CAPITAL TRANSPORT PLANNING

Transport Statement

54 Beechwood Avenue, Hayes

December, 2025

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Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

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Transport Consultant

Revision History

Project and Document Details

Project Name	**54 Beechwood Avenue**
Project No	00487
Document Title	Transport Statement

Document History

Rev	Amendments	Checked By	Date
First Issue	N/A	MO	31/12/2025

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1. Introduction

1.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Sheikh Sohail (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 54 Beechwood Avenue in Hayes towards the south-east of the London Borough of Hillingdon.

1.2. The development proposals include the change of use of the existing residential dwelling (C3) to a children's care home (C2).

2. Existing Conditions

Site Location

2.1. The application site is located on the eastern side of Beechwood Avenue, which is an unclassified road located in Hayes towards the south-east of the London Borough of Hillingdon. The application site is located approximately 1.4 miles north-west of Hayes and Harlington rail station. The site location plan is presented in Figure 1 and Appendix A.

Figure 1. Location Plan

Site Description

2.2. The application site hosts an existing 3-bedroom dwelling with off-street parking accessed from Beechwood Avenue and a secondary access from Ash Grove.

Accessibility

2.3. Transport for London have developed a WebCAT tool used to determine the Public Transport Accessibility Level (PTAL). Sites can achieve scores ranging from 0 (Worst) to 6b (Best). The application site achieves a PTAL rating of 1b (Very Poor) using TfL's methodology for public transport accessibility. This rating indicates a poor level of public transport accessibility. Appendix D presents the PTAL rating for the application site.

2.4. The existing public transport facilities available in the vicinity of the site comprise of buses and rail.

Rail

2.5. The nearest station to the site is Hayes and Harlington station, which is located approximately 1.4 miles (approx. 31 minute-walk) from the site. Hillingdon underground station is accessed from on Station Road and features on the Elizabeth Line on the Great West Railway Line.

Bus

2.6. The site is located approximately 0.3 miles (approx. 4 minute-walk) from the Park Prince Lane bus stops (Stops A & SA). The site is also approximately 0.2 miles (approx. 4 minute-walk) north of The Beechwood Avenue (Stops SE & E) bus stop. The bus stops provide access to the bus U4 and 350.

Surrounding Highway Network

2.7. The application site is located on eastern side of Beechwood Avenue, to the north-west of Hayes town centre and the south-east of the London Borough of Hillingdon. Beechwood Avenue is a bi-directional single lane carriageway which adjoins from Judge Heath Lane to the north and Botwell Common Road to the south

2.8. Beechwood Avenue forms a part of the Local Highway Network and the London Borough of Hillingdon act as Local Highway Authority, responsible for maintenance and management of the public highway.

3. Policy Context

3.1. This following section takes into consideration all planning policies which support and promote the proposal set out in this report.

National Planning Policy Framework (NPPF) (2024)

3.2. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standard. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.

3.3. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 112 states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take into account:
a) the accessibility of the development.
b) the type, mix and use of development.
c) the availability of and opportunities for public transport.
d) local car ownership levels; and
e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

3.4. The proposed development is in accordance with paragraph 112, as local and regional parking standards have been satisfied, and alternative modes of travel have been identified.

3.5. It goes on in Paragraph 113 to state that "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.6. It is considered that paragraph 113 has been satisfied as maximum parking standards have been adhered to.

3.8. The test of acceptability of a scheme is set out within Paragraph 116:

"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"

3.9. It is also considered that the proposal complies with paragraph 116 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

3.10. Finally, Paragraph 117 follows on and specifies that development proposals should:

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

3.11. The proposed development is in accordance with paragraph 117. The proposal addresses accessibility for pedestrians, provides cycle parking in accordance with local and regional policies and promotes sustainable travel to and from the site with no off-street car parking provision

4. Proposed Development

Development Proposal

4.1. The development proposals include the change of use of the existing residential dwelling (C3) to a children's care home (C2).

4.2. To provide context to the trip generation section of this report, it is important to note that the proposed dwelling will always house a maximum of three young tenant (under 18), always have a maximum of four staff members on site and undertake the replacement of a staff members once per day. This is important to note as the young person will never be of driving age and therefore reduce driving demand. The staff members may or may not drive to the site, however in a worst-case scenario the proposed level of off-street parking spaces can accommodate the three staff members on-site and the staff member shift change over.

Trip Generation

4.3. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis.

4.4. TRICS is the industry standard trip generation database. The TRICS database is comprised of surveys of various sites nationwide which are utilised for comparison purposes. The TRICS database has been investigated to gain trip rates for the proposed development.

4.5. It has been determined that vehicles would be the most significant trip generator in regard to impacts for the existing and proposed use. The TRICS generation information presented in this chapter relates to vehicles. To determine the most accurate trip rates, similar characteristics were selected including C3 houses privately owned, edge of town centre. Two relevant sites were selected and the resultant TRICS output is presented in Appendix C and summarised below on Table 1.

