POQ Limited

9 Long Drive Ruislip
Middlesex, HA9 0HH

Transport Statement

sanderson associates
consulting engineers

Control Sheet

CLIENT: POQ Limited

PROJECT TITLE: 9 Long Drive Ruislip
Middlesex, HA9 0HH

REPORT TITLE: Transport Statement

PROJECT REFERENCE: 166494

DOCUMENT NUMBER: 001

ISSUE NUMBER: 02

DATE: March 2025

Issue & Approval Schedule	Issue 01 <Status>	Name	Signature	Date
	Prepared by	Daniel Watson	A signed copy is available on request	14/03/2025
	Checked by	Simon Burkinshaw		14/03/2025
	Approved by	Karen Smith		14/03/2025

Issue Record	Issue	Date	Status	Description	Name	
	02	14/03/2025	Final	Amended	Prepared	Daniel Watson
					Checked	Karen Smith
					Approved	Karen Smith
	03				Prepared	
					Checked	
					Approved	

Acknowledgements

Google My Maps and OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

The CrashMap Pro Collision Analysis System v1.40 has been utilised to carry out a road traffic incident review.

Extract(s) of 'Providing for journeys on foot', Hillingdon Council's Policy Map, and Hillingdon Council's Cycle Routes page have been included in this report.

The TRICS database v7.11.4 has been used in this report to calculate traffic generations.

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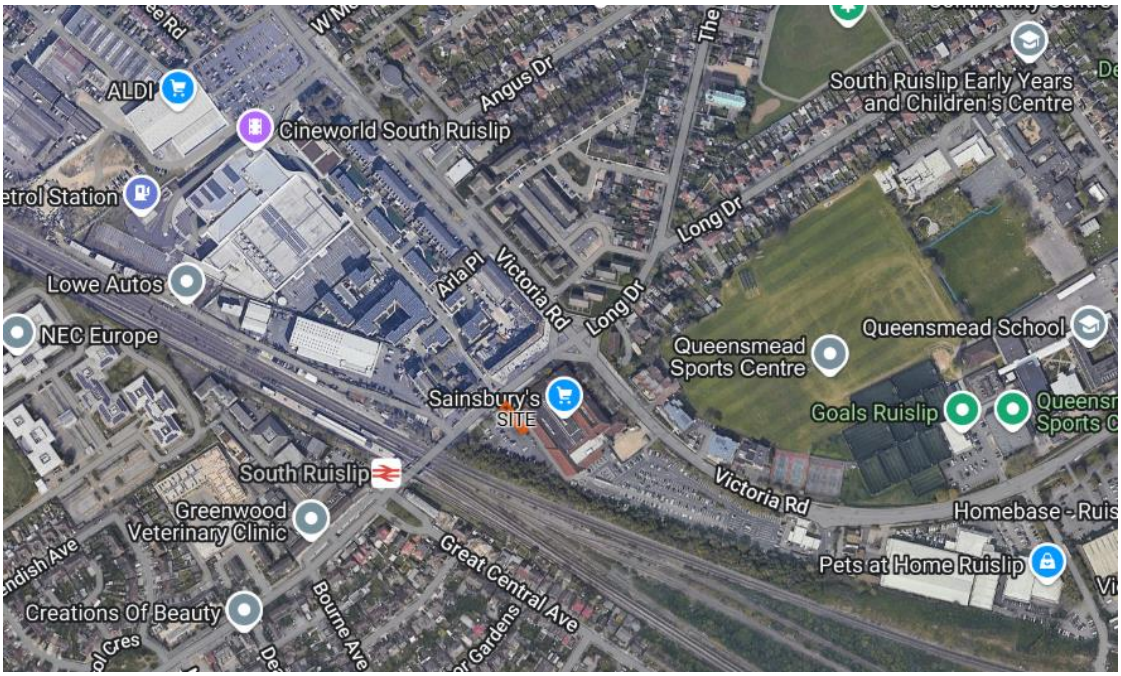
1. Introduction

1.1 Sanderson Associates Consulting Engineers has been appointed by POQ Limited to provide highway consultancy services in connection with a planning application for the change of use of offices to two residential units. The location of the site in relation to the surrounding area is shown in **Figure 1**.

Figure 1 – Site location in relation to the local area [Google MyMaps]



1.2 In accordance with the National Planning Policy Guidance (NPPG) for the requirements of a Transport Statement, as outlined in 'Travel Plans, Transport Assessments and Statements,' published in March 2014, this report will investigate:

- → The local highway network and its highway safety record;
- → The existing use of the site;
- → The proposed development;
- → Accessibility of the site, in relation to local facilities by sustainable modes;
- → The predicted multimodal trip generations; and,
- → The impact of the development on the local highway network in terms of highway safety and capacity.

2. Transport Planning Policy

2.1 National Planning Policy Framework

2.1.1 At national level, planning policy in England is set out by the National Planning Policy Framework (NPPF) (last revised December 2024 but subject to a minor revision in February 2025), which must be considered when making planning decisions.

2.1.2 At NPPF paragraph 39 it states that;

'Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.'

2.1.3 Considering the planning policy context of the development, Paragraph 115 states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) Safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.1.4 Paragraph 116 then states:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.1.5 In relation to paragraph 116, NPPF paragraph 117 clarifies:

'Within this context, applications for development 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.'

2.1.6 Finally, paragraph 118 states that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.2 Local Planning Policy

2.2.1 The London Plan 2021 sets out the strategic approach to planning in London. Guidance related to traffic and transportation is set out in chapter 10 of The London Plan.

2.2.2 Policy T1 Strategic approach to transport states:

'A. Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.

2) the proposed transport schemes set out in Table 10.1.

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

2.2.3 In relation to policy T1, paragraph 10.1.1 states that *'to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use.'*

2.3 Parking

2.3.1 Policy T6 of The London Plan sets out the parking standards for London, including the The London Borough of Hillingdon. Policy T6 states:

'A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.'

2.3.2 Policy T6.1 Residential parking states:

A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units'

2.3.3 Table 10.3 sets parking standards for outer London areas based on their PTAL rating. Table 10.3 sets the parking requirement as up to 1 space per 3-bed dwelling, and up to 0.75 spaces per 1 bed dwelling, giving a maximum parking provision of 1.75 spaces for the proposed development.

2.4 Cycle Parking

2.4.1 Cycle Parking standards are set out in Table 10.2 of The London Plan – Minimum Cycle Parking Standards for use class C3 are set out in **Figure 2.**

Figure 2 – Cycle Parking Standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

2.5 London Borough of Hillingdon Council Local Plan

2.5.1 Hillingdon Council's Local Plan (adopted 16 January 2020) sets out the council's policies on office conversions in relation to parking standards, stating:

A) Where offices are found to be redundant, their demolition and redevelopment for office accommodation will be supported. Where this is not feasible or viable, proposals for the conversion of offices to residential which fall outside of current permitted development rights will be supported where:

i) the conversion of offices provide an external finish that is suitable to a residential building and in keeping with the character of the area;

ii) balconies and/or amenity spaces are designed into the development as integral facilities and the creation of well designed public realm and landscaping is demonstrated;

iii) any additional functional features that are needed such as pipes, flues or communications equipment are grouped together and routed through existing features where possible, and kept off publicly visible elevations; and

iv) proposed homes have a dual aspect wherever possible (see Mayor of London's Housing SPG). A sole aspect home overlooking a parking court or other shared use rear area will generally be unacceptable.

B) All conversions that fall outside of existing permitted development rights will be expected to accord with National and London Plan minimum space and parking standards and meet the requirements of all other policies in this plan, including those in Policy DME 3: Office Development.

