

Haydon House  
296 Joel Street, Pinner

## TRANSPORT STATEMENT

For Change of Use from Office to Residential  
On behalf of Hyde Park Construction Ltd

6538/TS01

June 2022

## DOCUMENT CONTROL

**Project:** Haydon House  
For Change of Use from Office to Residential

**Project Location:** 296 Joel Street, Pinner

**Report Type:** Transport Statement

**Client:** Hyde Park Construction Ltd

**Reference:** 6538/TS01

## Document Checking

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## **1 INTRODUCTION**

### **1.1 Background**

- 1.1.1 RGP is instructed by Hyde Park Construction Ltd to provide transport planning and highway advice with regards to proposals at Haydon House, 296 Joel Street, Pinner. The site is located within the London Borough of Hillingdon.
- 1.1.2 The proposals are for a change of use from office to residential via permitted development rights.
- 1.1.3 The existing office building has a gross internal floorspace of approximately 400sqm and contains in the order of 9 car parking spaces, which are accessed via a single vehicle crossover on Joel Street.
- 1.1.4 The proposed residential use of the site would contain up to 6 flatted dwellings, which would benefit from a total of 9 car parking spaces (a ratio of 1.5 spaces per dwelling). Access to the site would continue to be provided from Joel Street via the existing vehicle crossover. The proposed flats would comprise 2 x studio, 2 x 1-bedroom and 2 x 2-bedroom units.
- 1.1.5 The proposals fall under Permitted Development rights, where prior approval is required to demonstrate there would be no detrimental transport impacts, particularly with regards to safe site access. This Transport Statement demonstrates the proposed residential use of the site would have no negative transport or highway safety implications.

### **1.2 Report Structure**

- 1.2.1 The remainder of this Transport Statement comprises the following key sections:
  - (i) Section 2: Site Context
  - (ii) Section 3: Trip Generation Impact
  - (iii) Section 4: Parking
  - (iv) Section 5: Site Access and Servicing
  - (v) Section 6: Summary and Conclusions



## 2 SITE LOCATION

### 2.1 Locational Context

- 2.1.1 The site is located on the western side of Joel Street, approximately 150m north-west of its junction with High Road Eastcote.
- 2.1.2 Joel Street is a single carriageway road which provides a single lane of traffic in either direction.
- 2.1.3 There are a range of amenities and destinations within close proximity of the site, including leisure facilities, retail uses and public transport facilities. These therefore provide further residents with the ability to meet many of their day-to-day needs within the local area.

### 2.2 Accessibility Credentials

- 2.2.1 There are good quality footways along both sides of Joel Street, which are wide and well-lit. Dropped kerbs are also available at all junctions, enabling ease of crossing.
- 2.2.2 The closest bus stop to the site is within 100m on the eastern side of Joel Street. This bus stop comprises a bus shelter, seating and timetable information. This stop is served by the 282 bus route.
- 2.2.3 Northwood Hills underground station is located approximately 1.5km to the north of the site and Eastcote underground station is located approximately 1.5km to the south. Both stations form part of the Metropolitan line, whilst Eastcote also provides access to the Piccadilly line.
- 2.2.4 The site is within a PTAL 1b location as identified within the TRICS output contained in Figure 1, below. The full output is attached hereto at APPENDIX 1.