Existing Vehicle Trip Generation

Table 1. Trip Rate (1 Dwelling)

Per 1 Unit	Arrivals	Departures	Totals
07:00 - 08:00	0.024	0.104	0.128
08:00 - 09:00	0.128	0.201	0.329
09:00 - 10:00	0.07	0.067	0.137
10:00 - 11:00	0.058	0.082	0.140
11:00 - 12:00	0.052	0.058	0.110
12:00 - 13:00	0.079	0.079	0.158
13:00 - 14:00	0.064	0.067	0.131
14:00 - 15:00	0.079	0.067	0.146
15:00 - 16:00	0.131	0.116	0.247
16:00 - 17:00	0.107	0.095	0.202
17:00 - 18:00	0.119	0.098	0.217
18:00 - 19:00	0.113	0.101	0.214
19:00 - 20:00	0.07	0.061	0.131
20:00 - 21:00	0.07	0.037	0.107
Total Rates	1.164	1.233	2.397

4.6. Table 1 presents the trip rates for 1 residential dwelling, which indicates up to approximately 4 vehicle movements trips across the course of a typical day (07:00-19:00).

4.7. For comparison to the existing use a review of the TRICS database was undertaken for the proposed use. It was considered that 'Sheltered Accommodation' was the most comparable to the proposed children's care home due to the reduced need for driving by occupants. The TRICS database did not provided any comparable sites due to the parameters included (town centre, edge of town, Greater London.

4.8. It is assumed that the proposed development will generate a similar level of trips to the existing use. There will be a maximum of four staff members on-site ant any time and therefore the off-street car parking provision is acceptable to accommodate demand.

Pedestrian Access

4.9. The application site provides primary pedestrian access via the existing footway from Beechwood Avenue. It is proposed that pedestrians would access the site as existing and the pedestrian access is presented in Figure 2 and Appendix B.

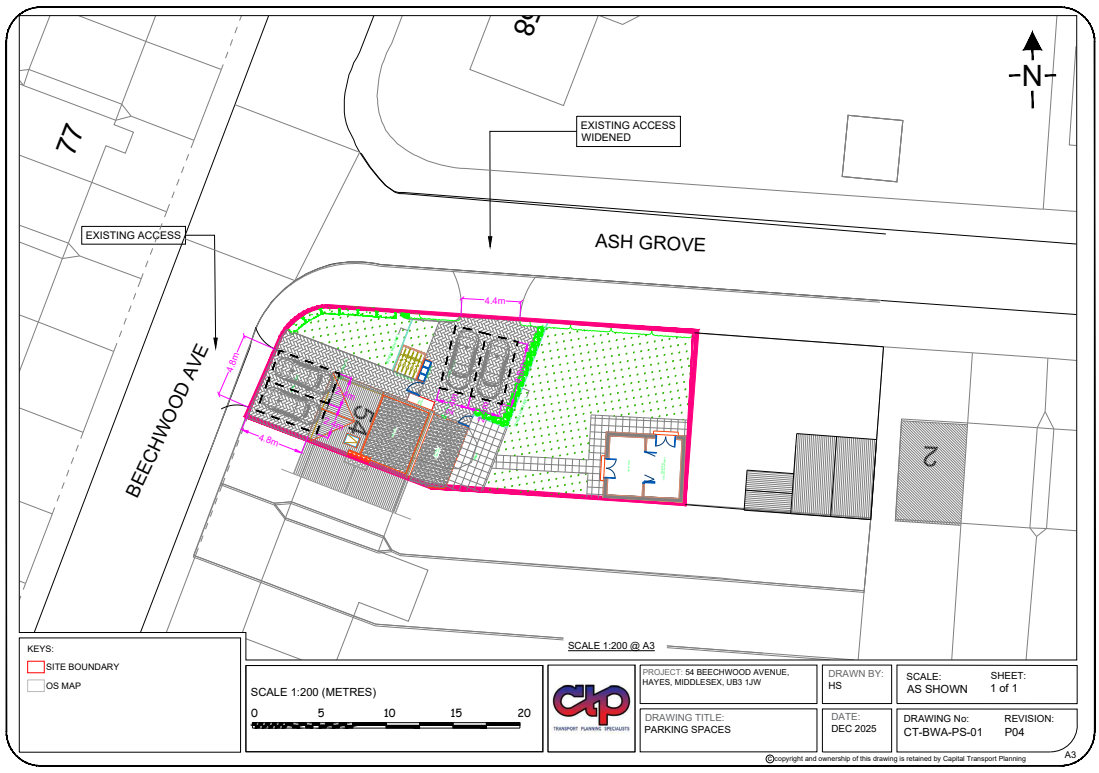


Figure 2. Car Parking Layout

Vehicular Access

4.10. The application site provides primary vehicular access via an existing vehicle crossover from Beechwood Avenue. The site also provides secondary vehicular access via an existing vehicle crossover from Ash Grove as presented in Figure 3.

Cycle Parking

4.11. The application site is required to provide 1 cycle parking spaces in accordance with the minimum cycle parking standards set out in the London Plan (2021) for sheltered/secure accommodation, which requires long-stay cycle parking space per 5 FTE staff and 1 short-stay space per 20 bedrooms.

4.12. It is proposed that any cycle parking takes place within a dedicated shed to the rear of the main building within the site, presented in Figure 2.

Car Parking

4.13. The application site achieves a PTAL score of 1b (Very Poor), using Transport for London's online WebCAT planning tool. The three existing off-street car parking spaces are to be retained with a further parking space proposed within the site accessed from Ash Grove.