2.5.2 In relation to managing transport statements, Policy DMT 1 states:

A) Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and

v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

2.5.3 In relation to a developments highways impacts, policy DMT 2 states:

Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

2.6 Site Planning History

2.6.1 The site has been subject to two recent successful planning applications:-

- → Application reference 688/APP/2021/4555 was approved on 11 March 2022. The proposals related to the erection of a single storey ground floor rear extension.
- → Application Reference - 77227/APP/2022/1321 was initially refused planning permission by notice dated 9 September 2022. The proposals related to the erection of a first floor extension above ground floor extension approved under 688/APP/2021/4555 to form a two storey rear extension. The proposals were, however, subsequently approved following an Appeal.

3. Existing Situation

3.1 Overview

3.1.1 The existing building on the site has been used as offices since circa 1995. Most recently the building was occupied by Bonnells Electrical Contractors Ltd. between 2000 – 2022.

3.2 Site Location

3.2.1 The site at 9 Long Drive, Ruislip is located in the South Ruislip area of the London Borough of Hillingdon, adjacent to South Ruislip station and South Ruislip Sainsbury's. It sits within the Local Centre of South Ruislip. The site location is detailed at Figure 1.

3.2.2 The existing building has been used as office use for circa 30 years, most recently by Bonnells Electrical Contractors Ltd. who relocated in 2022.

3.2.3 The existing building has direct vehicular access from Long Drive via a dropped kerb footway crossing which serves a small parking area with a total of two off street parking spaces.

3.2.4 The pedestrian access to the site is also this access point. There is also pedestrian and vehicular access to the rear of the property accessed via the adjacent Long Drive Car Park .

3.2.5 Refuse collection for the former use on the site was kerbside with bins stored at the front of the property.

3.2.6 The local neighbourhood is a predominantly residential area with a number of community buildings nearby, such as South Ruislip Library, South Ruislip Community Centre and Queensmead Sports Centre.

3.2.7 **Figure 3** shows the existing site on Long Drive.

Figure 3 – Existing Site [Google Maps]

3.3 Local Highway Network

3.3.1 Long Drive is a single carriageway street approximately 7m wide, with footways on either side of the road which vary in width but are approximately 3.4m wide in the vicinity of the proposed site, and a minimum of 2m wide. Street lighting is provided and the speed limit is 30mph.

3.3.2 Long Drive has signalised crossing points at its major junctions, and dropped kerbs at pedestrian crossing points where there are vehicular access points to properties and businesses.

3.3.3 On street parking adjacent to the site frontage is prohibited by a combination of single and double yellow lines. The single yellow line appears to prohibit vehicles over 5 tons and buses from midnight to 8am and from 6.30pm to midnight.

3.3.4 On street parking is provided within four marked bays on the opposite side of Long Drive to the site serving the local shops. Three of these bays operate on a pay and display basis Monday to Friday 9.00am to 5.00pm, with a maximum stay of two hours. There is also a fourth bay which is restricted to use by disabled badge holders only Monday to Saturday 8am to 6.30pm.

3.3.5 To the north east of the site Long Drive connects to Victoria Road at a signalised junction where there is a traffic signal pedestrian crossing. Long Drive then continues to the north-east through a residential area to Field End Road.

3.3.6 To the south west of the site Long Drive continues to the Station Approach / Long Drive / Great Central Avenue junction where a traffic signal pedestrian crossing is located adjacent to South Ruislip Station.

3.4 Road Traffic Collision Data

3.4.1 Road traffic collision data has been obtained from the CrashMap Pro Collision Analysis System v1.40 database for the 2019-2023 period. The incident plot diagram within the site vicinity is shown in **Figure 4**.

Figure 4 – Incident Plot Diagram [CrashMap Pro]

3.4.2 The incident plot covers Long Drive in the vicinity of the site, and its junctions with Victoria Road and Station Approach / Great Central Avenue. The full CrashMap Pro report is included at **Appendix A**.

3.4.3 A total of eight slight incidents have occurred within the study area:

- → **Incident ID 2020010228411** – Occurred on 03/01/2020 at 15:40. The incident occurred on Long Drive approximately 70m southwest of the Victoria Road junction. The incident involved 1 vehicle and 1 pedestrian. A police officer attended the scene. Conditions were fine without high winds, road surface dry, daylight. The vehicle, a car, was in the act of turning right, when the front of the vehicle struck a pedestrian who was crossing the road from the drivers nearside, masked or obscured by parked vehicles, and not on a crossing. The pedestrian sustained slight injuries.
- → **Incident ID 2021010337866** – Occurred on 10/06/2021 at 15:40. The incident occurred on Long Drive approximately 100m southwest of the Victoria Road junction. The incident involved 2 vehicles. A police officer attended the scene. Conditions were fine without high winds, road surface dry, daylight. Vehicle 1, a car, was in the act of turning right out of Long Drive Car Park, when the offside of the vehicle collided with the front of Vehicle 2, a pedal cycle, who was waiting to proceed normally but was held up. The cyclist sustained slight injuries.

- → **Incident ID 2020010284701** – Occurred on 14/12/2020 at 07:23. The incident occurred on Long Drive approximately 100m southwest of the Victoria Road junction. The incident involved 2 vehicles. A police officer attended the scene. Conditions were fine without high winds, road surface dry, in darkness with street lights present and lit. Vehicle 1, a car, was waiting to proceed normally but was held up exiting Long Drive Car Park, when the back of the vehicle was impacted by the back of Vehicle 2, a goods vehicle, which was moving off in reverse. The passenger of vehicle 1 sustained slight injuries.
- → **Incident ID 2020010284701** – Occurred on 09/12/2021 at 12:51. The incident occurred on Long Drive at its priority T junction with an access road serving the Savara Hotel and other businesses. The incident involved 1 vehicle and 1 pedestrian. A police officer attended the scene. Conditions were fine without high winds, road surface dry, and daylight. Vehicle 1, a car, in the act of turning left, struck a pedestrian who was crossing from the driver's nearside, not at a crossing. The pedestrian sustained slight injuries.
- → **Incident ID 2023010470644** – Occurred on 10/07/2023 at 17:12. The incident occurred on Long Drive approximately 45m northeast of the Long Drive / Great Central Avenue junction. The incident involved 2 vehicles. A police officer attended the scene. Conditions were fine without high winds, road surface dry, and daylight. Vehicle 1, a car, was proceeding normally travelling southwest when the front of the vehicle impacted the back of vehicle 2, which was also proceeding normally south west. The child passenger (0-5) sustained slight injuries.
- → **Incident ID 2020010229820** – Occurred on 11/01/2020 at 19:20. The incident occurred on Long Drive approximately 40m northeast of the Long Drive / Great Central Avenue junction. The incident involved 1 vehicle and 1 pedestrian. A police officer attended the scene. Conditions were fine without high winds, road surface dry, and daylight. Vehicle 1, a car, was proceeding normally travelling southwest, struck a pedestrian who was crossing from the driver's offside, not at a crossing. The pedestrian sustained slight injuries.
- → **Incident ID 2021010344708** – Occurred on 18/11/2021 at 14:01. The incident occurred on Long Drive approximately 25m northeast of the Long Drive / Great Central Avenue junction. The incident involved 1 vehicle. A police officer attended the scene. Conditions were fine without high winds, road surface dry, and daylight. Vehicle 1, a Goods vehicle 7.5 tonnes mgw and over, was proceeding normally travelling northeast, hit the railway bridge roof which has a maximum vehicle height of 3.6m. The driver of Vehicle 1 sustained slight injuries.
- → **Incident ID 2023010466898** – Occurred on 17/09/2023 at 15:33. The incident occurred on Long Drive at the Long Drive / Great Central Avenue junction. The incident involved 2 vehicles. No police officer attended the scene, and the incident was reported via self-completion form. Conditions were not reported, and the incident occurred during daylight. Vehicle 1, a car, was stuck at its back by vehicle 2. The driver and 3 passengers of vehicle 1 sustained slight injuries.

3.4.4 The investigation has shown that there have been 2 incidents on Long Drive adjacent to the proposed site, both in relation to vehicles accessing or egressing Long Drive Car Park which appear to be due to driver error. The other incidents occurred some distance from the site.

