CAPITAL TRANSPORT PLANNING

Transport Statement

36 Moor Park Road, Northwood

April, 2024

Capital Transport Planning LTD
michael@capitaltp.co.uk
02081681991
www.capitaltp.co.uk
Company Registered Number: 10749657

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:

New Chapters Homes

Prepared by:

Capital Transport Planning LTD

Michael Okubajo BSc, MSc, MCIHT, MRTPI

Transport Consultant

Revision History

Project and Document Details

Project Name	**36 Moor Park Road**
Project No	00337
Document Title	Transport Statement

Document History

Rev	Amendments	Checked By	Date
First Issue	N/A	MO	25/04/2025

Table of Contents

List of Figures and Tables

1. Introduction

1.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of New Chapters Homes (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 36 Moor Park Road, in 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 northern side of Moor Park Road, which is an unclassified road located in Northwood towards the north of the London Borough of Hillingdon. The application site is located approximately 0.6 miles north-west of Northwood underground station. The site location plan is presented in Figure 1 and Appendix A.

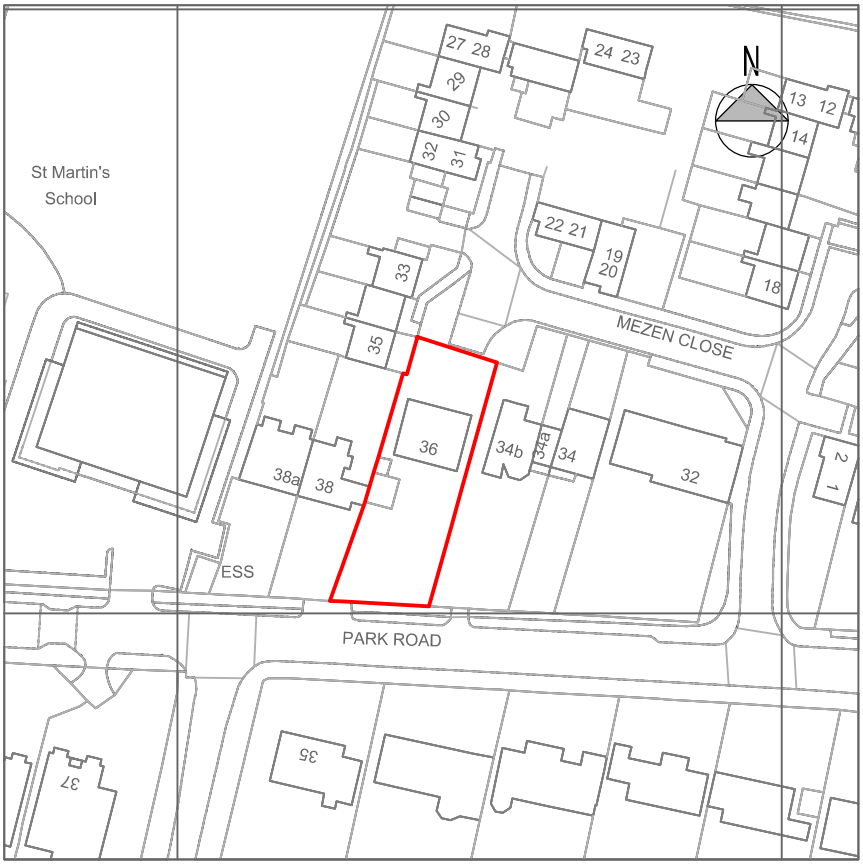


Figure 1. Location Plan

Site Description

2.2. The application site hosts an existing 5-bedroom dwelling with off-street parking, which is accessed via an existing vehicular and pedestrian access on Moor Park Road.

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 0 (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 Hillingdon underground station, which is located approximately 0.6 miles (approx. 14 minute-walk) from the site. Hillingdon underground station is accessed from on Green Lane (A469) and features on the Metropolitan Line on the London Underground.

Bus

2.6. The site is located approximately 0.4 miles (approx. 8 minute-walk) from the Holy Trinity School bus stops (Stops K & S). The site is also approximately 0.4 miles north of the southbound The Avenue (Stop L) bus stop. The bus stops provide access to the bus 282, 328, 331, and H11.

Surrounding Highway Network

2.7. The application site is located on northern side of Moor Park Road, to the north of Northwood town centre and the north of the London Borough of Hillingdon. Moor Park Road is a bi-directional single lane carriageway which adjoins from Sandy Lodge Way to the east to Kewferry Road to the west.