4.14. Two car parking spaces are accessed from Beechwood Avenue and two car parking spaces accessed from Ash Grove. The proposed car parking layout is presented in Figure 2. To ensure safe access and egress of all proposed car parking spaces, swept-path analysis has been undertaken and is presented in Figure 3

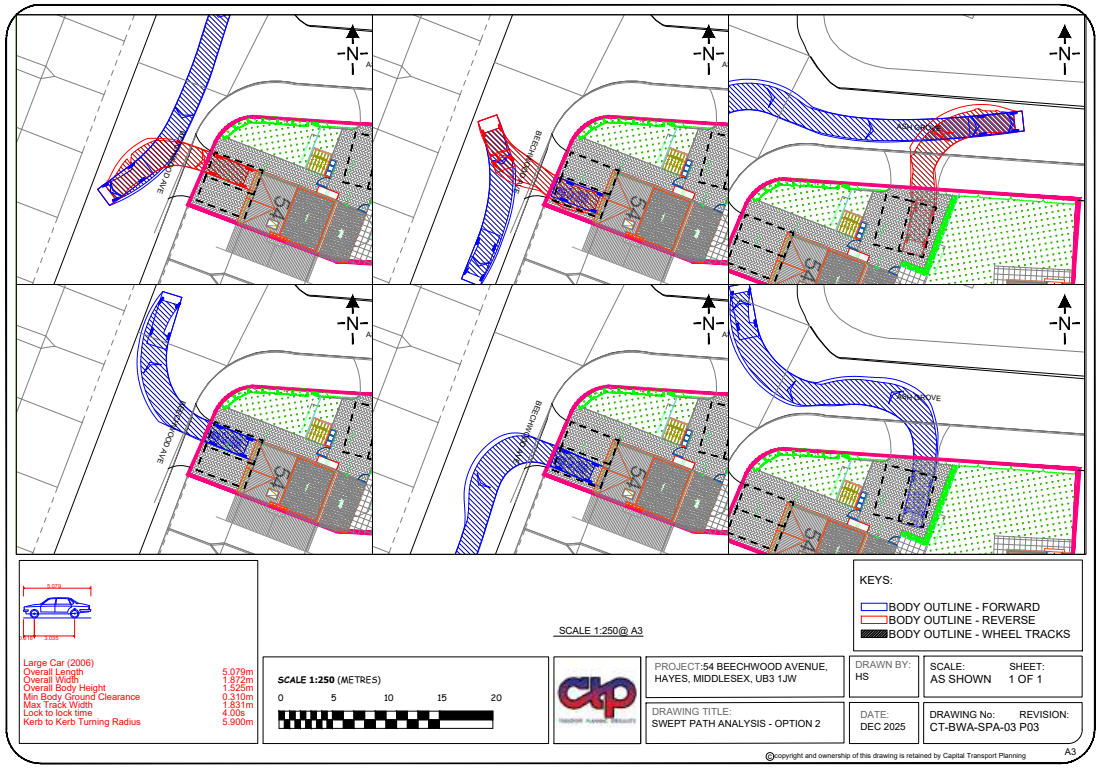


Figure 3. Swept-Path Analysis

Delivery and Servicing

4.15. Deliveries to future residents of the proposed development would take place from the public highway, in accordance with existing delivery practices on Beechwood Avenue. Delivery vehicles are expected to utilise Beechwood Avenue to park whilst undertaking deliveries.

4.16. It is proposed that regular servicing, such as refuse and recycling collection, would take place from Beechwood Avenue as is the existing practice.

Accident Data

4.17. A review of the road safety record of the neighbouring highway network has been undertaken. A copy of the Personal Injury Accident (PIA) records has been obtained from CRASHMAP for the five-year period between 31/12/2025 to 31/12/2025. Figure 4 presents the roads and junctions included within the study area.