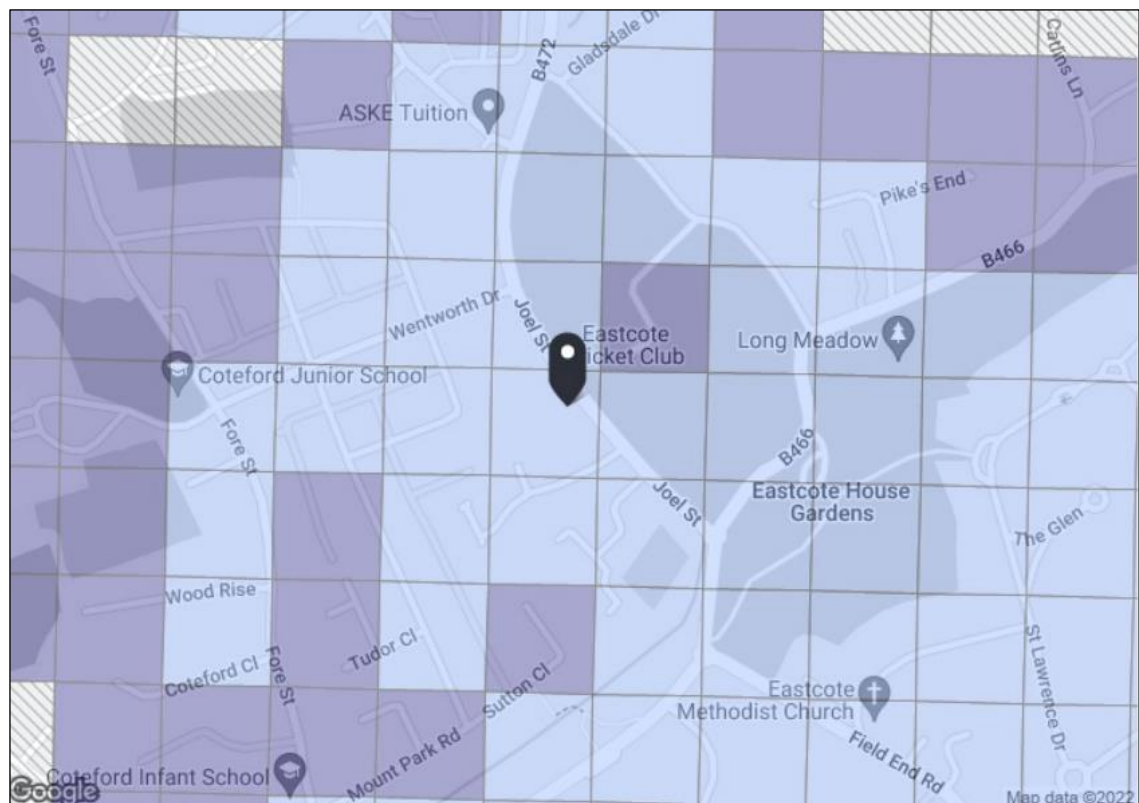


Figure 1 - PTAL Output

### 3 TRIP GENERATION COMPARISON

#### 3.1 Existing Trip Generation

- 3.1.1 The TRICS database is the industry standard tool used to establish trip rates and trip generation for a range of use classes across the UK.
- 3.1.2 The site has historically operated as office space and therefore the TRICS database has been used to establish the potential trip generation associated with this use.
- 3.1.3 A TRICS assessment has been carried out, considering comparably located office developments within outer London and the full TRICS outputs are attached hereto at APPENDIX 2 . This considers weekday surveys of office sites in similar PTAL locations (PTAL 1) undertaken since January 2011.
- 3.1.4 A summary of the peak hour (08:00-09:00 and 17:00-18:00) and total daily trip generation is detailed below within Table 1, factored to the total floorspace of the site (c. 400sqm).

**Table 1 - Existing Vehicle Trip Generation**

Existing Vehicle Trip Generation (c. 400sqm Office)			
Period	Arrivals	Departures	Two-Way
AM Peak	3	0	3
PM Peak	0	3	3
Daily	12	12	24

- 3.1.5 As detailed above, the existing office use of the site is likely to generate a total of 24 two-way vehicle movements over the course of a typical weekday. This would include 6 two-way vehicle movements during the combined peak hours.

#### 3.2 Proposed Trip Generation

- 3.2.1 A TRICS assessment has been carried out for the proposed 6-unit flatted development and the full outputs are attached hereto at APPENDIX 3 . In summary, this considers flatted developments in London, in similar PTAL locations and with an element of on-site parking. This was based on surveys taken from 2011 onwards and the average flat size is approximately 2-bedrooms per unit.
- 3.2.2 A summary of the peak hour (08:00-09:00 and 17:00-18:00) and total daily trip generation for the proposed 6-dwelling flatted development is detailed below within Table 2 - Proposed Vehicular Trip Generation.

**Table 2 - Proposed Vehicular Trip Generation**

Proposed Vehicle Trip Generation (6 Flatted Dwellings)			
Period	Arrivals	Departures	Two-Way
AM Peak	1	1	2
PM Peak	1	0	1
Daily	8	8	16

- 3.2.3 As detailed above, the proposed residential development is anticipated to generate a maximum of 16 two-way movements over the course of a typical weekday. This would comprise a total of 3 two-way vehicle movements during the combined peak hours.

