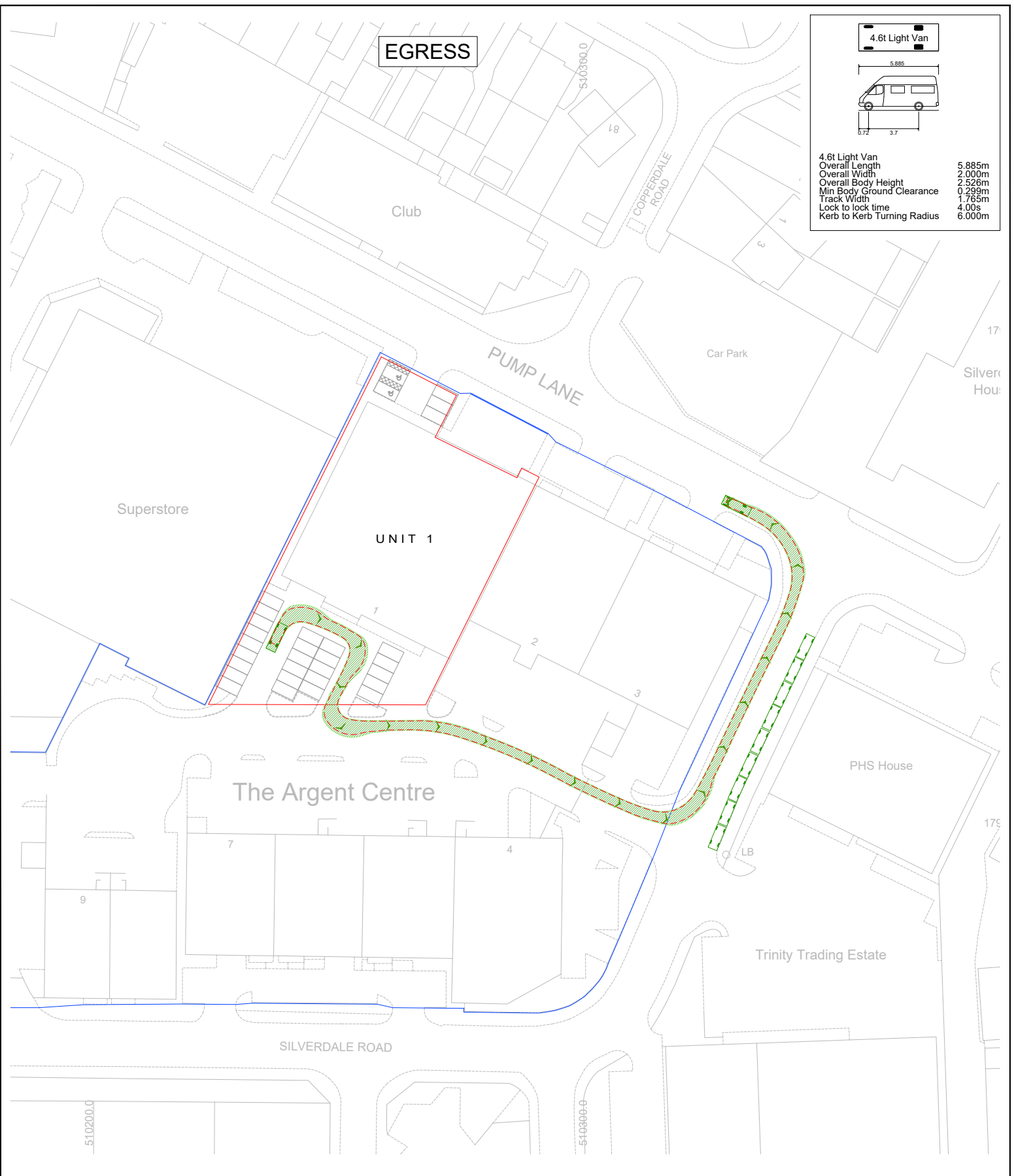
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APPENDIX B