3.4.5 There have been 3 incidents involving a pedestrian, in all incidents the pedestrian was crossing the road away from a formal pedestrian crossing, and in one case appears to have stepped out from parked cars. Again there does not appear to be any correlation to a highway safety issue in the vicinity of the proposed site.

3.4.6 The assessment demonstrates that there isn't a material highway safety problem with the local highway network. The existing building was already operating in the local area and the change of use for the new site is unlikely to affect the highway safety record.

4. Accessibility by Sustainable Travel Modes

4.1 Introduction

4.1.1 This section of the report considers the accessibility of the development by active travel modes (walking and cycling) and public transport (bus, underground and rail) in order to review the opportunities that exist for future residents to travel to and from the site sustainably.

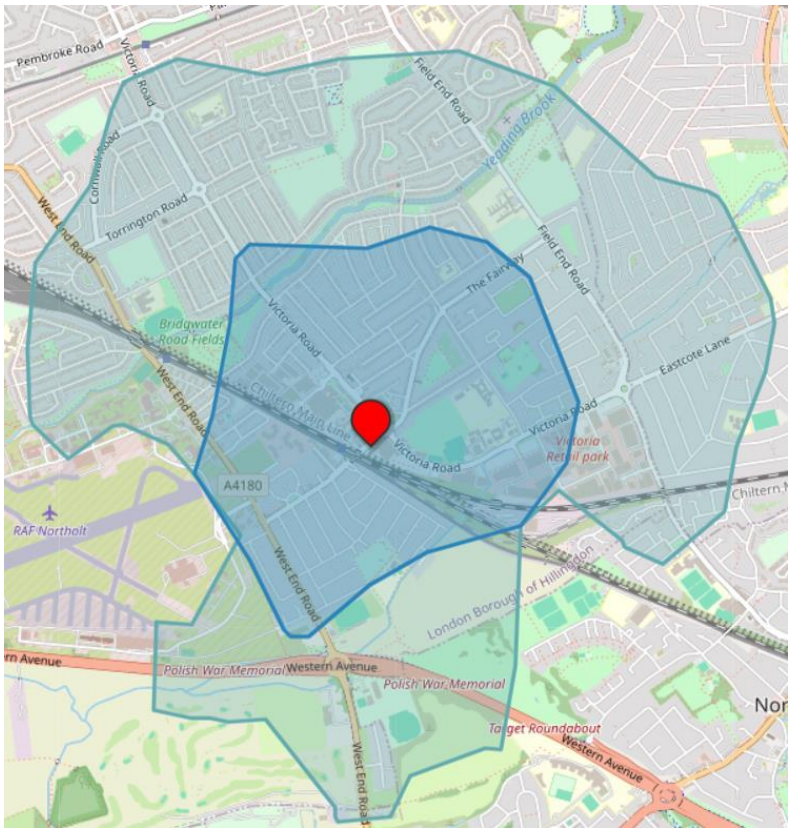
4.2 Accessibility by Walking

4.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *"Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012)."*

4.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication "Providing for Journeys on Foot," (2000) which suggests an acceptable walking distance of 1000m (12.5-minute walk) and a preferred maximum walking distance as 2000m (25-minute walk).

4.2.3 **Figure 5** identifies the 1000m and 2000m walking isochrone from the site which indicates the areas that are accessible on foot.

Figure 5 – Indicative 1000m and 2000m walking isochrone [OpenRouteService]



4.2.4 Figure 5 shows that South Ruislip station and the residential areas of South Ruislip are within a 1km walking distance.

4.2.5 It is important to not only consider distance but also the quality of the walking route to get to different locations. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:

'The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'

4.2.6 In terms of pedestrian infrastructure, all roads in the vicinity of the site have footways on both sides, are street lit and have pedestrian crossing facilities such as dropped kerbs at side roads and main roads, main crossing points also include tactile paving.

4.2.7 The following amenities and facilities are within 1km walking distance of the site:

- South Ruislip Station
- Bus stops on Victoria Road and Station Approach
- Crown Conference Centre
- Sainsbury's Supermarket
- Middlesex Arms Public House
- ALDI supermarket
- Local shops and services
- Restaurants, takeaways and cafes
- South Ruislip Library
- South Ruislip Young Peoples Centre
- Queens Sports Centre
- Victoria Field
- Deanesfield Primary School
- Queensmead School
- Cineworld South Ruislip
- South Ruislip Community Centre
- St Marys Park
- Deane Park
- Victoria Retail Park
- The Medical Centre

4.2.8 Long Drive, in the immediate vicinity of the site, features a variety of shops, food outlets, and services such as child minders, nurseries, hair and beauty salons etc. for future residents to access. Bus stops with high frequency services, and a rail and tube station, are also located in close proximity to the site.

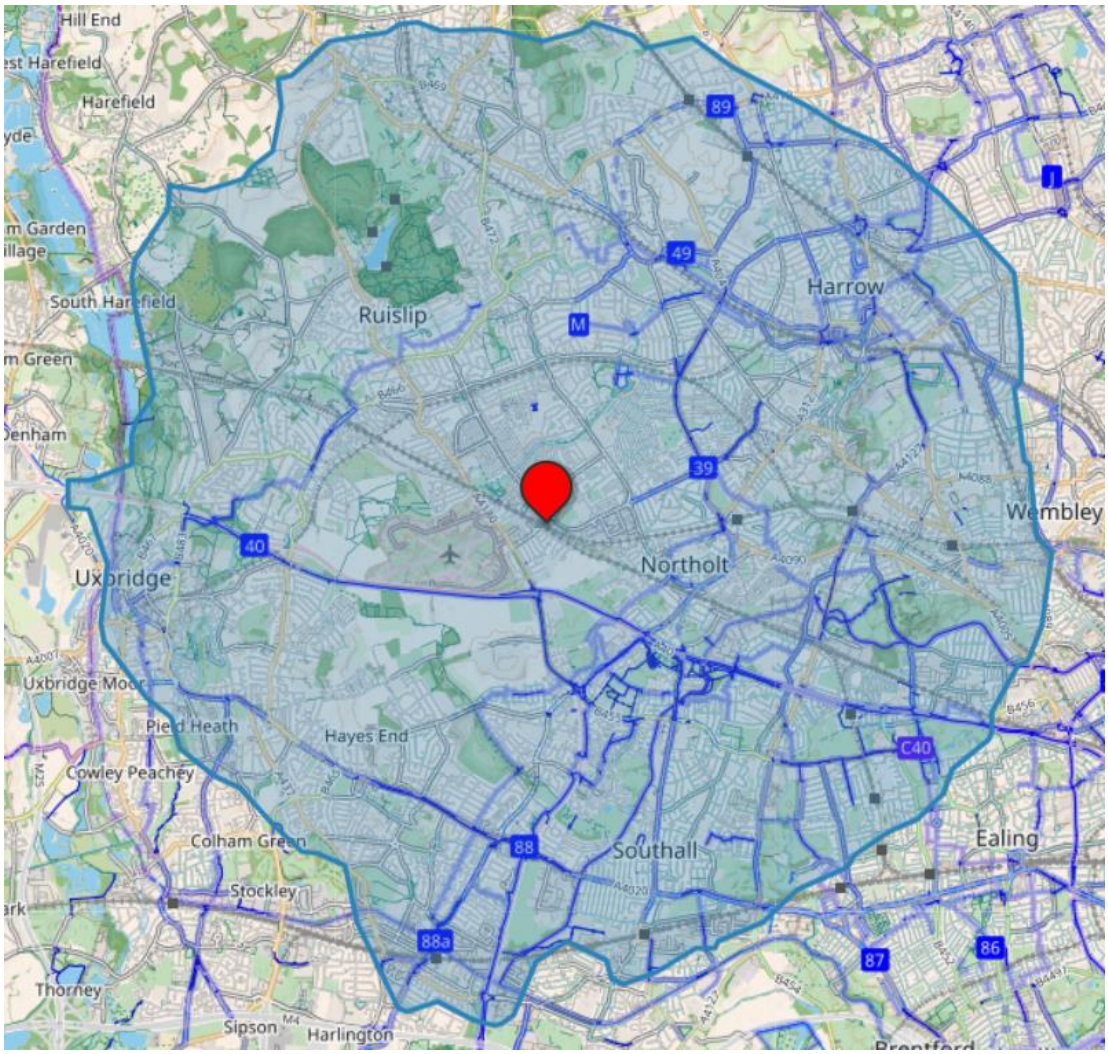
4.3 Accessibility by Cycling

4.3.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach.