2.8. Moor Park Road 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) (2023)

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 107 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 107, as local and regional parking standards have been satisfied and alternative modes of travel have been identified.

3.5. It goes on in Paragraph 108 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 108 has been satisfied as maximum parking standards have been adhered to.

3.7. The test of acceptability of a scheme is set out within Paragraph 111:

"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".

3.8. It is also considered that the proposal complies with paragraph 111 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

3.9. Finally, Paragraph 112 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.

3.10. The proposed development is in accordance with paragraph 112. The proposal addressed accessibility for pedestrians, provides cycle parking in accordance with local and regional policies, provides a car parking space for blue badge holders.

London Plan (2021)

3.11. The latest version of the London Plan was published in 2021, with similar aspirations to previous versions of the planning policy document.

3.12. The London Plan (2021) continues to provide policy standards and requirements for local authorities to determine planning applications. In regard to transportation, the London Plan emphasises the need for to reduce car dominance as mode of travel in a bid to improve air quality and congestion in the capital. Transport policies support the promotion of healthy streets, reduction in parking provision in mid-high PTAL locations, increased cycle parking and infrastructure, and assessing the impacts of servicing and construction related activities.

3.13. The following policies are the most relevant when reviewing the development proposals against the London Plan:

Policy T1 - Strategic approach to transport
Policy T2 - Healthy Streets
Policy T3 - Transport capacity, connectivity and safeguarding
Policy T4 - Assessing and mitigating transport impacts
Policy T5 - Cycling
Policy T6 – Car Parking

3.14. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision, deliver and servicing arrangements and construction logistics.

London Borough of Hillingdon - Local Plan Part 2 – Development Management Polices (2020)

3.15. The Local Plan part 2 was first adopted in January 2020 and is currently the key document used to determine planning applications in the London Borough of Hillingdon.

3.16. The local planning policy document embeds significant transport issues within the transport policies. The issues range from sustainable transport, road safety and healthy streets to public realm improvements, walking and cycling and reducing vehicle ownership.

3.17. The following policies are the most relevant when reviewing the development proposals against the Local Plan Part 2 (2020):

Policy DMT1: Managing Transport Impacts
Policy DMT2: Highway Impacts
Policy DMT4: Public Transport
Policy DMT5: Pedestrians and Cyclists
Policy DMT6: Vehicle Parking

3.18. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision.

3.19. As will be demonstrated in this report, the proposal provides adequate cycle and car parking spaces in accordance with local and regional policy. It is therefore considered that the highways and transportation aspect of the proposal is in accordance with the NPPF (2021) and the London Borough of Hillingdon's Local Plan Part 2 (2020).

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 house a maximum of four young persons (under 17) at all times, have three staff members on site at all times 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 existing 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	0.098	0.171	0.269
08:00 - 09:00	0.244	**0.293**	**0.537**
09:00 - 10:00	0.073	0.146	0.219
10:00 - 11:00	0.073	0.098	0.171
11:00 - 12:00	0.122	0.122	0.244
12:00 - 13:00	0.195	0.073	0.268
13:00 - 14:00	0.146	0.171	0.317
14:00 - 15:00	**0.293**	0.244	0.537
15:00 - 16:00	0.244	0.195	0.439
16:00 - 17:00	0.098	0.22	0.318
17:00 - 18:00	0.293	0.122	0.415
18:00 - 19:00	0.146	0.195	0.341
19:00 - 20:00	0.146	0.098	0.244
20:00 - 21:00	0.195	0.146	0.341
Total Rates	2.366	2.294	4.66

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. Three staff members will be on-site at all times, and it is considered that adequate off-street cycle and car parking exists to accommodate any demand that arises.

