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Delivery and Servicing Plan

Otterfield Road, Yiewsley, UB7 8PX

Prepared for Bugler Developments Ltd

By YES Engineering Group Limited

June 2026



Revision History

Revision N°	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	K Backhouse		June 2026
Reviewed by	J Willis		June 2026
Approved by	P Willis		June 2026
on behalf of	YES Engineering Group Ltd		

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1 Introduction

- 1.1.1 YES Engineering Group Ltd has been instructed by Bugler Developments Ltd to prepare a Delivery and Servicing Plan (DSP) to discharge planning condition 8 of planning permission (ref. 76795/APP/2023/2503) for the development of the Site at the former Yiewsley Swimming Pool, Otterfield Road, Yiewsley, UB7 8PX. The approved proposals comprise the erection of a 5-storey mixed-use building providing 45 residential apartments together with a public library and new community space at ground floor level, with associated access, parking, servicing and landscaping.
- 1.1.2 Planning condition 8 reads as follows: *“Prior to the occupation of the relevant phase of the development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This should be in accordance with Transport for London's Delivery and Servicing Plan Guidance. Thereafter the development shall be carried out and maintained in full accordance with the approved details.”*
- 1.1.3 A location plan is shown at **Figure 1.1** below, where it can be seen that the development Site is located to the west of Otterfield Road, immediately north of the Fairfield Road public car park and adjacent to the Yiewsley Recreation Ground to the west.

Figure 1.1 - Site Location



1.1.4 The Site lies within the administrative area of the London Borough of Hillingdon (LBH) and the Greater London Authority (GLA).

1.1.5 The overarching objective of this DSP is:

“To minimise the impacts of freight movements and facilitate sustainable freight travel to and from the Approved Development”.

1.1.6 To achieve the objective set out above, several sub-objectives have been established:

- Promoting smarter operations that reduce the need for freight travel overall or that reduce or eliminate trips, particularly those in peak periods
- Encouraging greater use of sustainable freight modes
- Encouraging use of greener vehicles
- Managing the ongoing development and delivery of the DSP to the site occupiers
- Communication of site servicing/delivery operational strategy to staff and suppliers
- Communication of the DSP and its constituent measures to the site occupiers
- Encouraging the most efficient use of freight vehicles and servicing delivery trips.

1.2 Approved Development

1.2.1 The approved development comprises the erection of a 5-storey mixed-use building providing 45 residential apartments (23 x 1-bed, 11 x 2-bed and 11 x 3-bed units) together with a public library and new community space at ground floor level. A total of 25 car parking spaces will be provided on-site (23 for residential use, including 5 disabled bays, and 2 disabled bays for the library), along with 88 long-stay cycle spaces and 10 short-stay cycle spaces. The architects' approved layout plan is attached as **Appendix A**.

Access

1.2.2 Vehicular and pedestrian access to the Site will be taken from the existing Fairfield Road car park access road, which forms the minor arm of a priority junction with Otterfield Road to the east.

Servicing

1.2.3 The London Borough of Hillingdon outlines its requirements for the storage and collection of waste in new developments through its adopted standards and the Council's waste and recycling guidance, supported by the relevant policies of the Hillingdon Local Plan Part 2 (2020) and the London Plan (2021).

1.2.4 As shown at **Appendix A**, dedicated and separate refuse and recycling stores are provided for each core of the development. These stores are located internally within the building, accessed externally for collection and positioned for convenient and safe collection.

1.2.5 Refuse and recycling for the residential units will be collected by the London Borough of Hillingdon's waste operatives. Collection will take place from within the Site, with the refuse vehicle entering and exiting in forward gear. Swept path analysis demonstrating that a Hillingdon refuse vehicle can manoeuvre within the Site and reach within 10m of the bin store is provided within the approved Transport Statement which accompanied the planning application (drawing ITB14706-GA-001E). At the request of LBH, revised swept paths have

also been undertaken as part of this DSP demonstrating that a 10.5m vehicle can enter, turn and exit on site as shown at **Figure 1.2** to the rear of this document.