SERVICING VEHICLE TRACKING





P:\0-25\25-317 B&M Unit 1 - The Argent Centre\02 TECHNICAL\B DWGSI. CAD\DWGS\25-317-T-002-Proposed Layout-Swept Path Analysis-7.5t Box Van.dwg (002) Plotted on: Jan 13, 2026 - 4:33pm by IZakula



7.5t Box Van	
Overall Length	8.01m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

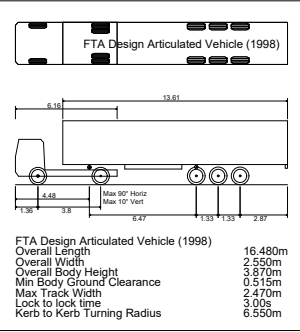
Ordnance Survey © Crown Copyright 2025. All rights reserved. Licence number 100022432					
© VELOCITY TRANSPORT PLANNING LTD					
1:1000					
0 20m 40m 60m 80m 100m					
A	13/01/26	FIRST ISSUE	IZ	JH	MP
Rev	Date	Description	Drn	Chk	App

- General Notes:
- DO NOT SCALE FROM THIS DRAWING.
 - ALL DIMENSIONS AND LEVELS ARE IN METRES UNLESS OTHERWISE STATED.
 - THIS DRAWING IS TO BE PRINTED IN COLOUR.
 - THE OS SURVEY INFORMATION HAS BEEN PROVIDED BY JLL LTD DRAWING DATED 27.11.25. AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
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 - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



Drawing Status S2 - FOR INFORMATION		Project Title B&M UNIT 1 AREGENT CENTRE			
Client SCHRODERS		Drawing Title PROPOSED LAYOUT SWEPT PATH ANALYSIS 7.5t BOX VAN			
Architect JLL		Scale @ A3 1:1000	Date 13/01/26	Designed/Drawn IZ	Checked JH
		Project Ref 25-317	Drawing Number 25-317-T-002		Approved MP
					Rev A

P:\0-25\25-317 B&M Unit 1 - The Argent Centre\02 TECHNICAL\B DWGSI. CAD\DWGS\25-317-T-004-Proposed Layout-Swept Path Analysis-16.5m Articulated Vehicle.dwg (004) Plotted on: Jan 13, 2026 - 4:35pm by IZakula



A	13/01/26	FIRST ISSUE	IZ	JH	MP
Rev	Date	Description	Drn	Chk	App

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 - THIS DRAWING IS TO BE PRINTED IN COLOUR.
 - THE OS SURVEY INFORMATION HAS BEEN PROVIDED BY JLL LTD DRAWING DATED 27.11.25. AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
 - THIS DRAWING IS BASED ON JLL LTD DRAWING DATED 27.11.25. AND IS SUBJECT TO REVIEW AND FURTHER DESIGN DEVELOPMENT DURING EACH PHASE OF THE HIGHWAY WORKS.
 - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

VELOCITY

Drawing Status	S2 - FOR INFORMATION
Client	SCHRODERS
Architect	JLL

Project Title					B&M UNIT 1 AREGENT CENTRE				
Drawing Title					PROPOSED LAYOUT SWEPT PATH ANALYSIS 16.5m ARTICULATED VEHICLE				
Scale @ A3	Date	Designed/Drawn	Checked	Approved					
1:1000	13/01/26	IZ	JH	MP					
Project Ref	Drawing Number				Rev				
25-317	25-317-T-004				A				

APPENDIX C

TRICS OUTPUT



Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET 1 day
	EN	ENFIELD 1 day
	HD	HILLINGDON 1 day

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

Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

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:	GFA
Actual Range:	170 to 120000 (units:sqm)
Range Selected by User:	170 to 120000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/84 to 28/06/24

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:

Thursday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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	2 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Commercial Zone	1 days
No Sub Category	1 days

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 Vehicle Counts:

Servicing vehicles Included	3 days
-----------------------------	--------

Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

Secondary Filtering Selection:

Use Class:

Not Known	3 surveys
-----------	-----------

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:

1878 - 6212

Population within 1 mile:

25,001 to 50,000	3 surveys
------------------	-----------

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	2 surveys

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	1 surveys
1.1 to 1.5	2 surveys

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.

Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

Petrol filling station:

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

Travel Plan:

No	1 surveys
Yes	2 surveys

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 surveys
4 - Good	2 surveys

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

COVID-19 Restrictions:

No

Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

LIST OF SITES relevant to selection parameters:

Site 1:	BN-02-A-01	Gross floor area:	1366 sqm
Development Name:	OFFICES	Number of employees:	12 EMPLOY
Location:	HIGH BARNET	Survey Date:	11/11/2021
Postcode:	EN5 5YL	Survey Day:	Thursday
Main Location Type:	Edge of Town Centre		
Sub Location Type:	No Sub Category		
PTAL:	3		
Site 2:	EN-02-A-01	Gross floor area:	6552 sqm
Development Name:	MICROSOFT OFFICES	Number of employees:	1 EMPLOY
Location:	ENFIELD	Survey Date:	
Postcode:	EN1 2AG	Survey Day:	
Main Location Type:	Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	4		
Site 3:	HD-02-A-10	Gross floor area:	16350 sqm
Development Name:	DATA CENTRE	Number of employees:	1 EMPLOY
Location:	HAYES	Survey Date:	02/03/2022
Postcode:	UB3 4AZ	Survey Day:	Wednesday
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	4		

Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8089	0.095	0.008	0.103
08:00-09:00	3	8089	0.202	0.021	0.223
09:00-10:00	3	8089	0.198	0.029	0.227
10:00-11:00	3	8089	0.095	0.029	0.124
11:00-12:00	3	8089	0.025	0.037	0.062
12:00-13:00	3	8089	0.045	0.058	0.103
13:00-14:00	3	8089	0.033	0.033	0.066
14:00-15:00	3	8089	0.025	0.049	0.074
15:00-16:00	3	8089	0.021	0.070	0.091
16:00-17:00	3	8089	0.025	0.074	0.099
17:00-18:00	3	8089	0.025	0.206	0.231
18:00-19:00	3	8089	0.008	0.161	0.169
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.797	0.775	1.572

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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Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	11/11/2021 - 07/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	8089	0.152	0.021	0.173
08:00-09:00	3	8089	0.383	0.016	0.399
09:00-10:00	3	8089	0.507	0.041	0.548
10:00-11:00	3	8089	0.161	0.029	0.190
11:00-12:00	3	8089	0.070	0.074	0.144
12:00-13:00	3	8089	0.152	0.317	0.469
13:00-14:00	3	8089	0.276	0.165	0.441
14:00-15:00	3	8089	0.087	0.074	0.161
15:00-16:00	3	8089	0.041	0.115	0.156
16:00-17:00	3	8089	0.033	0.144	0.177
17:00-18:00	3	8089	0.041	0.486	0.527
18:00-19:00	3	8089	0.012	0.313	0.325
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.915	1.795	3.710

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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Audit Code: 445fc9d7-69ce-4131-b580-798610b6da2e

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	11/11/2021 - 07/06/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: B - BUSINESS PARK

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	BT	BRENT 1 day
	HO	HOUNSLOW 1 day

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

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

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:	GFA
Actual Range:	975 to 185000 (units:sqm)
Range Selected by User:	975 to 185000 (units:sqm)
Parking Spaces Range:	7 - 4167

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	03/02/87 to 20/06/24

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:

Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Suburban Area	2 days
---------------	--------

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:

Commercial Zone	1 days
Residential Zone	1 days

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

Secondary Filtering Selection:

Use Class:

Not Known	2 surveys
-----------	-----------

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:

900 - 4500

Population within 1 mile:

25,001 to 50,000	2 surveys
------------------	-----------

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

Population within 5 miles:

500,001 or More	2 surveys
-----------------	-----------

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	1 surveys
1.1 to 1.5	1 surveys

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.