Pedestrian Access

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

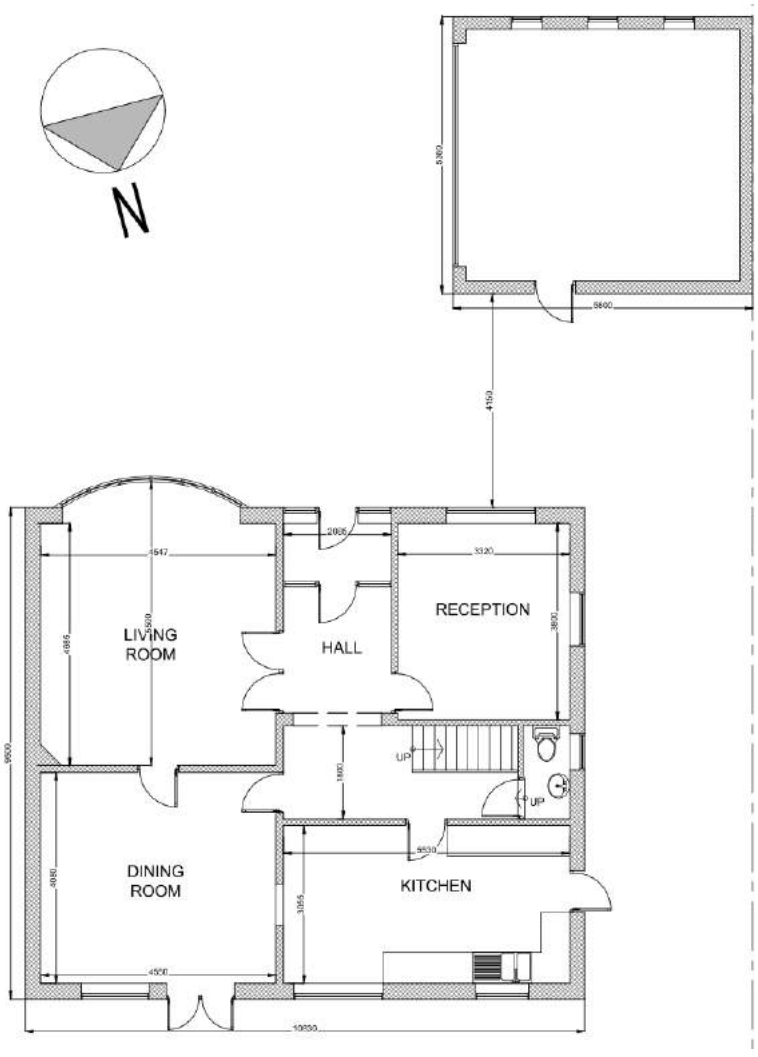


Figure 2. Proposed Ground Floor Plan

Cycle Parking

4.10. The application site is required to provide 2 cycle parking spaces in accordance with the minimum cycle parking standards set out in the London Plan (2021) for sheltered/secure accommodation. The London Plan cycle parking requirement is presented in Figure 3.

C2	Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
	care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms

Figure 3. London Plan (2021) Cycle Parking Standards

4.11. It is proposed that any cycle parking takes place within the ancillary building fronting the main building within the site, presented in Figure 2 and visible in Figure 3.

Car Parking

4.12. The application site achieves a very poor PTAL score, using Transport for London's online WebCAT planning tool. For this reason, it is considered justified that the existing level of off-street car parking is retained. The existing driveway is presented in Figure 4.

Figure 4. Existing Driveway

Delivery and Servicing

4.13. Deliveries to future residents of the proposed development would take place from the highway, in accordance with existing delivery practices on Moor Park Road. It is proposed that regular servicing would take place from Moor Park Road as is the existing practice.

Accident Data

4.14. 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 26/04/2019 to 26/04/2024. Figure 5 presents the roads and junctions included within the study area.