- 1.2.6 Refuse and recycling for the library and community (commercial) use will be collected separately by a private waste contractor appointed by the operator, in accordance with the operator's statutory duty of care.
- 1.2.7 All deliveries and servicing for both the residential and library/community uses will take place from within the Site, using the Fairfield Road car park access road. There is no requirement for on-street loading on Otterfield Road or Fairfield Road, both of which are subject to parking and loading restrictions in the vicinity of the Site.

2 Policy

National Planning Policy Framework (NPPF)

- 2.1.1 The National Planning Policy Framework (NPPF) promotes sustainable transport and the efficient use of the highway network. It states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe. The NPPF further provides that developments generating significant amounts of movement should be supported by a Transport Statement or Assessment and a Travel Plan. The DSP supports these objectives by setting out measures to ensure that deliveries and servicing associated with the development are managed safely and efficiently, without giving rise to adverse highway or amenity impacts.

The London Plan (2021)

- 2.1.2 The London Plan places strong emphasis on managing freight, servicing and kerbside activity in accessible urban locations:
- **Policy T6 (Car Parking)** promotes reduced reliance on private vehicles in locations well served by public transport, with car-free development as the starting point and developments elsewhere designed as 'car-lite' to provide the minimum necessary parking. It requires adequate provision for disabled parking, electric vehicle charging infrastructure and efficient servicing and deliveries.
 - **Policy T7 (Deliveries, Servicing and Construction)** requires development proposals to demonstrate how deliveries and servicing will be undertaken safely and efficiently, including through the preparation of Delivery and Servicing Plans where appropriate. The policy seeks to reduce the number of freight trips, encourage consolidation, and minimise impacts on congestion, safety and amenity.
- 2.1.3 The DSP has been prepared in accordance with Policy T7, setting out practical measures to manage delivery timings, vehicle types, waste collection and on-site servicing activity, consistent with the Site's low-car, residential-led nature.

London Borough of Hillingdon Local Plan

- 2.1.4 The Hillingdon Local Plan Part 2 – Development Management Policies (2020) supports development that promotes sustainable transport choices and minimises adverse impacts on the borough's highway network. Policy DMT 1 (Managing Transport Impacts) requires development to adequately address delivery, servicing and drop-off requirements, while Policy DMT 2 (Highways Impacts) requires safe and suitable access for all users and the minimisation of impacts on local amenity and congestion. Policy DMT 6 (Vehicle Parking) requires development to comply with the Council's adopted parking standards.
- 2.1.5 In addition, the London Borough of Hillingdon places particular emphasis on the effective management of waste storage and collection. This DSP has been prepared to discharge condition 8 of planning permission ref. 76795/APP/2023/2503, which requires that, prior to occupation of the relevant phase, a Delivery and Servicing Plan be submitted to and approved in writing by the Local Planning Authority in accordance with Transport for London's Delivery and Servicing Plan Guidance. The condition is imposed to ensure appropriate servicing of the Site and to safeguard highway safety and the free flow of traffic, in accordance with Policies DMT 1 and DMT 2 of the Hillingdon Local Plan Part 2 (2020) and Policies T3 and T7 of the London Plan (2021).

3 Delivery and Servicing Strategy

3.1 Delivery and Servicing Strategy

- 3.1.1 All deliveries and servicing for both the residential and library/community uses will take place from within the Site, accessed via the Fairfield Road car park access road. Servicing and refuse vehicles will be able to enter and exit the Site in forward gear, and there is no requirement for on-street loading on Otterfield Road or Fairfield Road.

3.2 Delivery/Service Vehicle Number and Frequency

- 3.2.1 The development comprises 45 residential units together with a library and community space. The library/community facility is anticipated to operate as a small-scale local amenity serving residents and the surrounding community and is not expected to generate significant delivery or servicing activity.
- 3.2.2 Typical servicing requirements associated with the library/community space will be limited to occasional deliveries of books, equipment, consumables and maintenance materials, all of which are expected to occur infrequently and can be accommodated within the servicing arrangements proposed for the wider development. No regular commercial servicing activity, large-scale goods deliveries or intensive waste collection requirements are anticipated.
- 3.2.3 Given the very low level of servicing demand associated with the library/community use, its impact on servicing operations is considered negligible. Accordingly, the assessment of delivery and servicing activity presented within this DSP and **Tables 3.1 and 3.2** below has been based on the residential element of the development only, which represents the primary generator of servicing and delivery trips.
- 3.2.4 The TRICS database has been interrogated to obtain LGV and OGV servicing trip rates for the residential (Class C3) use with similar characteristics to the site and within a PTAL of 3. This information is attached at **Appendix B**. The servicing trip rates for the residential use are set out in **Table 3.1**.