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

Petrol filling station:

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

Travel Plan:

No	1 surveys
Yes	1 surveys

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

PTAL Rating:

2 - Poor	1 surveys
4 - Good	1 surveys

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

COVID-19 Restrictions:

No

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

1	BT-02-B-01	BUSINESS PARK	BRENT
CENTRAL WAY PARK ROYAL Suburban Area Commercial Zone Gross floor area: 15111 sqm Survey date: Thursday 21/04/2016			
			Survey Type: Unknown
2	HO-02-B-01	BUSINESS PARK	HOUNSLOW
HANWORTH ROAD HOUNSLOW Suburban Area Residential Zone Gross floor area: 1200 sqm Survey date: Wednesday 16/06/2010			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HO-02-B-04 08-11-2018	08-11-2018	Re-survey

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	8156	0.257	0.086	0.343
08:00-09:00	2	8156	0.190	0.098	0.288
09:00-10:00	2	8156	0.343	0.153	0.496
10:00-11:00	2	8156	0.270	0.215	0.485
11:00-12:00	2	8156	0.153	0.166	0.319
12:00-13:00	2	8156	0.172	0.208	0.380
13:00-14:00	2	8156	0.233	0.257	0.490
14:00-15:00	2	8156	0.159	0.202	0.361
15:00-16:00	2	8156	0.123	0.196	0.319
16:00-17:00	2	8156	0.074	0.208	0.282
17:00-18:00	2	8156	0.074	0.202	0.276
18:00-19:00	2	8156	0.080	0.208	0.288
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.128	2.199	4.327

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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Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	16/06/2010 - 21/04/2016
Number of weekdays (Monday-Friday):	2
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.

Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	8156	0.546	0.116	0.662
08:00-09:00	2	8156	0.435	0.129	0.564
09:00-10:00	2	8156	0.570	0.233	0.803
10:00-11:00	2	8156	0.405	0.264	0.669
11:00-12:00	2	8156	0.276	0.270	0.546
12:00-13:00	2	8156	0.319	0.380	0.699
13:00-14:00	2	8156	0.466	0.423	0.889
14:00-15:00	2	8156	0.239	0.270	0.509
15:00-16:00	2	8156	0.208	0.423	0.631
16:00-17:00	2	8156	0.110	0.405	0.515
17:00-18:00	2	8156	0.092	0.429	0.521
18:00-19:00	2	8156	0.092	0.356	0.448
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.758	3.698	7.456

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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Audit Code: bf0a3fae-fda0-42c3-be94-880c56a38721

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	16/06/2010 - 21/04/2016
Number of weekdays (Monday-Friday):	2
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.

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	HO	HOUNSLOW
		1 day

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

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

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:	GFA
Actual Range:	3860 to 3860 (units:sqm)
Range Selected by User:	975 to 185000 (units:sqm)
Parking Spaces Range:	37 - 798

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/07/90 to 23/11/23

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:

Thursday	1 days
----------	--------

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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

Selected Locations:

Suburban Area	1 days
---------------	--------

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:

Commercial Zone	1 days
-----------------	--------

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 Vehicle Counts:

Servicing vehicles Included	1 days
-----------------------------	--------

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

Secondary Filtering Selection:

Use Class:

B8 1 surveys

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:

2161 - 3570

Population within 1 mile:

25,001 to 50,000 1 surveys

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

Population within 5 miles:

250,001 to 500,000 1 surveys

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 1 surveys

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.

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

Petrol filling station:

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

Travel Plan:

Yes 1 surveys

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

PTAL Rating:

2 - Poor 1 surveys

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

COVID-19 Restrictions:

No

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

1	HO-02-G-05	DPD & DPD LOCAL	HOUNSLOW
FOREST ROAD			
FELTHAM			
Suburban Area			
Commercial Zone			
Gross floor area: 3860 sqm			
Survey date: Thursday 04/05/2017			Survey Type: Unknown

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	3860	0.207	0.104	0.311
06:00-07:00	1	3860	0.311	0.259	0.570
07:00-08:00	1	3860	0.337	0.363	0.700
08:00-09:00	1	3860	0.544	0.544	1.088
09:00-10:00	1	3860	0.389	0.648	1.037
10:00-11:00	1	3860	0.337	0.389	0.726
11:00-12:00	1	3860	0.104	0.233	0.337
12:00-13:00	1	3860	0.207	0.285	0.492
13:00-14:00	1	3860	0.207	0.155	0.362
14:00-15:00	1	3860	0.181	0.155	0.336
15:00-16:00	1	3860	0.233	0.285	0.518
16:00-17:00	1	3860	0.207	0.207	0.414
17:00-18:00	1	3860	0.259	0.233	0.492
18:00-19:00	1	3860	0.363	0.259	0.622
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.886	4.119	8.005

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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Audit Code: fe15939c-79c8-41f1-b399-848152be226a

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	04/05/2017 - 04/05/2017
Number of weekdays (Monday-Friday):	1
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.