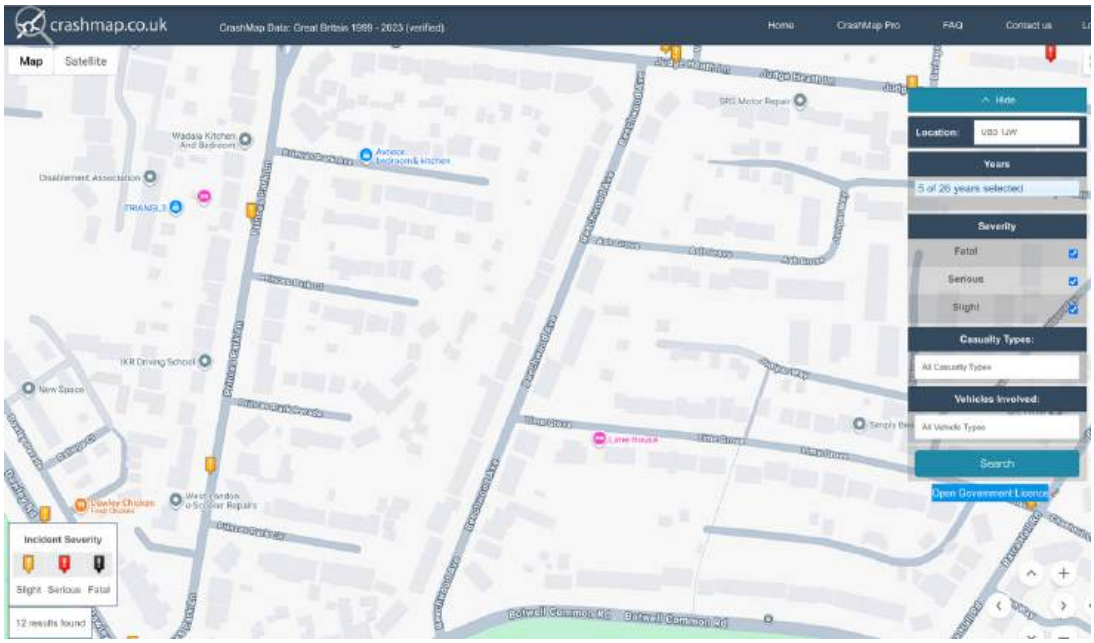


Figure 4. Accident Data Study Area

4.18. There were 12 accidents identified in the study area; however, no accidents occurred on Beechwood Avenue or Ash Grove In summary, having the available PIA data it is evident that there are no PIAs, within the latest five-year period, that relate to the existing site access. There is no evidence of PIAs occurring because of vehicles leaving the site onto Beechwood Avenue or Ash Grove. It is also apparent that the local highway network does not suffer from any significant defects that have resulted in an abnormally high PIA record that can be attributed to the standard of the adjoining highway. The above information indicates that the development proposals will not prejudice road safety within the neighbouring highway network.

5. Summary and Conclusions

5.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Sheikh Sohail (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 54 Beechwood Avenue in Hayes towards the south-east of the London Borough of Hillingdon.

5.2. The development proposals include the change of use of the existing residential dwelling (C3) to a children's care home (C2).

5.3. This Transport Statement has assessed matters relating to highways and transport, it is concluded that:

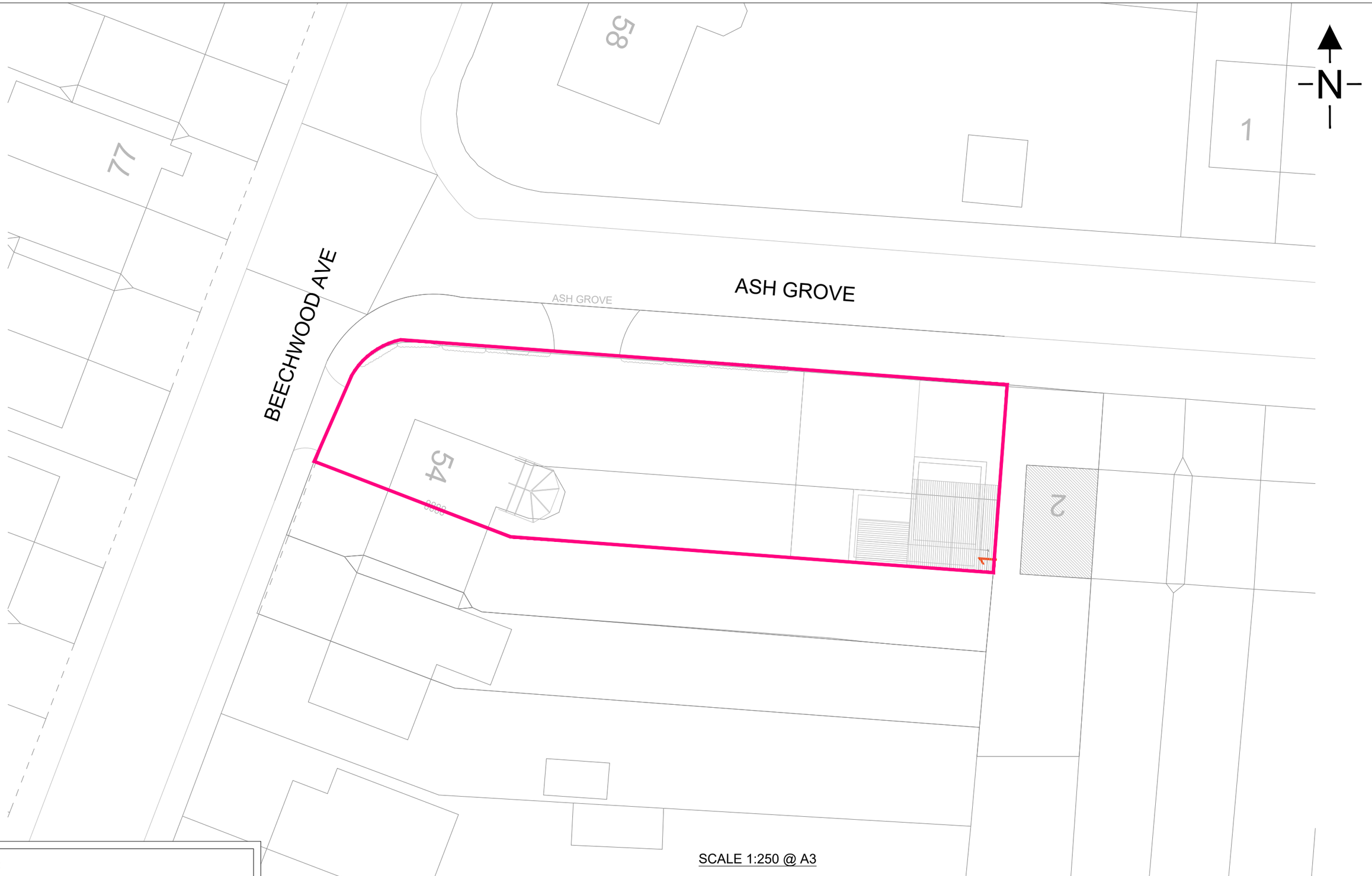
- The trip generation associated with the proposed C2 use of the site is comparable to that of the existing C3 use.
- The proposed number of cycle parking spaces is in accordance with the policy requirements set out in the London Plan (2021).
- The proposed level of off-street car parking provision is acceptable to support the proposed use of the site.
- All delivery and servicing related activities would take place from Beechwood Avenue and Ash Grove.
- Public transport accessibility from the site has sufficient alternative modes of travel within walking distance or bus ride. The site benefits from bus and rail services within the vicinity of the site.