Table 3.1 – Peak Hour and Daily Service Vehicle Trip Rates for Residential Uses

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Residential LGVs/dwelling	0.005	0.007	0.006	0.004	0.155
Residential OGVs/dwelling	0.001	0.000	0.000	0.000	0.025

- 3.2.5 The trip rates in **Table 3.1** have been applied to the 45 residential dwellings and the resultant service vehicle trips are set out in **Table 3.2**.

Table 3.2 – Peak Hour and Daily Service Vehicle Trips for Residential Uses (45 units)

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Residential LGVs (45 units)	0	0	0	0	7
Residential OGVs (45 units)	0	0	0	0	0

- 3.2.6 As shown in **Table 3.2**, the proposed development is predicted to generate a low number of servicing and delivery vehicle movements per day with 7 x 2-way movements which equates to just 3-4 vehicles per day. All of these movements are all anticipated to be undertaken by

light goods vehicles (LGVs) occurring outside of peak network times. Given the low level of servicing demand and the fact that all servicing takes place off-street from within the Site, the impact on the local highway network will be negligible.

4 Waste Management Strategy

4.1 Refuse Management Strategy

- 4.1.1 Refuse and recycling for the residential units will be collected by the London Borough of Hillingdon's waste operatives. Collection will take place from within the Site, with the refuse vehicle able to manoeuvre to within 10m of the bin store and enter and exit the Site in forward gear, as demonstrated by the swept path analysis contained within the approved Transport Statement (Drawing ITB14706-GA-001E), which formed part of the approved planning application.
- 4.1.2 The above access and manoeuvring arrangements have therefore already been assessed and accepted by the Local Planning Authority as part of the planning process. At the request of LB Hillingdon, additional swept path analysis has been undertaken for this Delivery and Servicing Plan using a larger 10.5m refuse vehicle. This supplementary assessment demonstrates that the larger vehicle can also enter, manoeuvre and exit the Site in forward gear, as shown in **Figure 1.2**. The revised assessment is provided to demonstrate the robustness of the approved access arrangements and does not represent a change to the access arrangements assessed as part of the approved planning application.
- 4.1.3 Refuse and recycling for the library and community (commercial) use will be collected separately by a private waste contractor appointed by the operator.

4.2 Refuse Storage Areas

- 4.2.1 The refuse storage areas will be provided in accordance with *the London Borough of Hillingdon's adopted waste and recycling storage standards and Policy DMHB 11 of the Hillingdon Local Plan Part 2 (2020)*.
- 4.2.2 Waste collection is not covered by business rates, and the library/community (commercial) operator will therefore be responsible for arranging a contract with the Council or a commercial waste contractor to suit its needs. Residential waste will be collected by the London Borough of Hillingdon.
- 4.2.3 The number of bins to be provided for both land uses will be in accordance with BS 5906:2005 "Waste management in buildings – Code of practice" and the London Borough of Hillingdon's adopted waste and recycling storage standards.
- 4.2.4 Separate bins will be provided for recyclable and nonrecyclable waste. At least one food waste recycling bin will also be provided.
- 4.2.5 The proposed site plan, **Appendix A**, shows the location of the bin storage areas for both the residential and library/community uses.
- 4.2.6 The library use at the site will generate very little waste and will therefore have a separate labelled bin within closest bin store to the library building. Waste will be collected from this store as shown in **Figure 1.2**.

4.3 Refuse Services

- 4.3.1 Residential refuse and recycling will be collected by the London Borough of Hillingdon's waste operatives. The operator of the library and community (commercial) use will be responsible

for making its own private arrangements for refuse and recycling collection services through an appointed commercial waste contractor.