Audit Code: fe15939c-79c8-41f1-b399-848152be226a

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	3860	0.207	0.104	0.311
06:00-07:00	1	3860	0.544	0.285	0.829
07:00-08:00	1	3860	0.622	0.363	0.985
08:00-09:00	1	3860	0.855	0.570	1.425
09:00-10:00	1	3860	0.751	0.777	1.528
10:00-11:00	1	3860	0.415	0.518	0.933
11:00-12:00	1	3860	0.233	0.440	0.673
12:00-13:00	1	3860	0.466	0.777	1.243
13:00-14:00	1	3860	0.518	0.440	0.958
14:00-15:00	1	3860	0.207	0.311	0.518
15:00-16:00	1	3860	0.311	0.518	0.829
16:00-17:00	1	3860	0.233	0.389	0.622
17:00-18:00	1	3860	0.311	0.389	0.700
18:00-19:00	1	3860	0.466	0.466	0.932
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			6.139	6.347	12.486

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.

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Audit Code: fe15939c-79c8-41f1-b399-848152be226a

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	04/05/2017 - 04/05/2017
Number of weekdays (Monday-Friday):	1
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.

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: F - WAREHOUSING (COMMERCIAL)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	HD	HILLINGDON
		1 day

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

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

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:	GFA
Actual Range:	8673 to 8673 (units:sqm)
Range Selected by User:	975 to 185000 (units:sqm)
Parking Spaces Range:	20 - 1192

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/07/90 to 19/06/24

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:

Thursday	1 days
----------	--------

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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	1 days
--------------	--------

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

Selected Location Sub Categories:

Industrial Zone	1 days
-----------------	--------

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 Vehicle Counts:

Servicing vehicles Included	1 days
-----------------------------	--------

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

Secondary Filtering Selection:

Use Class:

B8

1 surveys

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:

1454 - 1454

Population within 1 mile:

20,001 to 25,000

1 surveys

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

Population within 5 miles:

500,001 or More

1 surveys

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

1 surveys

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.

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

Petrol filling station:

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

Travel Plan:

Yes 1 surveys

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

PTAL Rating:

2 - Poor 1 surveys

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

COVID-19 Restrictions:

No

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

1	HD-02-F-01	FOOD DISTRIBUTOR	HILLINGDON
NINE ACRES CLOSE			
HAYES			
Edge of Town			
Industrial Zone			
Gross floor area: 8673 sqm			
Survey date: Thursday 27/09/2018			Survey Type: Unknown

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	1	8673	0.219	0.104	0.323
08:00-09:00	1	8673	0.242	0.184	0.426
09:00-10:00	1	8673	0.300	0.288	0.588
10:00-11:00	1	8673	0.323	0.404	0.727
11:00-12:00	1	8673	0.438	0.496	0.934
12:00-13:00	1	8673	0.461	0.438	0.899
13:00-14:00	1	8673	0.231	0.219	0.450
14:00-15:00	1	8673	0.231	0.323	0.554
15:00-16:00	1	8673	0.208	0.208	0.416
16:00-17:00	1	8673	0.277	0.196	0.473
17:00-18:00	1	8673	0.219	0.357	0.576
18:00-19:00	1	8673	0.173	0.231	0.404
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.322	3.448	6.770

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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Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	27/09/2018 - 27/09/2018
Number of weekdays (Monday-Friday):	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	1	8673	0.265	0.115	0.380
08:00-09:00	1	8673	0.265	0.219	0.484
09:00-10:00	1	8673	0.369	0.323	0.692
10:00-11:00	1	8673	0.392	0.484	0.876
11:00-12:00	1	8673	0.542	0.553	1.095
12:00-13:00	1	8673	0.899	0.738	1.637
13:00-14:00	1	8673	0.357	0.288	0.645
14:00-15:00	1	8673	0.415	0.519	0.934
15:00-16:00	1	8673	0.311	0.415	0.726
16:00-17:00	1	8673	0.542	0.657	1.199
17:00-18:00	1	8673	0.450	0.657	1.107
18:00-19:00	1	8673	0.196	0.334	0.530
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			5.003	5.302	10.305