5.4. It is considered that the combination of cycle parking and availability of alternative modes of travel such as the bus, provides sufficient evidence that the proposed development offers ample alternatives to single car use.

5.5. For the reasons stated above, it is believed that all previous transport related issue has been sufficiently satisfied and therefore planning permission for the proposed development should be granted.

6. Appendices

APPENDIX A – LOCATION PLAN



SCALE 1:250 @ A3

KEYS:

- SITE BOUNDARY
- OS MAP

SCALE 1:250 (METRES)

0 5 10 15 20

CTP TRANSPORT PLANNING SPECIALISTS

PROJECT: 54 BEECHWOOD AVENUE, HAYES, MIDDLESEX, UB3 1JW	DRAWN BY: HS	SCALE: AS SHOWN	SHEET: 1 of 1
DRAWING TITLE: LOCATION PLAN	DATE: DEC 2025	DRAWING No: CT-BWA-LP-00	REVISION: P01

A3

APPENDIX B – PROPOSED SITE PLANS

N

EXISTING ACCESS WIDENED

EXISTING ACCESS

ASH GROVE

BEECHWOOD AVE

77

87

2

54

4.4m

4.8m

2.4m

2.4m

2.4m

2.4m

4.8m

SCALE 1:200 @ A3

KEYS:

SITE BOUNDARY

OS MAP

SCALE 1:200 (METRES)

0 5 10 15 20

TRANSPORT PLANNING SPECIALISTS

PROJECT: 54 BEECHWOOD AVENUE, HAYES, MIDDLESEX, UB3 1JW

DRAWN BY: HS

SCALE: AS SHOWN

SHEET: 1 of 1

DRAWING TITLE: PARKING SPACES

DATE: DEC 2025

DRAWING No: CT-BWA-PS-01

REVISION: P04

A3

APPENDIX C – TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	BN	BARNET	1 day
02	**SOUTH EAST**		
	EX	ESSEX	1 day

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

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 1882 (units:DWELLS)
Range Selected by User:	6 to 1882 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	08/12/25 to 08/12/25

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

Selected survey days:

Monday	1 days
Tuesday	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 undertaking using machines

Selected Locations:

Edge of Town	1 days
Neighbourhood 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:

Residential Zone	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 Unknown	2 days

Secondary Filtering Selection:

Use Class:

C3	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:

2059 - 2771

Population within 1 mile:

10,001 to 15,000	1 surveys
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
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	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.

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	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

1	**BN-03-A-04**	**MIXED HOUSES & FLATS**	**BARNET**

SWEETS WAY
WHETSTONE
Neighbourhood Centre
Residential Zone
Site area: 4.650000095367432 hect
Survey date: Tuesday 21/09/2021 Survey Type: Unknown

2	**EX-03-A-02**	**DETACHED & SEMI-DETACHED**	**ESSEX**

MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Site area: 6.119999885559082 hect
Survey date: Monday 27/11/2017 Survey Type: Unknown