5 Delivery and Servicing Plan Measures

5.1 Introduction

- 5.1.1 The approved development is expected to generate a low level of delivery and servicing activity associated with the 45 residential apartments and the ground floor library/community use. All deliveries, servicing and waste collection activities will be accommodated within the Site, thereby avoiding any requirement for vehicles to stop on the surrounding highway network.
- 5.1.2 The following measures will be implemented to ensure deliveries and servicing are undertaken safely, efficiently and with minimal impact on highway operation, local amenity and the environment.

5.2 Delivery Management

- 5.2.1 All delivery and servicing vehicles associated with the development will access the Site via the Fairfield Road car park access road and undertake loading and unloading activities within the Site boundary.
- 5.2.2 Residents will be encouraged to use delivery tracking services and nominated delivery time slots where available to reduce failed delivery attempts and unnecessary repeat trips.
- 5.2.3 Residents and occupiers of the library/community facility will be encouraged to consolidate orders where practicable to minimise the number of delivery vehicle movements associated with the development.

5.3 Servicing Operations

- 5.3.1 Servicing activities associated with the residential and library/community uses will be managed to ensure that vehicles enter and leave the Site in a safe and orderly manner.
- 5.3.2 Where practicable, routine maintenance visits, contractor attendance and non-urgent servicing activities will be scheduled outside the weekday highway peak periods of 08:00–09:00 and 17:00–18:00.
- 5.3.3 The Site Management Team and library/community operator will communicate servicing arrangements to suppliers and contractors to ensure that all servicing activity takes place within the approved on-site servicing area.
- 5.3.4 Suppliers and contractors will be encouraged to combine servicing visits where practical in order to minimise vehicle trips associated with the operation of the development.

5.4 Waste Collection

- 5.4.1 Refuse and recycling collections for the residential element of the development will be undertaken by the London Borough of Hillingdon from within the Site.
- 5.4.2 Waste collection vehicles will enter, manoeuvre and exit the Site in forward gear in accordance with the approved swept path analysis and collection strategy.
- 5.4.3 The operator of the library/community use will be responsible for arranging private refuse and recycling collections through an appointed waste contractor.

- 5.4.4 Separate waste streams will be maintained for recyclable and non-recyclable materials, with food waste recycling facilities provided in accordance with the Council's adopted standards.

5.5 Monitoring and Review

- 5.5.1 Responsibility for implementing and maintaining this DSP will rest with the Site Management Team and, where relevant, the operator of the library/community facility.
- 5.5.2 The DSP will be reviewed periodically should there be any significant changes to the operation of the development, servicing arrangements, waste collection requirements or occupier needs.
- 5.5.3 Any future changes to delivery or servicing arrangements will continue to prioritise on-site servicing and minimise impacts on the surrounding highway network.

5.6 Mitigation Measures

- 5.6.1 In the event of any problems arising with procedures contained within the Delivery and Servicing Plan, the approved servicing plan will be modified in agreement with the London Borough of Hillingdon.

6 Conclusions

- 6.1.1 This Delivery and Servicing Plan has been prepared to discharge Condition 8 of planning permission ref. 76795/APP/2023/2503 and has been prepared in accordance with Transport for London's Delivery and Servicing Plan Guidance.
- 6.1.2 The approved development comprises 45 residential apartments together with a public library and community space. The development is forecast to generate a low level of delivery and servicing activity, with servicing demand associated primarily with the residential element of the scheme.
- 6.1.3 All deliveries, servicing activities and waste collections will be undertaken from within the Site via the Fairfield Road car park access road. The approved layout allows servicing and refuse vehicles to enter, manoeuvre and exit the Site in forward gear, eliminating any requirement for on-street loading or servicing activity on Otterfield Road or Fairfield Road.
- 6.1.4 Refuse and recycling arrangements have been designed in accordance with the London Borough of Hillingdon's adopted standards, with separate storage and collection arrangements provided for the residential and library/community uses.
- 6.1.5 The measures set out within this DSP will ensure that delivery and servicing activity associated with the development is undertaken safely and efficiently, while minimising impacts on highway safety, traffic operation, residential amenity and the local environment.
- 6.1.6 The DSP therefore provides an appropriate framework for the management of deliveries, servicing and waste collection throughout the operational life of the development and satisfies the requirements of Condition 8 of planning permission ref. 76795/APP/2023/2503.