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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Audit Code: e9149cc6-24df-4339-8fb4-6ab8a2ffd289

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	27/09/2018 - 27/09/2018
Number of weekdays (Monday-Friday):	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: A - FOOD SUPERSTORE

Selected Vehicle Type: Total People

Selected regions and areas:

01	GREATER LONDON	
	BN	BARNET 1 day
	HG	HARINGEY 1 day

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

Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

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:	GFA
Actual Range:	1707 to 3702 (units:sqm)
Range Selected by User:	975 to 185000 (units:sqm)
Parking Spaces Range:	0 - 811

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/10/81 to 21/06/24

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:

Wednesday	2 days
-----------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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:

Town Centre	2 days
-------------	--------

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:

High Street	2 days
-------------	--------

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days

Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

Secondary Filtering Selection:

Use Class:

E(a)	2 surveys
------	-----------

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:

5887 - 7317

Population within 1 mile:

25,001 to 50,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

500,001 or More	2 surveys
-----------------	-----------

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 surveys
------------	-----------

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.

Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

Petrol filling station:

PFS is present at the site but is excluded from the count

2 surveys

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

Travel Plan:

No

2 surveys

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:

4 - Good

2 surveys

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

COVID-19 Restrictions:

No



Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

1	BN-01-A-01	SAINSBURY'S	BARNET
HIGH ROAD NORTH FINCHLEY Town Centre High Street Gross floor area: 3702 sqm Survey date: Wednesday 08/06/2022			
			Survey Type: Manual
2	HG-01-A-02	M&S FOOD HALL	HARINGEY
MUSWELL HILL BROADWAY MUSWELL HILL Town Centre High Street Gross floor area: 1707 sqm Survey date: Wednesday 15/06/2022			
			Survey Type: Manual

Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	1	1707	0.059	0.000	0.059
08:00-09:00	2	2704	0.555	0.203	0.758
09:00-10:00	2	2704	1.276	0.573	1.849
10:00-11:00	2	2704	1.331	0.924	2.255
11:00-12:00	2	2704	1.202	0.998	2.200
12:00-13:00	2	2704	1.202	1.146	2.348
13:00-14:00	2	2704	1.165	1.313	2.478
14:00-15:00	2	2704	1.276	1.239	2.515
15:00-16:00	2	2704	1.350	1.239	2.589
16:00-17:00	2	2704	1.756	1.719	3.475
17:00-18:00	2	2704	1.719	1.682	3.401
18:00-19:00	2	2704	1.165	1.775	2.940
19:00-20:00	2	2704	0.536	1.534	2.070
20:00-21:00	2	2704	0.074	0.333	0.407
21:00-22:00	1	1707	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			14.666	14.678	29.344

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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Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	08/06/2022 - 15/06/2022
Number of weekdays (Monday-Friday):	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	1	1707	0.410	0.000	0.410
08:00-09:00	2	2704	1.886	0.869	2.755
09:00-10:00	2	2704	3.476	2.274	5.750
10:00-11:00	2	2704	3.420	2.755	6.175
11:00-12:00	2	2704	3.771	3.180	6.951
12:00-13:00	2	2704	5.657	4.400	10.057
13:00-14:00	2	2704	4.178	5.010	9.188
14:00-15:00	2	2704	3.901	4.160	8.061
15:00-16:00	2	2704	4.419	4.178	8.597
16:00-17:00	2	2704	4.973	5.361	10.334
17:00-18:00	2	2704	4.862	4.733	9.595
18:00-19:00	2	2704	3.494	4.603	8.097
19:00-20:00	2	2704	1.498	3.587	5.085
20:00-21:00	2	2704	0.481	0.998	1.479
21:00-22:00	1	1707	0.000	0.469	0.469
22:00-23:00					
23:00-00:00					
Total Rates:			46.426	46.577	93.003