### 3.3 Net Impact

3.3.1 Table 3, below, summarises the net trip generation impact of the proposals compared with the existing site use.

**Table 3 - Vehicular Trip Generation - Net Impact**

Vehicle Trip Generation – Net Impact			
Period	Arrivals	Departures	Two-Way
AM Peak	-2	+1	-1
PM Peak	+1	-3	-2
Daily	-4	-4	-8

3.3.2 As detailed above, the proposals would result in a reduction in trip to and from the site, including a reduction in peak hour traffic.

3.3.3 As a result, the proposed site use would have a reduced impact on the surrounding highway network.



## 4 PARKING

### 4.1 Car Parking

- 4.1.1 The site currently has approximately 9 car parking spaces and these would not be subject to alteration as part of the prior approval process.
- 4.1.2 The relevant parking standards for residential development are contained in the London Plan (March 2021). For sites within outer London Plan, in PTAL 1 locations, the following standards apply.

Location	Number of beds	Maximum parking provision*
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

**Figure 2 - London Plan Cycle Parking Standards**

- 4.1.3 As detailed above, if the site were a new development, it would be expected to provide 1.5 parking spaces per dwelling (i.e. a total of 9 spaces across the site). Whilst these standards do not necessarily need to be met for a prior approval application, it is clear the existing level of parking would accommodate all car parking requirements associated with the proposed residential use of the site.
- 4.1.4 As a result, there would be no displaced car parking and no impact on surrounding residential car parking availability.
- 4.1.5 The on-site parking provision includes a dedicated disabled parking bay close to the main entrance.

### 4.2 Cycle Parking

- 4.2.1 Table 10.2 of the London Plan confirms that residential dwellings containing 2 or more bedrooms should provide the following minimum cycle parking provision:
- (i) Long-stay: 2 spaces per dwelling
  - (ii) Short-stay: 2 spaces (for development between 5 and 40 dwellings)
- 4.2.2 Based on the above, there would be a requirement for 12 long-stay cycle parking spaces in total. Whilst the proposals should not be assessed against these planning policies, since they are permitted development, the site plan demonstrate this level of cycle parking would be contained within the site.
- 4.2.3 Additionally, a single Sheffield cycle stand would be provided on-site to cater for any potential short-stay cycle parking demand.

## **5 ACCESS AND SERVICING**

### **5.1 Site Access**

- 5.1.1 As detailed within Section 3 of this Transport Statement, the proposed residential use of the site would generate a reduced level of vehicular activity at the site access. As a result, there would be an improvement in highway safety terms.

### **5.2 Servicing Activity**

- 5.2.1 The existing office is likely to require some regular deliveries of office supplies, postal and courier deliveries and collections of waste and recycling.
- 5.2.2 The proposed residential use would require a similar level of delivery activity, albeit these would comprise almost exclusively of online, courier and postal type deliveries. These would be undertaken as part of existing delivery routes along Joel Street and surrounding roads. Therefore, these would not typically represent 'new' vehicle movements but would form part of existing delivery routes to the surrounding residential areas.