Figures & Appendices

Figure 1.2 – Swept Paths of a 10.5m Refuse Vehicle



Suite E, Maples Business Centre
144 Liverpool Road
London, N1 1LT

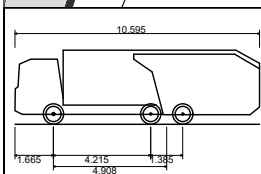
Client: Bugler Developments
Drawing No.: Figure 1.2
Scale: 1:500@A4
Revision: -

10m drag distance

Bulk Bin 10m
drag distance

Residential and
Library refuse
store

Refuse vehicle route and
bin collection strategy as
approved at planning.



Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

NOTES:

SWEEP PATHS FOR INDICATIVE PURPOSES ONLY. ALL ROAD HIGHWAY DIMENSIONS/ARRANGEMENTS TO BE CONFIRMED ON SITE AND VEHICLE MEASUREMENTS AND CHARACTERISTICS CONFIRMED BY END USER.

HIGHWAY ARRANGEMENT TO BE AGREED/APPROVED WITH LOCAL HIGHWAY AUTHORITY.

Appendix A – Approved Site Layout Plan



Note: to be read in conjunction with Tamlite, ACD & Infrastruct drawings.

Drawings reference as below

Tamlite
21202 - Otterfield Road, West Drayton - External R1 - External Lighting

ACD
BUG24699-11- Soft Landscape
BUG24699-12- Hard Landscape

Infrastruct
1261-ICS-XX-DR-C-0300-S4- Surface Finishes

Car Parking
25 no. Car Parking Spaces
(of which 2 no. Library Car Parking Spaces & 23 no. Residential Car Parking Spaces)
(of which 7 no. Disabled Car Parking Spaces)
(of which 100% Active EV Car Parking)

Cycle Parking
84 no. Cycle Parking Spaces
(of which 74 no. long-stay (residential) Cycle Parking Spaces)
(of which 10 no. short-stay (library) Cycle Parking Spaces)

- Application Site boundary (to be checked and verified by the client before any site works commence)
- Line of building above
- 2100mm vertically exposed railings, primed and painted black
- 1800mm railings, primed and painted black
- Hoarding Line as confirmed by the contractor
- Proposed Grass Area
- Proposed Grassland Area (Hardy)
- Proposed decorative shrub planting with 75mm bark mulch (no thorn or poisonous species)
- Proposed Blister Paving to match footpath surface material
- Residential Patio Terrace and Footpaths - Melstone Garden Concrete paving slabs 450x450. Colour: Black Speck
- Library Footpath - Chaucer Concrete paving slabs 450x450. Colour: Charcoal
- Car park - Bitmac Surface. Colour: Grey
- Footpaths: Bitmac Surface. Colour: Beige
- Parking Bays - Herringbone block permeable paving. Colour: Burnt Oak
- Existing trees to be removed
- Existing CAT A, B & C trees to be retained with root protection zone
- Proposed plants
- Proposed new trees
- Proposed Evergreen Single Species Hedge (no thorn or poisonous species)
- Proposed Hornbeam Hedge
- Proposed Mixed Native Species Hedge (no thorn or poisonous species)
- Safety Surface in Light, Medium & Dark Green
- Passive EV Parking Space
- Active EV Parking Space (20% of all spaces)
- Arca Steel Square Litter Bin
- Cycle Store
- Bin Store
- Proposed Fire Hydrant

- External Lighting**
- Y1 City RLB T3 - CTRB230T3NWB
 - Y2 City RLB T4 - CTRB230T4NWB
 - Y3 City RL T4 - CTRT4330NWB
 - N Explorer - EPR480ANW
 - X1 City WL - CWL90T2NWB
 - X2 City WL T4 - CWL90T4NWB
 - X3 City WL T4 - CWL280T2NWB
 - X4 City WL T4 - CWL280T2NWB
 - Existing