4.3.2 CIHT's "Planning for Cycling (2014)" states that the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.

4.3.3 **Figure 6** identifies the areas that lie within an 8km cycle distance from the site:

Figure 6 – Indicative 8000m cycling isochrone [OpenRouteService]



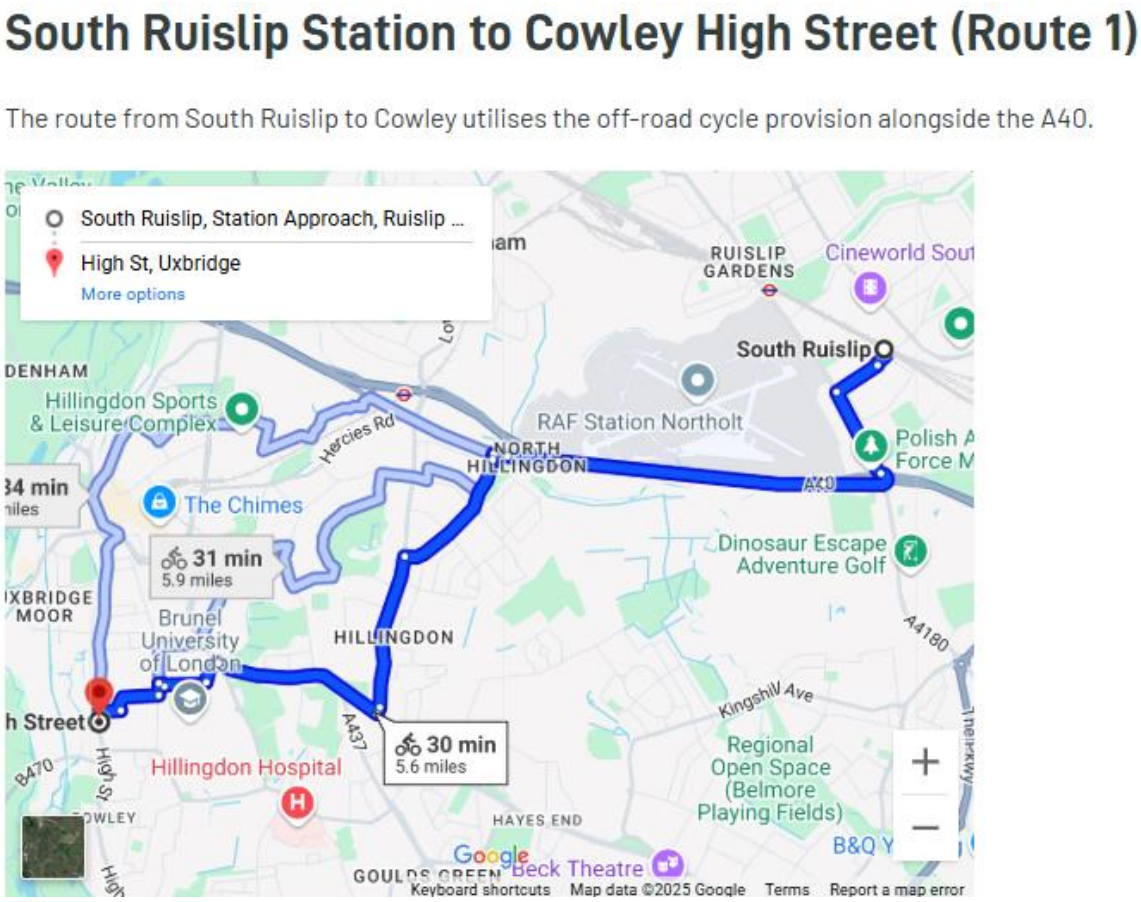
4.3.4 As shown in Figure 6 many residential areas such as Ruislip, North Holt, Harrow, Southall and parts of Uxbridge and Wembley, are within an 8km cycle journey of the site.

4.3.5 As with walking, the quality and availability of cycling infrastructure is a key factor when considering accessibility by cycle. **Figure 6** also shows the cycling infrastructure available near the site (lined in blue).

4.3.6 Cycle Route 39 is located east of the site along Eastcote Lane and links to Cycle Route 88 along Alexandra Avenue. There are also cycle paths around South Ruislip Station, south west of the site. The roads in the local area are also considered appropriate for cycling.

4.3.7 **Figure 7** is an extract from Hillingdon Council's website's cycle routes page.

Figure 7 – Hillingdon Council Cycle Routes



4.3.8 Generally, the site is well connected for cycle journeys and for connecting journeys via the rail network.

4.4 Accessibility by Bus

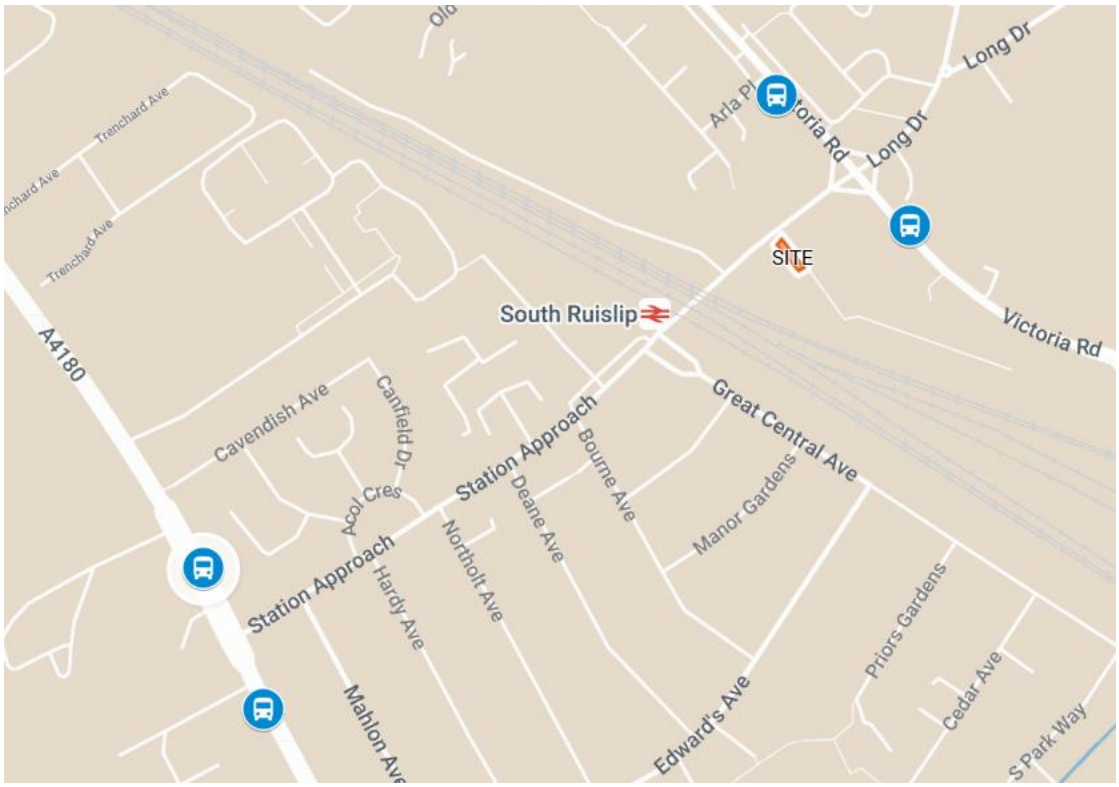
4.4.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, "the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas." **Figure 8**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 8 – Recommended Maximum Walking Distances to Bus Stops [CIHT]

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

4.4.2 The closest bus stops are located on Victoria Road approximately 150m (2-minute) walk from site. Further bus services can be accessed at other stops on West End Road (650m / 9-minute walk). **Figure 9** shows the location of the nearest bus stops.