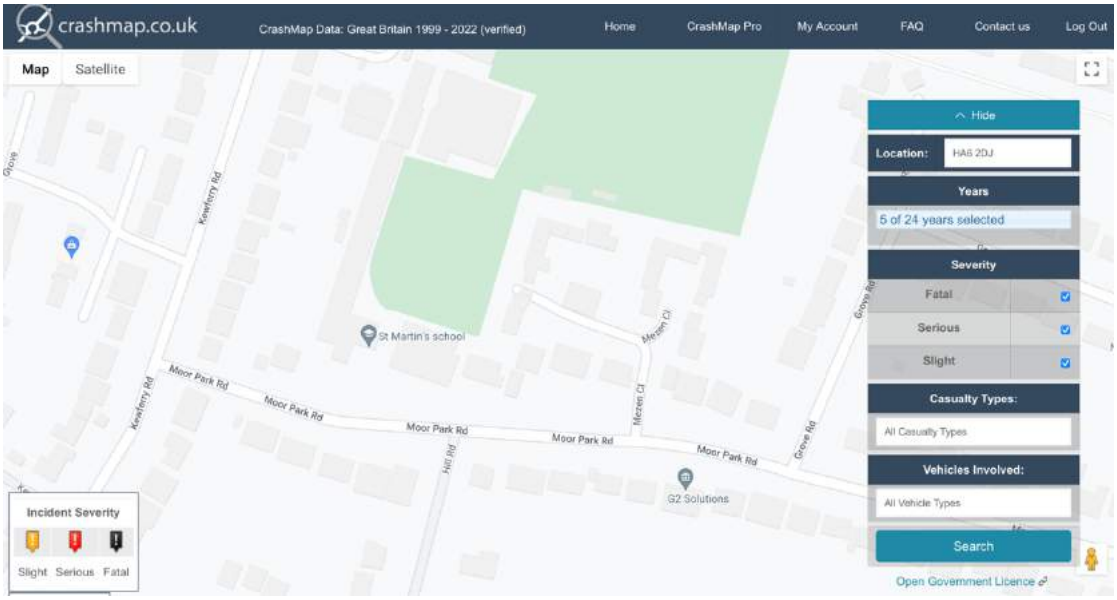


Figure 5. Accident Data Study Area

4.15. There were no accidents identified in the study area. 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 Moor Park Road. 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 New Chapters Homes (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at 36 Moor Park Road in the London Borough of Hillingdon.

5.2. The development proposals include the change of use of the existing 5-bedroom 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:

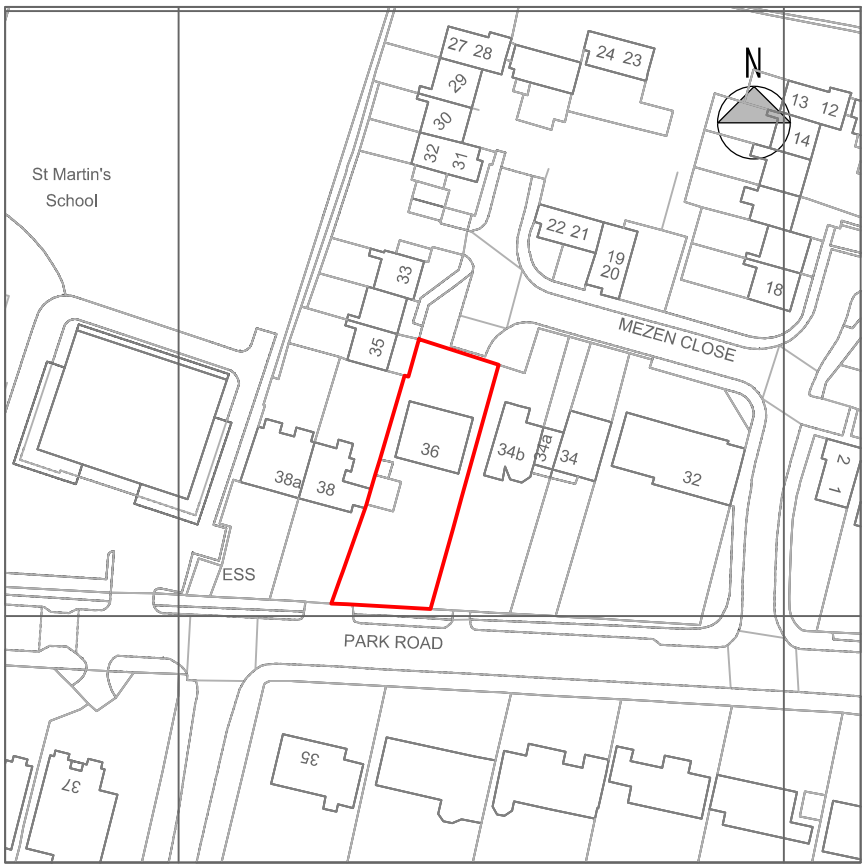
- The proposed number of cycle parking spaces is in accordance with the policy requirements set out in the London Plan (2021).
- The retention of the existing off-street car parking provision is acceptable to support the proposed use of the site.
- All delivery and servicing related activities would take place from Moor Park Road.
- 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