P14	03/07/25	ML	NMA & Site plan coordinated
P13	24/06/25	ML	Hoarding Line added
P12	23/06/25	ML	Cycle locations updated
P11	20/05/25	ML	GRP substation moved from boundary
P10	16/05/25	ML	Substation Revised
P09	02/05/25	ML	Overfall and Closed boarded fence removed
P08	28/03/25	ML	As clouded
Revised by	Date	Revised by	

Revision History

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Yiewsley Housing and Library Sites
Former Swimming Pool,
Otterfield Road, West Drayton, UB7 8EY

**Proposed Site Plan
Otterfield Road**

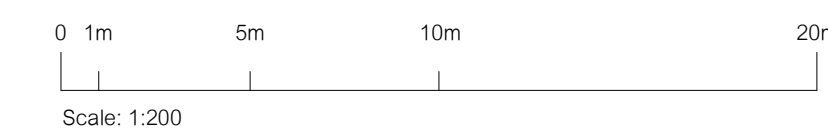
Issued for Preliminary

hunters project number:	client project number:	scale:	drawn by:	checked by:
1261	1261	1 : 200 @ A1	AOR	ML

drawing title:
1261- HUN- 02- 00- DR- A- 03-0001

revision	date	revised by
P14	03/07/25	ML

NMA & Site plan coordinated



All drawings are to be printed in colour.
model ref: C:\Revit Local\1261-HUN-02-ZZ-M3-A-00-0001-Arch Otterfield Road 2025_m_lucas\N67UR.rvt
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01 Ground Floor Plan
1 : 100

0 1m 5m 10m
Scale: 1:100

P03	03/07/25	ML	NMA & Site plan coordinated
P02	01/07/25	ML	Updated as clouded
P01	02/04/25	ML	NMA Issue
Revision	Date	Revised by	

Revision History

drawing title:
1261- HUN- 02- 00- DR- A- 05-1100

GA Ground Floor Plan (NMA)
Otterfield Road

Issued for

revision date
P03 03/07/25

NMA & Site plan coordinated

Yiewsley Housing and Library Sites
Former Swimming Pool,
Otterfield Road, West Drayton, UB7 8EY

hunters project number: 1261 client project number: 1261 drawn by: AOR checked by: ML scale: 1 : 100 @ A1

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model ref: C:\Revit Local\1261-HUN-02-ZZ-M3-A-00-0001-Arch Otterfield Road 2025_m_lucas\NSTR.rvt

Appendix B – TRICS Data – Residential

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: OGVs

Selected regions and areas:

01	GREATER LONDON	
	BE	BEXLEY 1 day
	BT	BRENT 2 days
	HO	HOUNSLOW 2 days
	WF	WALTHAM FOREST 1 day

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

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

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 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	19/07/91 to 26/11/25

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
Wednesday	3 days
Friday	1 days

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

Selected survey types:	
Manual count	6
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	3 days
Neighbourhood Centre	2 days
Edge of 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:	
Development Zone	1 days
No Sub Category	2 days
Residential 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	6 days

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Secondary Filtering Selection:

Use Class:

C3	6 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:

2289 - 9600

Population within 1 mile:

25,001 to 50,000	4 surveys
50,001 to 100,000	2 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	5 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	6 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: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

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	2 surveys
No	1 surveys
Yes	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:

3 - Moderate	6 surveys
--------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