Figure 9 – Bus stops close to the site [Google MyMaps]



4.4.3 The facilities and services provided at each stop are summarised in **Table 1**.

Table 1 – Summary of Bus Stop Facilities

Bus Stop Location	Bus Stop Information		
Victoria Road South Ruislip Station Stop A	Reference Direction of travel Distance from site Facilities Services	→ → → → →	71476 Northbound 150m Shelter, seating, service info and pole and flag 114
Victoria Road South Ruislip Station Stop A	Reference Direction of travel Distance from site Facilities Services	→ → → → →	57396 Southbound 150m Shelter, seating, service info and pole and flag 114
Station Approach South Ruislip Station Stop C / D	Reference Direction of travel Distance from site Facilities Services	→ → → → →	49647 / 72451 Southbound / Northbound 650m Shelter, seating, service info and pole and flag 696, E7

4.4.4 Details of the service provided at these stops are shown in **Table 2**.

Table 2 – Summary of bus services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
114	Ealing Broadway Station / Haven Green	8-12 mins	8-12 mins	10-13 mins
696	School Service	1 service	No service	No service
E7	Ealing Broadway Station / Haven Green	12-14 mins	20 mins	20 mins

4.4.5 The assessment shows that the closest stop to site, on Victoria Road, has a peak service frequency of approx. 7 buses per hour. Taking into account all the stops within a 9-minute (650m) walk of site there are over 12 bus services per hour, connecting to the surrounding area and the wider public transport network, which future residents would be able to utilise.

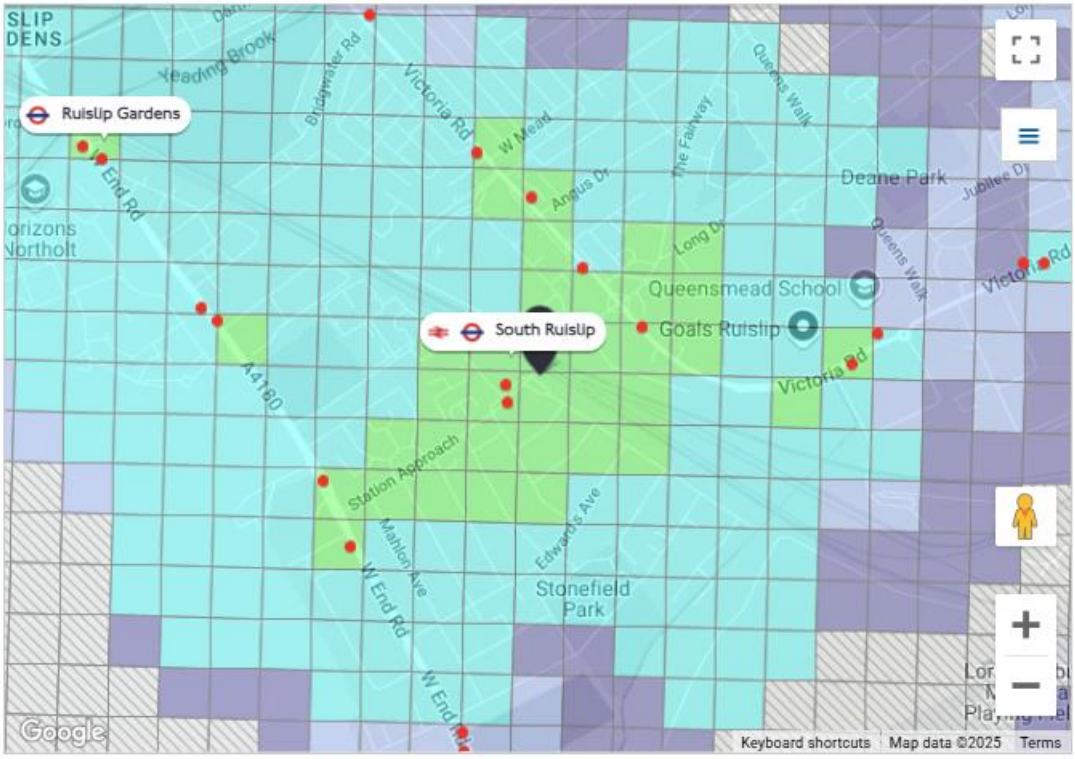
4.5 Accessibility by Rail

4.5.1 South Ruislip Station is located approx. 185m from the site (3-minute walk) and is served by the Central Line, which runs from West Ruislip to Epping. The line has an average of 20 trains per hour. South Ruislip Station is also served by the Chiltern Railways Overground Line which runs services between London and Stratford, High Wickham and Aylesbury, with an average frequency of 2 trains per hour.

4.6 PTAL Rating

4.6.1 From the TfL WebCAT tool, the site is located in an area with a PTAL (Public Transport Access Level) rating of 3, as shown in **Figure 10**.

Figure 10 – Extract from TfL WebCAT tool [TfL]



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

PTAL output for Base Year
3

Bonnells Electrical Contractors
Bonnells Electrical Contractors, 9 Long Dr, Ruislip HA4 0HH, UK
Easting: **511135**, Northing: **185384**

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

4.6.2 This indicates the site is located in an area of good public transport accessibility.

4.7 Summary

4.7.1 The site is located within South Ruislip local centre, and as such has access to a wide variety of public amenities and facilities including retail shops, schools, workplaces, public buildings, and services, within walking distance, reducing the need to travel on the transport network.

4.7.2 The site is accessible by active travel, and being located within South Ruislip Local Centre, it is within walking and cycling distance to much of the surrounding area. Public transport accessibility at the site by bus and rail is good, with a PTAL rating of 3. Public transport services are frequent, and within walking distance. Therefore future residents have a wide choice of sustainable travel options which will reduce the need to travel by car.

4.7.3 The development will have a negligible additional impact on the local sustainable travel infrastructure and therefore an Active Travel Zone Assessment in accordance with TfL's Healthy Streets approach has not been undertaken.

5. Development Proposals

5.1 Introduction

5.1.1 The development proposals are for a change of use of the 3-floor office building at No.9, Long Drive, Ruislip, HA4 0HH, from E3 Office to C3 Dwelling. A copy of the proposed layouts are included at **Appendix B**.

5.1.2 The development will comprise briefly of one 3-bed dwelling situated over 3 floors including a garage and roof terrace, and one 1-bed studio flat situated on the 1st floor. A garden area is proposed to the front of the property. To the rear access will be an existing access providing private access door to the studio flat, and a garage door serving the 3-bed dwelling's domestic garage.

5.2 Pedestrian and Cyclist Access

5.2.1 Pedestrian and cycle access will be provided from Long Drive via the existing access point serving the 3-bed dwelling with further access via the garage door to the rear of the property. The 1-bed dwelling will be accessed via an existing door at the rear of the property.

5.3 Vehicular Access and Parking

5.3.1 Vehicular access and parking will be via the dropped kerb access from Long Drive, and also via the garage door at the rear of the building, as it has been for the site's existing use.

5.3.2 Two off street parking bays are provided to the front of the property. 1no parking bay within the front driveway will be allocated to the rear (Studio) apartment. 1no parking bay within the front driveway together with 1no parking bay within the rear garage will be allocated to the front (3 Bedroom) apartment.

5.3.3 There will be no further associated parking for the development, in line with the London Plan policy T6, which sets the maximum parking for the site at 1 space. Furthermore, as detailed in Chapter 4 (Accessibility by Sustainable Travel Modes) it is demonstrated that the site is well located within a sustainable area with various realistic travel options available to reduce the reliance on the use of a private car.