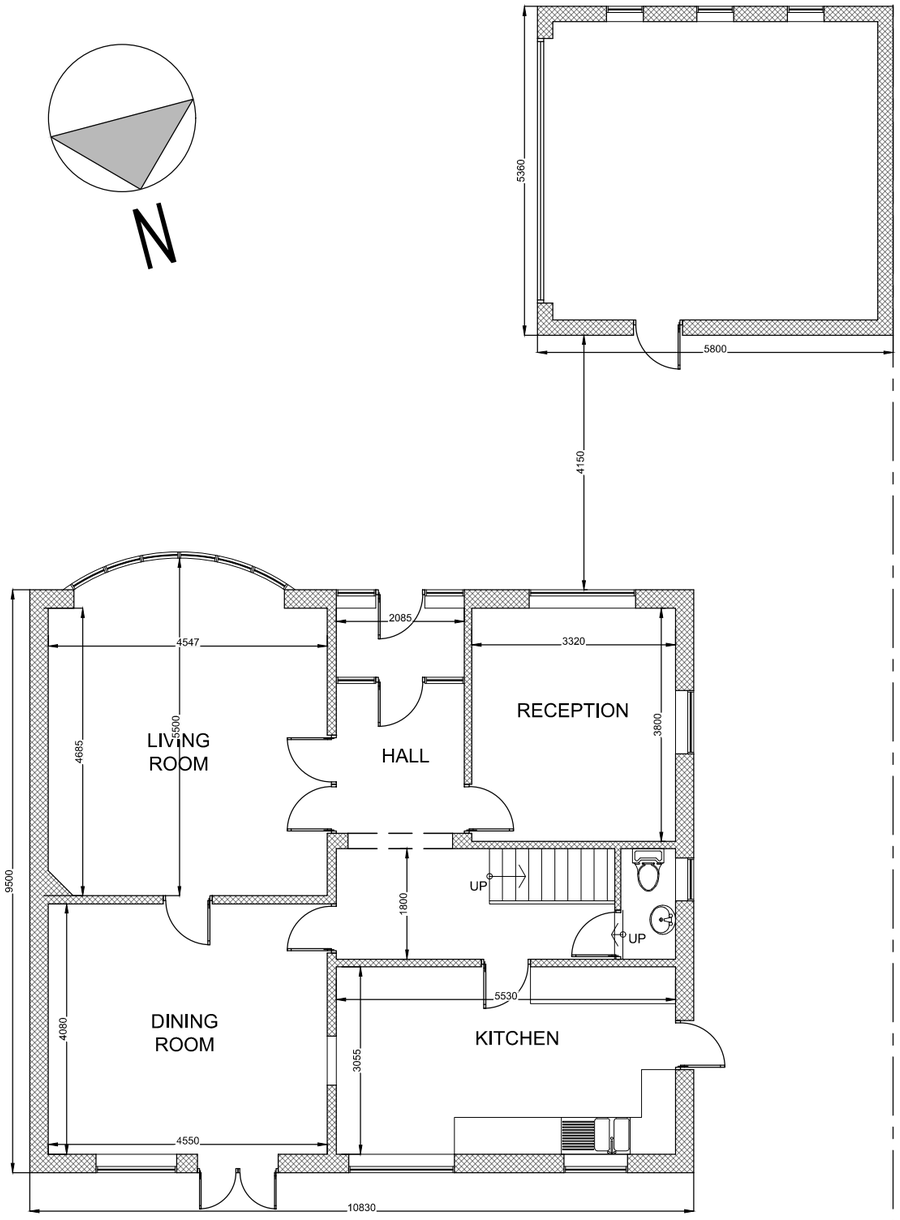
LOCATION PLAN
SCALE 1:1250

1:1250 SCALE BAR 0 12.5 25 37.5 50m 62.5m

Drawing: **Existing & Proposed Block and Location Plans**	**KEVCADS**
Title: ----------	
Client: **Address: 36 Moor Park Rd, Northwood HA6 2DJ**	**Tel: 07446669124** **Email: behnam_osk@yahoo.cm**
	Scale@A4: 1:1250 / Drawing Number: 12
Note: All dimensions to be checked on site Disclaimer: Floor Plan measurements are approximate and are for illustrative purposes only. You or your advisors should conduct a careful, independent investigation of the property to determine to your satisfaction as to the suitability of the property for your space requirements.	**Drawing Date** **27th Jan. 2022** / **Revision Date** / **Revision** Kevin/C

1/27/2022 5:49:42 PM

APPENDIX B – PROPOSED SITE PLANS



EXISTING GROUND FLOOR PLAN
SCALE 1:100

Drawing:
Existing Floor Plans

Title: ----------

KEVCADS

Client:
Address: 36 Moor Park Rd, Northwood HA6 2DJ

Tel: 07446669124
Email: behnam_osk@yahoo.cm

Scale@A3:1:100

Drawing Number: 01

Note: All dimensions to be checked on site
Disclaimer: Floor Plan measurements are approximate and are for illustrative purposes only. You or your advisors should conduct a careful, independent investigation of the property to determine to your satisfaction as to the suitability of the property for your space requirements.