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

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

1 CROOK LOG BEXLEYHEATH Edge of Town Centre Residential Zone Number of dwellings: 79.00 DWELLS Survey date: Wednesday 19/09/2018	BE-03-C-01	BLOCKS OF FLATS	BEXLEY	Survey Type: Manual
2 LAKESIDE DRIVE PARK ROYAL Suburban Area Development Zone Number of dwellings: 170.00 DWELLS Survey date: Wednesday 28/09/2016	BT-03-C-01	BLOCKS OF FLATS	BRENT	Survey Type: Manual
3 MOUNT PLEASANT WEMBLEY Suburban Area Residential Zone Number of dwellings: 136.00 DWELLS Survey date: Wednesday 26/11/2025	BT-03-C-04	BLOCKS OF FLATS	BRENT	Survey Type: Manual
4 LONDON ROAD ISLEWORTH Neighbourhood Centre Residential Zone Number of dwellings: 203.00 DWELLS Survey date: Tuesday 03/07/2018	HO-03-C-04	BLOCKS OF FLATS	HOUNSLOW	Survey Type: Manual
5 CAPITAL INTERCHANGE WAY BRENTFORD Suburban Area No Sub Category Number of dwellings: 724.00 DWELLS Survey date: Monday 24/06/2024	HO-03-C-06	BLOCK OF FLATS	HOUNSLOW	Survey Type: Manual
6 FOREST ROAD WALTHAMSTOW Neighbourhood Centre No Sub Category Number of dwellings: 22.00 DWELLS Survey date: Friday 21/05/2021	WF-03-C-03	FLATS & TERRACED HOUSES	WALTHAM FOREST	Survey Type: Manual

Audit Code: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	1	22	0.000	0.000	0.000
07:00-08:00	6	222	0.029	0.055	0.084
08:00-09:00	6	222	0.027	0.070	0.097
09:00-10:00	6	222	0.040	0.045	0.085
10:00-11:00	6	222	0.041	0.046	0.087
11:00-12:00	6	222	0.041	0.045	0.086
12:00-13:00	6	222	0.034	0.049	0.083
13:00-14:00	6	222	0.037	0.048	0.085
14:00-15:00	6	222	0.028	0.031	0.059
15:00-16:00	6	222	0.055	0.042	0.097
16:00-17:00	6	222	0.053	0.043	0.096
17:00-18:00	6	222	0.073	0.060	0.133
18:00-19:00	6	222	0.070	0.048	0.118
19:00-20:00	6	222	0.069	0.047	0.116
20:00-21:00	6	222	0.040	0.022	0.062
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.637	0.651	1.288

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: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	28/09/2016 - 26/11/2025
Number of weekdays (Monday-Friday):	6
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: 4ae7a772-740d-49f3-a332-747e1d6ed4bb

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	1	22	0.000	0.000	0.000
07:00-08:00	6	222	0.001	0.001	0.002
08:00-09:00	6	222	0.001	0.000	0.001
09:00-10:00	6	222	0.001	0.001	0.002
10:00-11:00	6	222	0.007	0.005	0.012
11:00-12:00	6	222	0.001	0.004	0.005
12:00-13:00	6	222	0.000	0.001	0.001
13:00-14:00	6	222	0.000	0.000	0.000
14:00-15:00	6	222	0.000	0.000	0.000
15:00-16:00	6	222	0.001	0.000	0.001
16:00-17:00	6	222	0.000	0.001	0.001
17:00-18:00	6	222	0.000	0.000	0.000
18:00-19:00	6	222	0.000	0.000	0.000
19:00-20:00	6	222	0.000	0.000	0.000
20:00-21:00	6	222	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.012	0.013	0.025

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:	6 - 832 (units: DWELLS)
Survey date range:	28/09/2016 - 19/09/2018
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 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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS 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	1	22	0.000	0.000	0.000
07:00-08:00	6	222	0.003	0.004	0.007
08:00-09:00	6	222	0.005	0.007	0.012
09:00-10:00	6	222	0.009	0.007	0.016
10:00-11:00	6	222	0.006	0.012	0.018
11:00-12:00	6	222	0.010	0.010	0.020
12:00-13:00	6	222	0.011	0.013	0.024
13:00-14:00	6	222	0.005	0.007	0.012
14:00-15:00	6	222	0.001	0.003	0.004
15:00-16:00	6	222	0.004	0.004	0.008
16:00-17:00	6	222	0.007	0.003	0.010
17:00-18:00	6	222	0.006	0.004	0.010
18:00-19:00	6	222	0.005	0.003	0.008
19:00-20:00	6	222	0.003	0.002	0.005
20:00-21:00	6	222	0.001	0.000	0.001
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.076	0.079	0.155

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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Survey date date range:	28/09/2016 - 26/11/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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