5.4 Cycle Parking

5.4.1 Cycle parking is proposed within the curtilage of the building, in a garage for the 3-bed dwelling, and in the entrance hall for the 1-bed studio flat. This is in line with the London Plan standards which specifies that 2 spaces for the 3-bed dwelling and 1 space for the 1-bed flat should be provided.

5.5 Servicing

5.5.1 Servicing and refuse collection is proposed to be from the kerbside, as it has been historically for the office use. A secure bin store is proposed within the site boundary, situated at the front of the property.

5.5.2 There are no loading restrictions at the site frontage and the existing waiting restrictions on the site frontage will permit servicing for short periods.

6. Development Multimodal Traffic Generations

6.1 Introduction

6.1.1 In order to compare the trip rates between the existing development and the proposed development, the TRICS v7.11.4 database has been used to derive average trip rates. The search parameters are set out in **Table** 3 and the full outputs for multimodal and vehicular reports are included at **Appendix C**.

Table 3 – Existing Site and Proposed Development Search Parameters

Land Use	Trip Rate Selection Criteria
Employment	→ Land Use Category: Employment - Office; → Multimodal trip rate surveys; → Unit size: 170m² to 750m²; → The region of Greater London was included; and, → All other regions were excluded;
Residential	→ Land Use Category: 'Residential - Houses Privately Owned'; → Multimodal trip rate surveys; → Number of units: 207 to 984; → The region of Greater London was included; → All other regions were excluded; and, → Saturday and Sunday surveys were excluded.

6.2 Multimodal Trip Generation

6.2.1 **Tables 4 and 5** provide details of the multimodal two-way trip rates along with the corresponding modal percentage split and generated trips for the existing and proposed developments. The data is split between typical weekday AM (08:00-09:00) and PM (17:00-18:00) peak periods.

Table 4 – Multimodal Trips for Existing Use (Office use 204m²)

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.532	13.5%	1
	Cyclists	0.177	4.5%	0
	Public Transport Users	0.473	12.0%	1
	Vehicle Occupants	2.749	69.9%	6
	Total People Trips	3.931	100.0%	8
PM Peak 17:00-18:00	Pedestrians	0.444	13.4%	1
	Cyclists	0.148	4.5%	0
	Public Transport Users	0.414	12.5%	1
	Vehicle Occupants	2.306	69.6%	5
	Total People Trips	3.312	100.0%	7
Daily 07:00-19:00	Pedestrians	7.098	26.0%	14
	Cyclists	0.86	3.2%	2
	Public Transport Users	2.172	8.0%	4
	Vehicle Occupants	17.136	62.8%	35
	Total People Trips	27.266	100.0%	56

Table 5 – Multimodal Trips for Proposed Development (2 Dwellings)

Time Period	Mode of Travel	Trip Rate	Modal Split	Generations
AM Peak 08:00-09:00	Pedestrians	0.552	34.8%	1
	Cyclists	0.039	2.5%	0
	Public Transport Users	0.299	18.8%	1
	Vehicle Occupants	0.699	44.0%	1
	Total People Trips	1.588	100.0%	3
PM Peak 17:00-18:00	Pedestrians	0.293	33.3%	1
	Cyclists	0.008	0.9%	0
	Public Transport Users	0.146	16.6%	0
	Vehicle Occupants	0.484	54.9%	1
	Total People Trips	0.881	100.0%	2
Daily	Pedestrians	3.799	33.2%	8
	Cyclists	0.175	1.5%	0
	Public Transport Users	2	17.5%	4
	Vehicle Occupants	5.483	47.9%	11
	Total People Trips	11.448	100.0%	23

6.2.2 From the above tables, it is clear that the proposed residential development will produce significantly less trips compared to the existing/former office use. It is further considered that the predicted demand for walking, cycling and public transport use in the network peak hours is negligible and the existing infrastructure will not be affected. In fact the proposed development is likely to have a positive impact on the local transport network by reducing the number of daily total people trips by around half.

6.3 Vehicle Trip Generation

6.3.1 **Tables 6 and 7** provide details of the vehicular trip rates, along with the corresponding generated trips for the existing site and proposed development. The data has been split between typical weekday AM (08:00-09:00) and PM (17:00-18:00) peak periods. **Table 8** outlines the net difference.

Table 6 – Vehicle Trips from Existing Site (Office use 204m²)

Time Period	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	2.365	0.296	5	1	6
PM Peak 17:00-18:00	0.207	2.040	1*	4	5

*Rounded up to minimum 1 trip generation

Table 7 – Vehicle Trips from Proposed Development (2 Dwellings)

Time Period	Trip Rates		Trip Generations		
	Arrivals	Departures	Arrivals	Departures	Total
AM Peak 08:00-09:00	0.213	0.262	1*	1	2
PM Peak 17:00-18:00	0.182	0.163	1*	1*	2

*Rounded up to minimum 1 trip generation

Table 8 – Trip Generations Comparison

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Existing Generations	5	1	6	1	4	5
Proposed Generations	1	1	2	1	1	2
Net Traffic Flows	**-4**	**0**	**-4**	**0**	**-3**	**-3**

6.3.2 The comparison between the existing and proposed development shows that the residential dwellings are predicted to generate 4 fewer two-way journeys in the typical AM peak and 3 fewer in the PM peak periods.

6.3.3 Therefore, a reduction in number of vehicles should be experienced on the local highway network, helping to reduce pollution and congestion.

7. Summary and Conclusions

7.1 Sanderson Associates Consulting Engineers has been appointed by POQ Limited to provide highway consultancy services in connection with a planning application for the change of use of offices to two residential dwellings.

7.2 The existing site is currently an office building at 9 Long Drive, Ruislip, which is a three-storey office building which has an approximate GFA of 200m². It is situated close to South Ruislip Station, and adjacent to Long Drive Car Park and the Sainsbury's supermarket.

7.3 An investigation into road traffic accidents gives no indication of any recurring accident issues that would likely be exacerbated by the proposed development.

7.4 The proposals are for a change of use of the 1st, 2nd and 3rd floor offices to two residential dwellings. Pedestrian access to the site will be provided from Long Drive via the existing access point, and via the rear access point and garage door affronting Long Drive Car Park. The proposals are for the existing vehicular access point and servicing arrangements to be retained.

7.5 The site is considered to be accessible by both active travel and public transport modes. As such, residents will have a choice of sustainable travel options which will reduce the need to travel by car.

7.6 Due to the change in use of the site, the proposals are predicted to generate 4 fewer two-way journeys in the typical AM peak and 3 fewer in the PM peak periods. Therefore, a reduction in number of vehicles should be experienced on the local highway network, helping to reduce pollution and congestion.

7.7 This Transport statement demonstrates that the development would not have an unacceptable impact on highway safety and the residual cumulative traffic impact would not be severe. The development is therefore in accordance with the transport principles set out in NPPF.