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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**	**164**	**0.046**	**0.125**	**0.171**
08:00-09:00	**2**	**164**	**0.159**	**0.229**	**0.388**
09:00-10:00	**2**	**164**	**0.101**	**0.091**	**0.192**
10:00-11:00	**2**	**164**	**0.079**	**0.104**	**0.183**
11:00-12:00	**2**	**164**	**0.073**	**0.076**	**0.149**
12:00-13:00	**2**	**164**	**0.116**	**0.101**	**0.217**
13:00-14:00	**2**	**164**	**0.095**	**0.095**	**0.190**
14:00-15:00	**2**	**164**	**0.095**	**0.088**	**0.183**
15:00-16:00	**2**	**164**	**0.146**	**0.134**	**0.280**
16:00-17:00	**2**	**164**	**0.131**	**0.122**	**0.253**
17:00-18:00	**2**	**164**	**0.149**	**0.131**	**0.280**
18:00-19:00	**2**	**164**	**0.137**	**0.122**	**0.259**
19:00-20:00	**2**	**164**	**0.082**	**0.079**	**0.161**
20:00-21:00	**2**	**164**	**0.085**	**0.052**	**0.137**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.494**	**1.549**	**3.043**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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**	**164**	**0.003**	**0.027**	**0.030**
08:00-09:00	**2**	**164**	**0.021**	**0.034**	**0.055**
09:00-10:00	**2**	**164**	**0.003**	**0.003**	**0.006**
10:00-11:00	**2**	**164**	**0.000**	**0.006**	**0.006**
11:00-12:00	**2**	**164**	**0.003**	**0.000**	**0.003**
12:00-13:00	**2**	**164**	**0.003**	**0.012**	**0.015**
13:00-14:00	**2**	**164**	**0.003**	**0.006**	**0.009**
14:00-15:00	**2**	**164**	**0.000**	**0.006**	**0.006**
15:00-16:00	**2**	**164**	**0.012**	**0.003**	**0.015**
16:00-17:00	**2**	**164**	**0.018**	**0.003**	**0.021**
17:00-18:00	**2**	**164**	**0.009**	**0.003**	**0.012**
18:00-19:00	**2**	**164**	**0.030**	**0.012**	**0.042**
19:00-20:00	**2**	**164**	**0.009**	**0.000**	**0.009**
20:00-21:00	**2**	**164**	**0.009**	**0.003**	**0.012**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.123**	**0.118**	**0.241**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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**	**164**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**164**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**164**	**0.003**	**0.003**	**0.006**
10:00-11:00	**2**	**164**	**0.003**	**0.000**	**0.003**
11:00-12:00	**2**	**164**	**0.000**	**0.003**	**0.003**
12:00-13:00	**2**	**164**	**0.003**	**0.003**	**0.006**
13:00-14:00	**2**	**164**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**164**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**164**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**164**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**164**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**164**	**0.000**	**0.000**	**0.000**
19:00-20:00	**2**	**164**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**164**	**0.000**	**0.000**	**0.000**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.009**	**0.009**	**0.018**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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**	**164**	**0.012**	**0.012**	**0.024**
08:00-09:00	**2**	**164**	**0.018**	**0.012**	**0.030**
09:00-10:00	**2**	**164**	**0.012**	**0.012**	**0.024**
10:00-11:00	**2**	**164**	**0.006**	**0.009**	**0.015**
11:00-12:00	**2**	**164**	**0.003**	**0.003**	**0.006**
12:00-13:00	**2**	**164**	**0.009**	**0.003**	**0.012**
13:00-14:00	**2**	**164**	**0.006**	**0.006**	**0.012**
14:00-15:00	**2**	**164**	**0.006**	**0.009**	**0.015**
15:00-16:00	**2**	**164**	**0.000**	**0.003**	**0.003**
16:00-17:00	**2**	**164**	**0.009**	**0.012**	**0.021**
17:00-18:00	**2**	**164**	**0.009**	**0.009**	**0.018**
18:00-19:00	**2**	**164**	**0.006**	**0.006**	**0.012**
19:00-20:00	**2**	**164**	**0.009**	**0.012**	**0.021**
20:00-21:00	**2**	**164**	**0.006**	**0.003**	**0.009**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.111**	**0.111**	**0.222**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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**	**164**	**0.024**	**0.104**	**0.128**
08:00-09:00	**2**	**164**	**0.128**	**0.201**	**0.329**
09:00-10:00	**2**	**164**	**0.070**	**0.067**	**0.137**
10:00-11:00	**2**	**164**	**0.058**	**0.082**	**0.140**
11:00-12:00	**2**	**164**	**0.052**	**0.058**	**0.110**
12:00-13:00	**2**	**164**	**0.079**	**0.079**	**0.158**
13:00-14:00	**2**	**164**	**0.064**	**0.067**	**0.131**
14:00-15:00	**2**	**164**	**0.079**	**0.067**	**0.146**
15:00-16:00	**2**	**164**	**0.131**	**0.116**	**0.247**
16:00-17:00	**2**	**164**	**0.107**	**0.095**	**0.202**
17:00-18:00	**2**	**164**	**0.119**	**0.098**	**0.217**
18:00-19:00	**2**	**164**	**0.113**	**0.101**	**0.214**
19:00-20:00	**2**	**164**	**0.070**	**0.061**	**0.131**
20:00-21:00	**2**	**164**	**0.070**	**0.037**	**0.107**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.164**	**1.233**	**2.397**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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**	**164**	**0.009**	**0.006**	**0.015**
08:00-09:00	**2**	**164**	**0.009**	**0.012**	**0.021**
09:00-10:00	**2**	**164**	**0.009**	**0.009**	**0.018**
10:00-11:00	**2**	**164**	**0.012**	**0.012**	**0.024**
11:00-12:00	**2**	**164**	**0.018**	**0.012**	**0.030**
12:00-13:00	**2**	**164**	**0.021**	**0.009**	**0.030**
13:00-14:00	**2**	**164**	**0.018**	**0.018**	**0.036**
14:00-15:00	**2**	**164**	**0.009**	**0.012**	**0.021**
15:00-16:00	**2**	**164**	**0.012**	**0.015**	**0.027**
16:00-17:00	**2**	**164**	**0.012**	**0.012**	**0.024**
17:00-18:00	**2**	**164**	**0.018**	**0.021**	**0.039**
18:00-19:00	**2**	**164**	**0.012**	**0.009**	**0.021**
19:00-20:00	**2**	**164**	**0.000**	**0.000**	**0.000**
20:00-21:00	**2**	**164**	**0.006**	**0.009**	**0.015**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.165**	**0.156**	**0.321**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	164	0.000	0.003	0.003
08:00-09:00	2	164	0.003	0.003	0.006
09:00-10:00	2	164	0.006	0.000	0.006
10:00-11:00	2	164	0.000	0.000	0.000
11:00-12:00	2	164	0.000	0.000	0.000
12:00-13:00	2	164	0.003	0.006	0.009
13:00-14:00	2	164	0.006	0.003	0.009
14:00-15:00	2	164	0.000	0.000	0.000
15:00-16:00	2	164	0.003	0.000	0.003
16:00-17:00	2	164	0.003	0.003	0.006
17:00-18:00	2	164	0.003	0.003	0.006
18:00-19:00	2	164	0.006	0.006	0.012
19:00-20:00	2	164	0.003	0.006	0.009
20:00-21:00	2	164	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.036	0.075