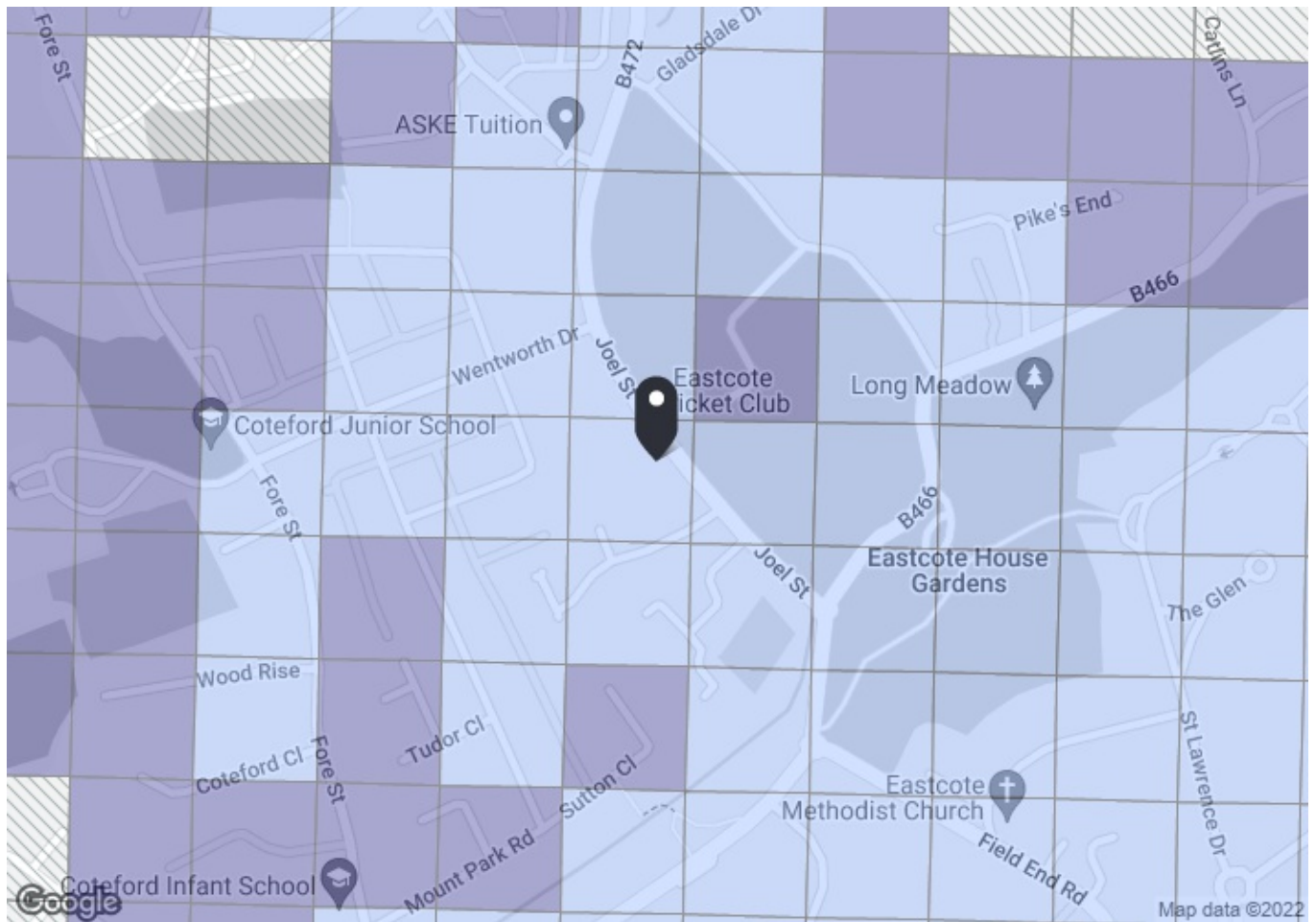
### **5.3 Waste Storage & Collection**

- 5.3.1 The proposals include the retention of the existing enclosed bin store, which would benefit from convenient access through the car park to the kerbside and hence bins could be transferred with ease during collections. The bin store is generously sized and enables at least 8 x 240 litre bins to be stored which is considered ample given the number and size of the properties.
- 5.3.2 The proposed residential use of the site would be served by an existing weekly Council-operated collection on Joel Street.

## **6 SUMMARY AND CONCLUSIONS**

- 6.1.1 This Transport Statement considers the transport planning implications associated with permitted development proposals at Haydon House, 296 Joel Street, Pinner, which would result in a change of use to provide 6 residential apartments. In summary, the following key conclusions are made:
- (i) There would be a reduced trip generation impact, including a reduction in vehicular activity compared to the existing site use.
  - (ii) All potential parking demand would be accommodated on-site with no displaced parking onto the surrounding local highway.
  - (iii) The existing site access arrangements would be retained and there would be an overall betterment in the operation of this access given the reduction in traffic at this location.
  - (iv) Suitable provision would be available for all waste and recycling demands within the site.
- 6.1.2 Overall, it is demonstrated there are no transport or highway related reasons to prevent the prior approval application from being approved.

## APPENDIX 1 PTAL OUTPUT



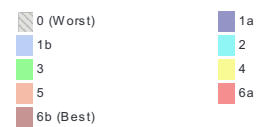
### PTAL output for Base Year 1b

288 Joel St, Pinner HA5 2PY, UK  
Easting: 510467, Northing: 188857


Grid Cell: 125047

Report generated: 19/04/2022

### Map key - PTAL



### Map layers

 PTAL (cell size: 100m)

### Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	JOEL STREET THE WOODMAN	282	203.72	5	2.55	8	10.55	2.84	1	2.84
Bus	EASTCOTE VILLAGE HIGH RD	H13	411.97	3	5.15	12	17.15	1.75	0.5	0.87
Total Grid Cell AI:										3.72