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: bd96bfd5-004e-4c44-bad1-08f7665d6dc6

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	08/06/2022 - 15/06/2022
Number of weekdays (Monday-Friday):	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 01 - RETAIL

Category: G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Selected Vehicle Type: Total People

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 day

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

Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

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:	GFA
Actual Range:	932 to 1600 (units:sqm)
Range Selected by User:	601 to 1600 (units:sqm)
Parking Spaces Range:	11 - 577

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/11/86 to 18/09/21

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:

Thursday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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	1 days
Edge of Town Centre	1 days
Town Centre	1 days

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:

Retail Zone	3 days
-------------	--------

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 Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	2 days

Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

Secondary Filtering Selection:

Use Class:

E(a)	3 surveys
------	-----------

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:

1490 - 1994

Population within 1 mile:

20,001 to 25,000	1 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 surveys
0.6 to 1.0	1 surveys
1.6 to 2.0	1 surveys

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.

Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

Petrol filling station:

PFS is present at the site but is excluded from the count 3 surveys

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

Travel Plan:

No 3 surveys

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 3 surveys

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

COVID-19 Restrictions:

No

1	CA-01-G-01	JUST FOR PETS	CAMBRIDGESHIRE
BACK LANE CAMBOURNE GREAT CAMBOURNE Town Centre Retail Zone Gross floor area: 1068 sqm Survey date: Thursday 07/06/2018			
Survey Type: Unknown			
2	EB-01-G-01	PETS AT HOME	CITY OF EDINBURGH
GYLEMUIR ROAD EDINBURGH THE GYLE Edge of Town Retail Zone Gross floor area: 932 sqm Survey date: Wednesday 27/10/2010			
Survey Type: Unknown			
3	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
TRITTON ROAD LINCOLN TRITTON RETAIL PARK Edge of Town Centre Retail Zone Gross floor area: 1600 sqm Survey date:			
Survey Type: Unknown			

Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	1200	0.139	0.000	0.139
09:00-10:00	3	1200	1.444	1.000	2.444
10:00-11:00	3	1200	1.639	1.056	2.695
11:00-12:00	3	1200	1.417	1.111	2.528
12:00-13:00	3	1200	1.833	1.583	3.416
13:00-14:00	3	1200	1.639	1.778	3.417
14:00-15:00	3	1200	1.722	1.333	3.055
15:00-16:00	3	1200	1.694	1.889	3.583
16:00-17:00	3	1200	2.111	1.917	4.028
17:00-18:00	3	1200	2.056	2.278	4.334
18:00-19:00	3	1200	1.806	2.417	4.223
19:00-20:00	3	1200	1.167	1.861	3.028
20:00-21:00	2	1266	0.000	0.434	0.434
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			18.667	18.657	37.324

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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Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

Parameter Summary:

Trip rate parameter range selected:	601 - 1600 (units: sqm)
Survey date date range:	27/10/2010 - 07/06/2018
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	3	1200	0.194	0.000	0.194
09:00-10:00	3	1200	2.972	1.750	4.722
10:00-11:00	3	1200	2.861	2.056	4.917
11:00-12:00	3	1200	3.361	2.611	5.972
12:00-13:00	3	1200	2.833	2.667	5.500
13:00-14:00	3	1200	2.861	3.278	6.139
14:00-15:00	3	1200	3.056	2.333	5.389
15:00-16:00	3	1200	2.667	3.667	6.334
16:00-17:00	3	1200	4.139	3.389	7.528
17:00-18:00	3	1200	3.583	3.806	7.389
18:00-19:00	3	1200	2.611	3.861	6.472
19:00-20:00	3	1200	1.889	3.167	5.056
20:00-21:00	2	1266	0.197	0.592	0.789
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			33.224	33.177	66.401

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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Audit Code: 6a76d5b7-3bb5-4c18-94e1-8da49e4648d2

Parameter Summary:

Trip rate parameter range selected:	601 - 1600 (units: sqm)
Survey date date range:	27/10/2010 - 07/06/2018
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.