Drawing Date
27th Jan. 2022

Revision Date **Revision**
Kevin/C

1:50 SCALE BAR 0 0.5 1 1.5 2 2.5m
1:100 SCALE BAR 0 1 2 3 4 5m
1:200 SCALE BAR 0 2 4 6 8 10m
1:500 SCALE BAR 0 5 10 15 20 25m
1:1250 SCALE BAR 0 12.5 25 37.5 50m 62.5m

1/27/2022 5:49:42 PM

APPENDIX C – TRICS OUTPUT

Calculation Reference: AUDIT-706001-240425-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	2 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: 9 to 32 (units:)
Range Selected by User: 9 to 1045 (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: 01/01/16 to 14/09/22

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

Selected survey days:
Wednesday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town 2

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

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:
C3 2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
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	2 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:

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:

1a (Low) Very poor	1 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 EN-03-A-01 TERRACED & SEMI-DETACHED ENFIELD
BOLLINGBROKE PARK
COCKFOSTERS

Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: WEDNESDAY 24/11/21 Survey Type: MANUAL

2 EN-03-A-02 DETACHED HOUSES ENFIELD
DUCHY ROAD
HADLEY WOOD

Edge of Town
Residential Zone
Total No of Dwellings: 9
Survey date: WEDNESDAY 14/09/22 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-03-A-04	Too large
HG-03-A-01	High PTAL
WF-03-A-02	High PTAL

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.122	2	21	0.195	2	21	0.317
08:00 - 09:00	2	21	0.293	2	21	0.341	2	21	0.634
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.146	2	21	0.171	2	21	0.317
11:00 - 12:00	2	21	0.122	2	21	0.122	2	21	0.244
12:00 - 13:00	2	21	0.244	2	21	0.122	2	21	0.366
13:00 - 14:00	2	21	0.244	2	21	0.268	2	21	0.512
14:00 - 15:00	2	21	0.317	2	21	0.268	2	21	0.585
15:00 - 16:00	2	21	0.293	2	21	0.244	2	21	0.537
16:00 - 17:00	2	21	0.122	2	21	0.244	2	21	0.366
17:00 - 18:00	2	21	0.341	2	21	0.171	2	21	0.512
18:00 - 19:00	2	21	0.195	2	21	0.244	2	21	0.439
19:00 - 20:00	2	21	0.171	2	21	0.122	2	21	0.293
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.878			2.804			5.682

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:	9 - 32 (units:)
Survey date date range:	01/01/16 - 14/09/22
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:	3

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.098	2	21	0.171	2	21	0.269
08:00 - 09:00	2	21	0.244	2	21	0.293	2	21	0.537
09:00 - 10:00	2	21	0.073	2	21	0.146	2	21	0.219
10:00 - 11:00	2	21	0.073	2	21	0.098	2	21	0.171
11:00 - 12:00	2	21	0.122	2	21	0.122	2	21	0.244
12:00 - 13:00	2	21	0.195	2	21	0.073	2	21	0.268
13:00 - 14:00	2	21	0.146	2	21	0.171	2	21	0.317
14:00 - 15:00	2	21	0.293	2	21	0.244	2	21	0.537
15:00 - 16:00	2	21	0.244	2	21	0.195	2	21	0.439
16:00 - 17:00	2	21	0.098	2	21	0.220	2	21	0.318
17:00 - 18:00	2	21	0.293	2	21	0.122	2	21	0.415
18:00 - 19:00	2	21	0.146	2	21	0.195	2	21	0.341
19:00 - 20:00	2	21	0.146	2	21	0.098	2	21	0.244
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.366			2.294			4.660