## **APPENDIX 2 TRICS OUTPUTS – OFFICE USE**

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-220601-0625

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : A - OFFICE  
TOTAL VEHICLES

##### Selected regions and areas:

01 GREATER LONDON  
HO HOUNSLOW 1 days

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

#### Primary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 114000 to 114000 (units: sqm)  
Range Selected by User: 408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

##### Public Transport Provision:

Selection by: Include all surveys

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

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

##### Selected survey days:

Wednesday 1 days

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

##### Selected survey types:

Manual count 1 days  
Directional ATC Count 0 days

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

##### Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

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

##### Selected Location Sub Categories:

No Sub Category 1

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

#### Secondary Filtering selection:

##### Use Class:

Not Known 1 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

##### Filter by Site Operations Breakdown:

All Surveys Included

##### Population within 500m Range:

All Surveys Included

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More

1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.6 to 1.0

1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*Travel Plan:

Yes

1 days

*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:

1b Very poor

1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	HO-02-A-01 SYON LANE ISLEWORTH	SKY HEADQUARTERS	HOUNSLOW
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Suburban Area (PPS6 Out of Centre)

No Sub Category

Total Gross floor area: 120000 sqm

Survey date: WEDNESDAY

05/07/17

Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 400 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30	1	114000	0.145	0.579	1	114000	0.020	0.081	1	114000	0.165	0.660
06:30 - 07:00	1	114000	0.216	0.863	1	114000	0.035	0.140	1	114000	0.251	1.003
07:00 - 07:30	1	114000	0.210	0.839	1	114000	0.039	0.154	1	114000	0.249	0.993
07:30 - 08:00	1	114000	0.304	1.214	1	114000	0.033	0.133	1	114000	0.337	1.347
08:00 - 08:30	1	114000	0.303	1.211	1	114000	0.039	0.154	1	114000	0.342	1.365
08:30 - 09:00	1	114000	0.356	1.425	1	114000	0.059	0.235	1	114000	0.415	1.660
09:00 - 09:30	1	114000	0.293	1.172	1	114000	0.060	0.239	1	114000	0.353	1.411
09:30 - 10:00	1	114000	0.238	0.951	1	114000	0.051	0.204	1	114000	0.289	1.155
10:00 - 10:30	1	114000	0.108	0.432	1	114000	0.049	0.196	1	114000	0.157	0.628
10:30 - 11:00	1	114000	0.066	0.263	1	114000	0.040	0.161	1	114000	0.106	0.424
11:00 - 11:30	1	114000	0.044	0.175	1	114000	0.025	0.102	1	114000	0.069	0.277
11:30 - 12:00	1	114000	0.063	0.253	1	114000	0.039	0.154	1	114000	0.102	0.407
12:00 - 12:30	1	114000	0.064	0.256	1	114000	0.065	0.260	1	114000	0.129	0.516
12:30 - 13:00	1	114000	0.056	0.225	1	114000	0.039	0.158	1	114000	0.095	0.383
13:00 - 13:30	1	114000	0.040	0.161	1	114000	0.049	0.196	1	114000	0.089	0.357
13:30 - 14:00	1	114000	0.046	0.182	1	114000	0.065	0.260	1	114000	0.111	0.442
14:00 - 14:30	1	114000	0.038	0.151	1	114000	0.053	0.211	1	114000	0.091	0.362
14:30 - 15:00	1	114000	0.045	0.179	1	114000	0.054	0.214	1	114000	0.099	0.393
15:00 - 15:30	1	114000	0.025	0.102	1	114000	0.086	0.344	1	114000	0.111	0.446
15:30 - 16:00	1	114000	0.041	0.165	1	114000	0.107	0.428	1	114000	0.148	0.593
16:00 - 16:30	1	114000	0.038	0.151	1	114000	0.232	0.926	1	114000	0.270	1.077
16:30 - 17:00	1	114000	0.041	0.165	1	114000	0.236	0.944	1	114000	0.277	1.109
17:00 - 17:30	1	114000	0.042	0.168	1	114000	0.342	1.368	1	114000	0.384	1.536
17:30 - 18:00	1	114000	0.040	0.161	1	114000	0.378	1.512	1	114000	0.418	1.673
18:00 - 18:30	1	114000	0.033	0.133	1	114000	0.232	0.930	1	114000	0.265	1.063
18:30 - 19:00	1	114000	0.042	0.168	1	114000	0.173	0.691	1	114000	0.215	0.859
19:00 - 19:30	1	114000	0.028	0.112	1	114000	0.123	0.491	1	114000	0.151	0.603
19:30 - 20:00	1	114000	0.021	0.084	1	114000	0.116	0.463	1	114000	0.137	0.547
20:00 - 20:30	1	114000	0.022	0.088	1	114000	0.061	0.246	1	114000	0.083	0.334
20:30 - 21:00	1	114000	0.016	0.063	1	114000	0.032	0.130	1	114000	0.048	0.193
21:00 - 21:30	1	114000	0.032	0.130	1	114000	0.041	0.165	1	114000	0.073	0.295
21:30 - 22:00	1	114000	0.018	0.070	1	114000	0.034	0.137	1	114000	0.052	0.207
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			3.074	12.291			3.007	12.027			6.081	24.318