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

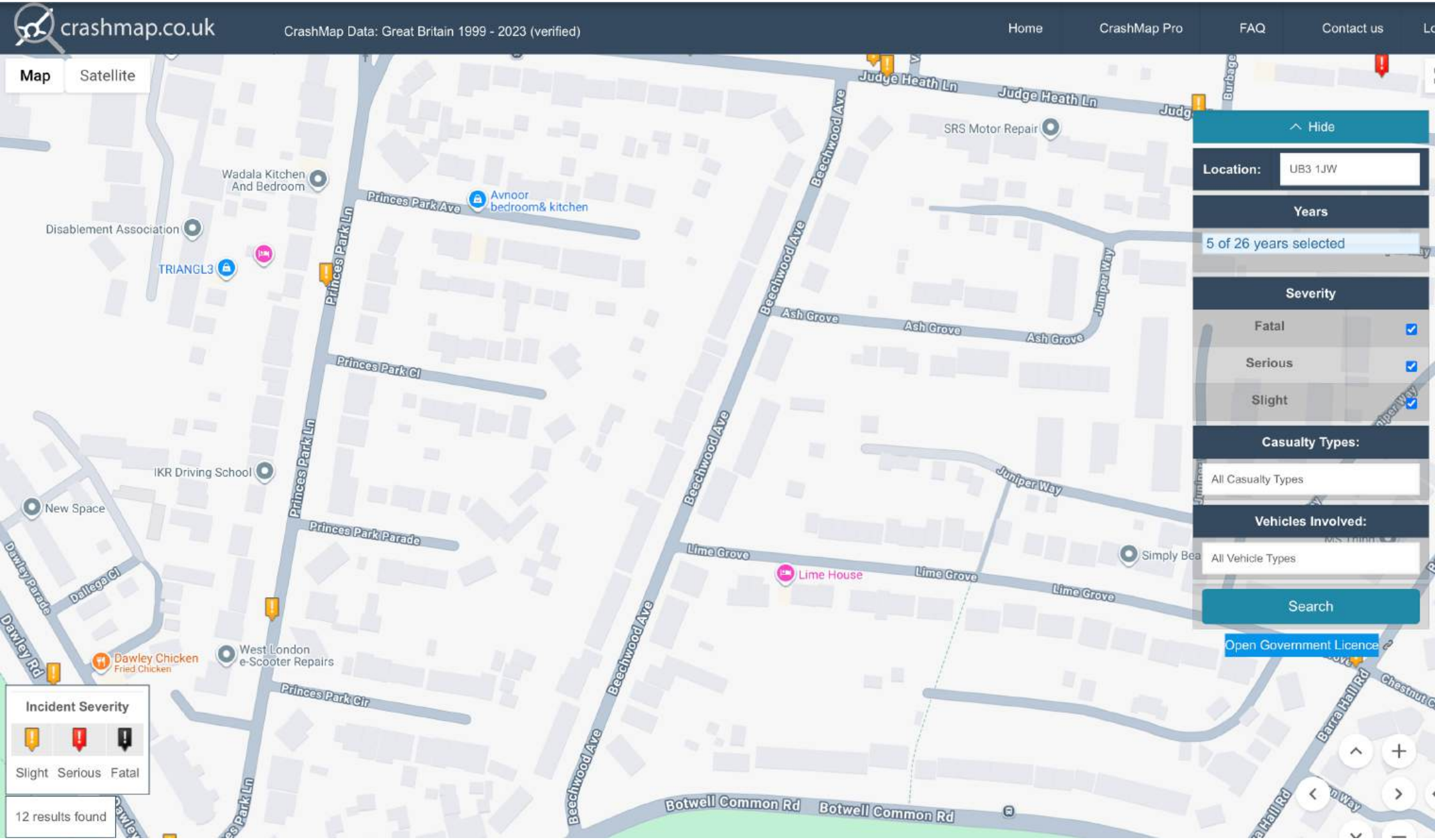
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter Summary:

Trip rate parameter range selected:	6 - 1882 (units: DWELLS)
Survey date date range:	27/11/2017 - 21/09/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