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

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

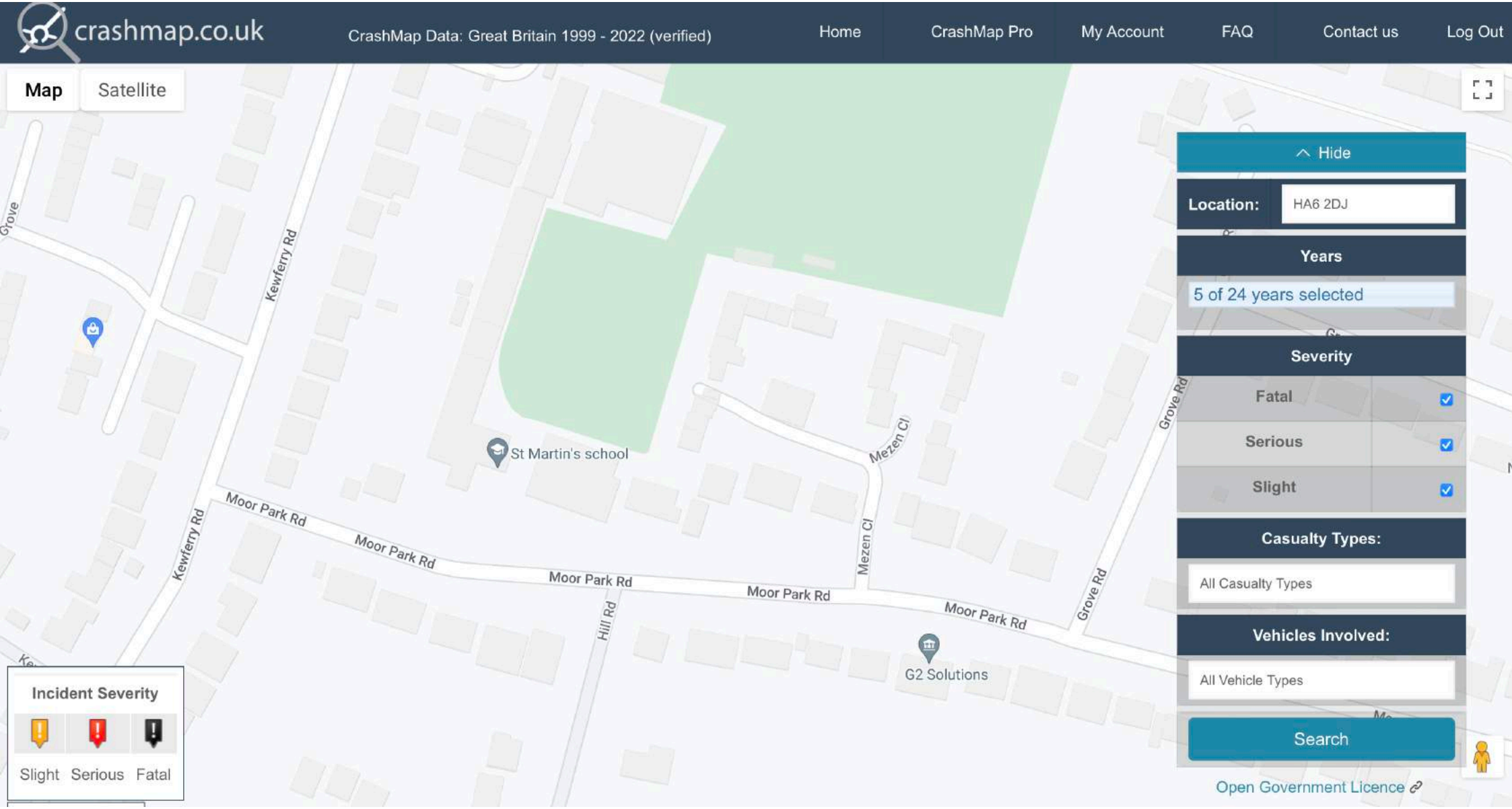
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	21	0.000	2	21	0.000	2	21	0.000
08:00 - 09:00	2	21	0.049	2	21	0.049	2	21	0.098
09:00 - 10:00	2	21	0.000	2	21	0.000	2	21	0.000
10:00 - 11:00	2	21	0.049	2	21	0.049	2	21	0.098
11:00 - 12:00	2	21	0.000	2	21	0.000	2	21	0.000
12:00 - 13:00	2	21	0.049	2	21	0.049	2	21	0.098
13:00 - 14:00	2	21	0.049	2	21	0.049	2	21	0.098
14:00 - 15:00	2	21	0.024	2	21	0.024	2	21	0.048
15:00 - 16:00	2	21	0.049	2	21	0.049	2	21	0.098
16:00 - 17:00	2	21	0.000	2	21	0.000	2	21	0.000
17:00 - 18:00	2	21	0.049	2	21	0.049	2	21	0.098
18:00 - 19:00	2	21	0.024	2	21	0.024	2	21	0.048
19:00 - 20:00	2	21	0.024	2	21	0.024	2	21	0.048
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.366			0.366			0.732

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.*

APPENDIX D – CRASHMAP STUDY AREA


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2022 (verified)
Home
CrashMap Pro
My Account
FAQ
Contact us
Log Out
Map
Satellite
Hide
Location:
HA6 2DJ
Years
5 of 24 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
St Martin's school
G2 Solutions
Kewferry Rd
Moor Park Rd
Hill Rd
Mezen Cl
Grove Rd