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

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

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#### Parameter summary

Trip rate parameter range selected:	114000 - 114000 (units: sqm)
Survey date date range:	01/01/11 - 11/11/21
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.*



### **APPENDIX 3 TRICS OUTPUTS – RESIDENTIAL USE**

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-220601-0616

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : C - FLATS PRIVATELY OWNED  
 TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
EN	ENFIELD	1 days
RD	RICHMOND	1 days
WF	WALTHAM FOREST	1 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 27 to 170 (units: )  
 Range Selected by User: 6 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 30/06/21

*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:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

*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	3
------------------	---

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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:

Use Class:

C3 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 1 days

25,001 to 50,000 1 days

50,001 to 100,000 1 days

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

Population within 5 miles:

500,001 or More 3 days

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

Car ownership within 5 miles:

0.6 to 1.0 3 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes 1 days

No 2 days

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

PTAL Rating:

No PTAL Present 1 days

1a (Low) Very poor 2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	EN-03-C-03	BLOCKS OF FLATS	ENFIELD
	NORTH CIRCULAR ROAD		
	PALMERS GREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings: 27		
	Survey date: WEDNESDAY 08/11/17		
	Survey Type: MANUAL		
2	RD-03-C-05	BLOCKS OF FLATS	RICHMOND
	BESSANT DRIVE		
	KEW		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings: 170		
	Survey date: WEDNESDAY 30/06/21		
	Survey Type: MANUAL		
3	WF-03-C-06	BLOCKS OF FLATS	WALTHAM FOREST
	BELGRAVE ROAD		
	WANSTEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings: 44		
	Survey date: TUESDAY 25/05/21		
	Survey Type: MANUAL		

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 6 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	80	0.041	0.249	3	80	0.120	0.722	3	80	0.161	0.971
08:00 - 09:00	3	80	0.120	0.722	3	80	0.162	0.971	3	80	0.282	1.693
09:00 - 10:00	3	80	0.100	0.598	3	80	0.100	0.598	3	80	0.200	1.196
10:00 - 11:00	3	80	0.083	0.498	3	80	0.079	0.473	3	80	0.162	0.971
11:00 - 12:00	3	80	0.075	0.448	3	80	0.066	0.398	3	80	0.141	0.846
12:00 - 13:00	3	80	0.037	0.224	3	80	0.050	0.299	3	80	0.087	0.523
13:00 - 14:00	3	80	0.071	0.423	3	80	0.083	0.498	3	80	0.154	0.921
14:00 - 15:00	3	80	0.066	0.398	3	80	0.083	0.498	3	80	0.149	0.896
15:00 - 16:00	3	80	0.083	0.498	3	80	0.079	0.473	3	80	0.162	0.971
16:00 - 17:00	3	80	0.124	0.747	3	80	0.087	0.523	3	80	0.211	1.270
17:00 - 18:00	3	80	0.137	0.822	3	80	0.083	0.498	3	80	0.220	1.320
18:00 - 19:00	3	80	0.100	0.598	3	80	0.100	0.598	3	80	0.200	1.196
19:00 - 20:00	3	80	0.154	0.921	3	80	0.124	0.747	3	80	0.278	1.668
20:00 - 21:00	3	80	0.124	0.747	3	80	0.100	0.598	3	80	0.224	1.345
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.315	7.893			1.316	7.894			2.631	15.787

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

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

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#### Parameter summary

Trip rate parameter range selected: 27 - 170 (units: )  
Survey date range: 01/01/11 - 30/06/21  
Number of weekdays (Monday-Friday): 3  
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



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