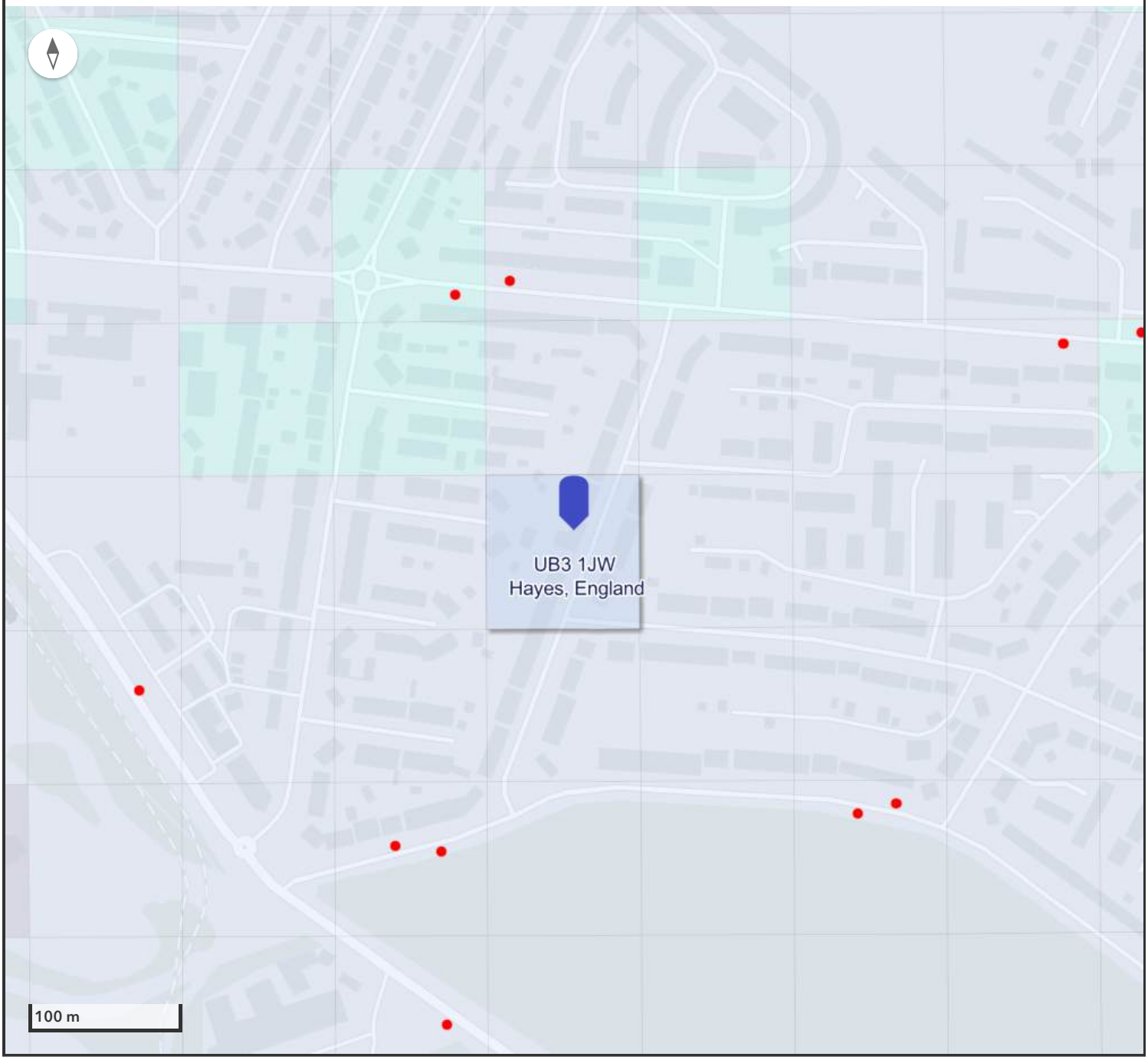
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

APPENDIX D – CRASHMAP STUDY AREA


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2023 (verified)
Home
CrashMap Pro
FAQ
Contact us
Map
Satellite
Hide
Location:
UB3 1JW
Years
5 of 26 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Incident Severity
Slight
Serious
Fatal
12 results found
Judge Heath Ln
Beechwood Ave
Princes Park Ave
Princes Park Ln
Princes Park Cl
Princes Park Parade
Princes Park Cir
Ash Grove
Juniper Way
Lime Grove
Botwell Common Rd
Dawley Rd
Dawley Parade
Dallega Cl
Barra Hall Rd
Chestnut Cl
SRS Motor Repair
Wadala Kitchen And Bedroom
Avnoor bedroom& kitchen
Disablement Association
TRIANGL3
IKR Driving School
New Space
Lime House
Simply Bea
Dawley Chicken
Fried Chicken
West London e-Scooter Repairs

APPENDIX E – PTAL RATING

PTAL Report



Esri Community Maps Contributors, Esri UK, Esri, TomTom, Garmin, GeoTechnologies, Inc, METI/NASA, USGS

TfL Stations

Underground Stations

National Rail Stations

Bus Stops

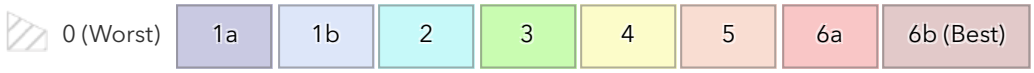
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



PTAL 2023 Score

1b

Grid ID: 82097

Coordinates: 508745,180852 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

▼

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Princes Park Lane	U4	7.00	312.82

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Beechwood Avenue	350	3.00	219.81

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Dawley Parade	A10	3.00	535.37