APPENDIX E – PTAL RATING

WebCAT

Address or co-ordinates

HA6 2DJ ×

Go

Access level (PTAL) | Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

0 (Worst)	Ia
Ib	2
3	4
5	6a
6b (Best)	

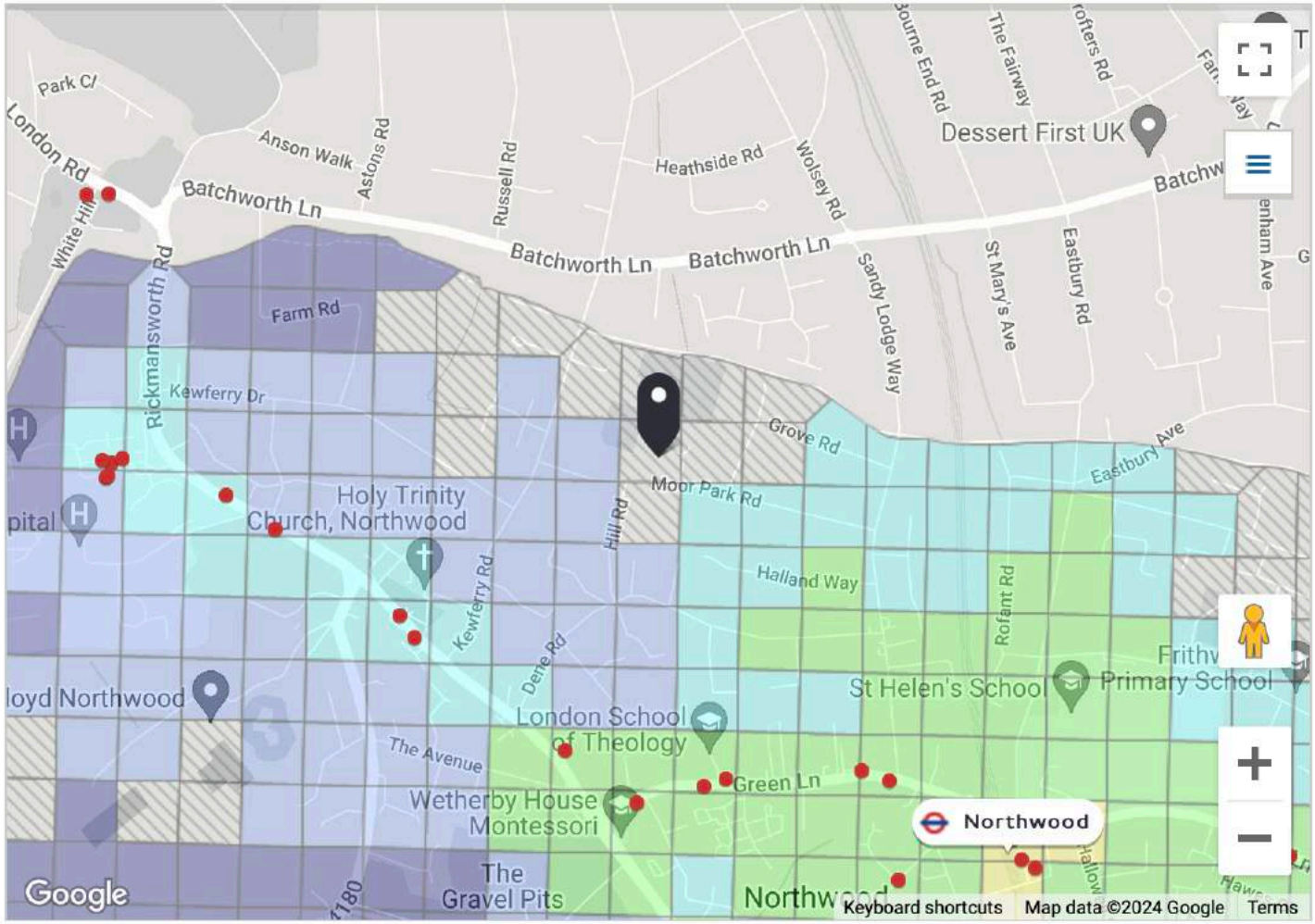
Map layers

PTAL (cell size: 100m)

Scenario

2021 (Forecast)

Highlight locations where PTALs have changed from Base Year



You can click anywhere on the map to change the selected location.

PTAL output for 2021 (Forecast)

0

HA6 2DJ

Moor Park Rd, Northwood HA6 2DJ, UK

Easting: **508658**, Northing: **192029**