7.8 As such, the development proposals should be supported on transportation grounds.

Appendix A

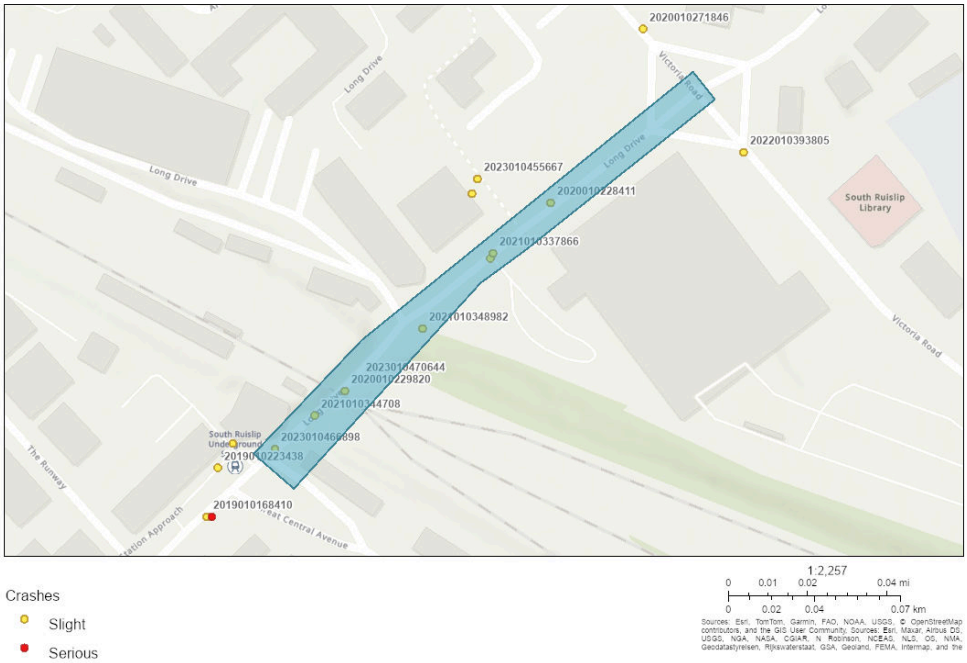
CrashMap Pro

Crash Report

Area of Interest (AOI) Information

Area : 3,788.12 m²

Mar 13 2025 11:43:57 Greenwich Mean Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	8	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	October 7, 2023	2023	2	1	511153
2	Other object in carriageway	Slight	Police officer attended crash scene	December 9, 2021	2021	1	1	511178
3	None	Slight	Police officer attended crash scene	November 18, 2021	2021	1	1	511135
4	None	Slight	Police officer attended crash scene	January 11, 2020	2020	1	1	511147
5	None	Slight	Police officer attended crash scene	December 14, 2020	2020	2	1	511205
6	None	Slight	No-accident reported via self-completion form	September 17, 2023	2023	2	4	511119
7	None	Slight	Police officer attended crash scene	October 16, 2021	2021	2	1	511206
8	None	Slight	Police officer attended crash scene	January 3, 2020	2020	1	1	511229

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	185417	Hillingdon	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	185438	Hillingdon	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
3	185402	Hillingdon	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
4	185412	Hillingdon	U	Fine without high winds	Single carriageway	Dry	30	Darkness: street lights present and lit
5	185467	Hillingdon	U	Unknown	Single carriageway	Dry	30	Darkness: street lights present and lit
6	185388	Hillingdon	U	Unknown	Single carriageway	Unknown	30	Daylight: regardless of presence of streetlights
7	185469	Hillingdon	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
8	185490	Hillingdon	U	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	Multiple junction	Pedestrian phase at traffic signal junction	0	0	0	1	0	0
2	T or staggered junction	Pedestrian phase at traffic signal junction	0	0	1	0	0	0
3	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
4	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	1	0	0	0
5	Not at or within 20 metres of junction	No physical crossing facility within 50 metres	0	0	0	0	0	0
6	T or staggered junction	Pedestrian phase at traffic signal junction	0	0	0	0	0	0
7	Using private drive or entrance	No physical crossing facility within 50 metres	1	0	0	0	1	0
8	Not at or within 20 metres of junction	Pedestrian phase at traffic signal junction	0	0	1	0	0	0

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Hillingdon	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023010470644	1
2	1	0	0	0	Hillingdon	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021010348982	1
3	0	1	0	0	Hillingdon	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021010344708	1
4	1	0	0	0	Hillingdon	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020010229820	1
5	1	1	0	0	Hillingdon	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020010284701	1
6	1	0	0	0	Hillingdon	Auto traffic signal	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2023010466898	1
7	1	0	0	0	Hillingdon	Give way or uncontrolled	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2021010337866	1
8	1	0	0	0	Hillingdon	Unknown	N	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2020010228411	1

Appendix B

Proposed Development Layout Plans

N

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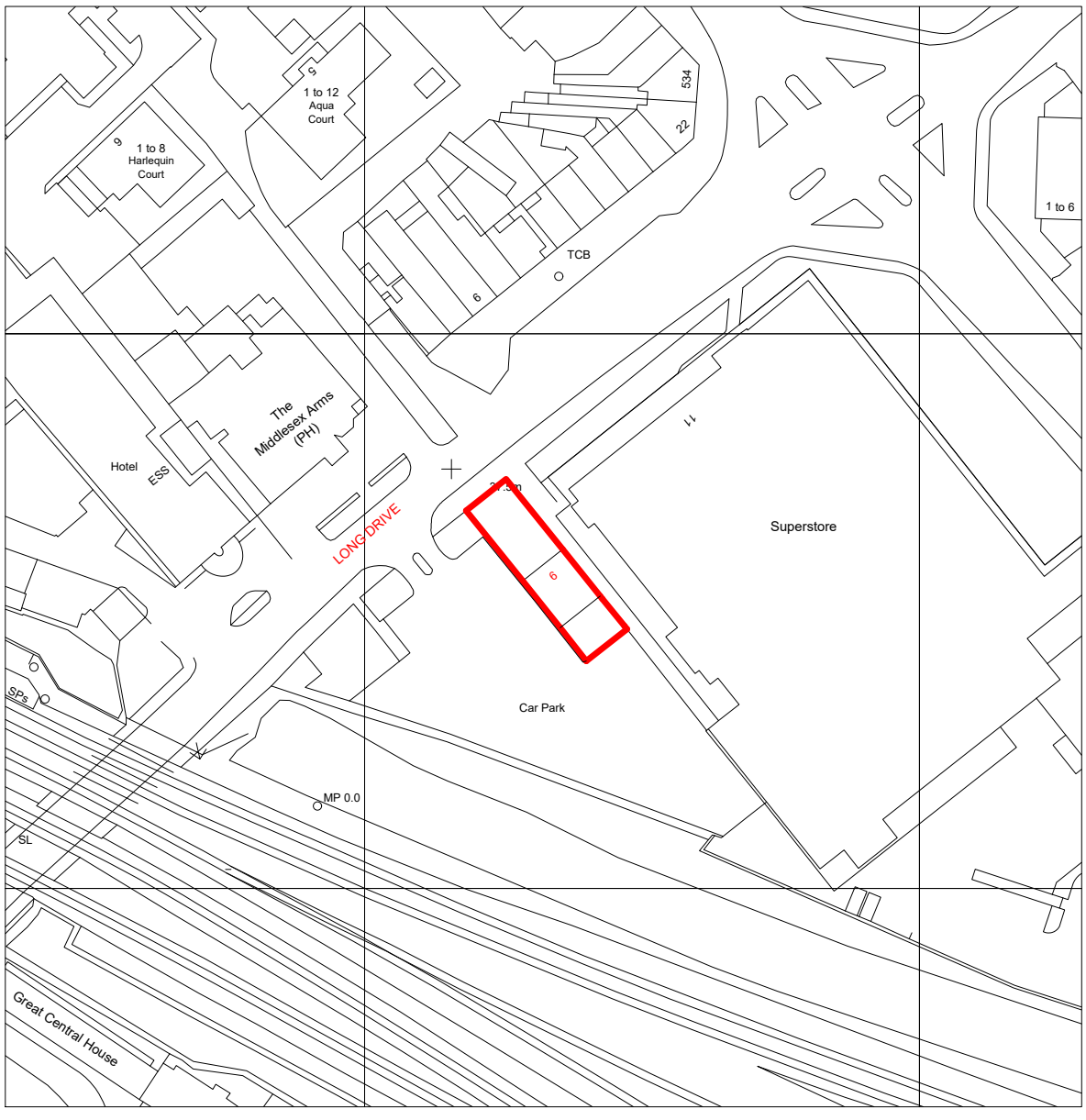

20 0 20 40 60 80 100

Metres

Production Date: 13 September 2024

Top Left: 511135 185559 Bottom Right: 511335 185359

P01	Class MA Submission	02.02.25

Client:
Brook Management

Project:
9 Long Drive
Ruislip
HA4 0HH

Date:
01.09.24

Scale:
1:1250 @A3

Drawing title:
SITE LOCATION PLAN

Drawing number: Revision:

191/001 **P01**

POQ Architects, The Old PC, Rudolph Road, Bushey WD23 3DU
T: +44 (0)20 8950 1463

RIBA Chartered Practice

poqa

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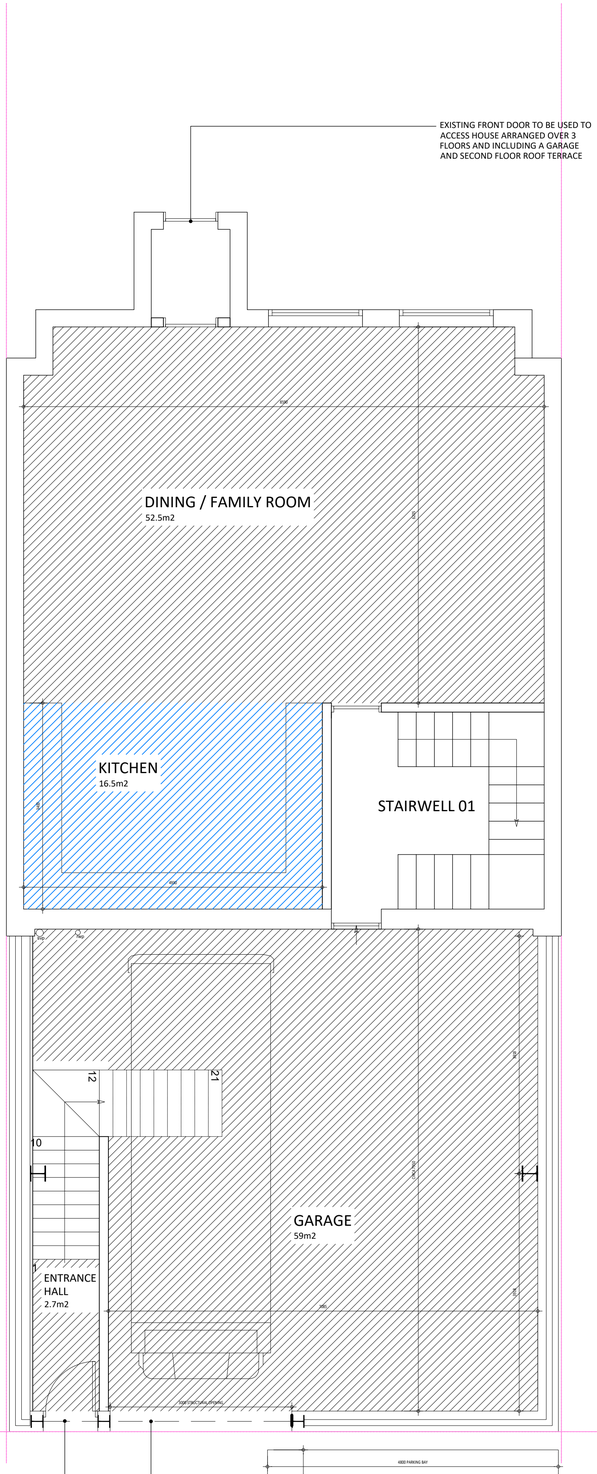
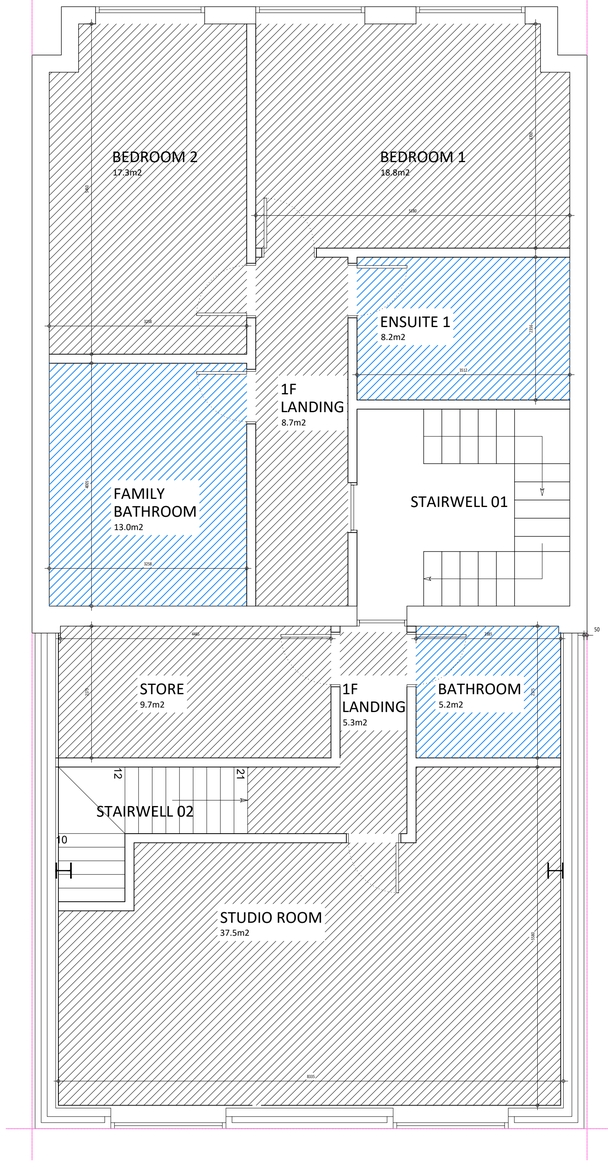
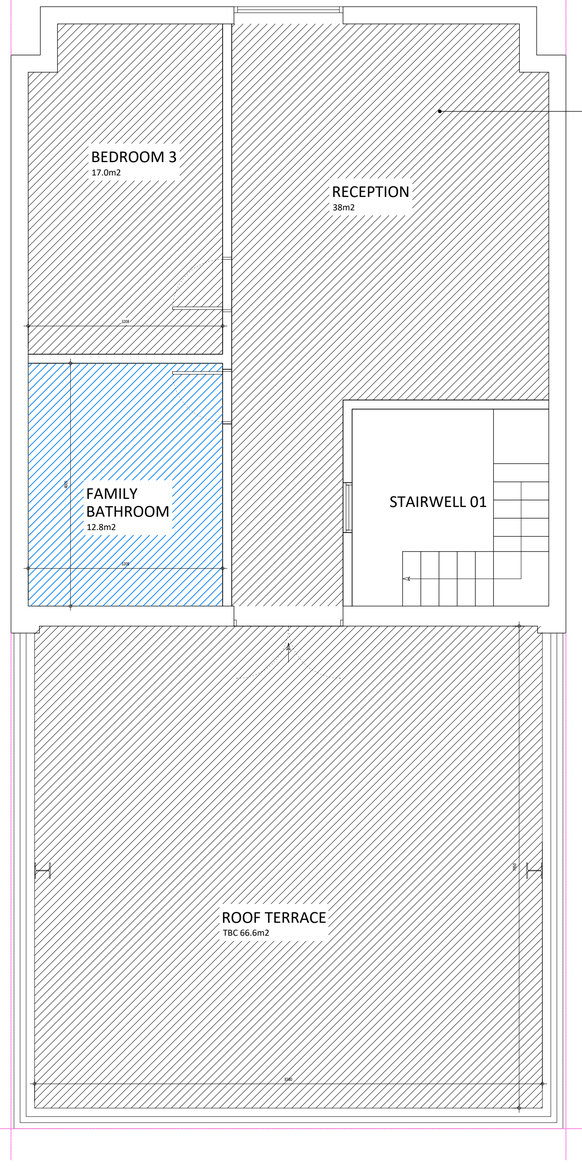


EXISTING/PROPOSED GROUND FLOOR PLAN



EXISTING/PROPOSED FIRST FLOOR PLAN



EXISTING/PROPOSED SECOND FLOOR PLAN

0 5 metres

AREA SCHEDULE

3 BEDROOM HOUSE
GF/1F/2F 243m2
GF GARAGE 59m2
2F ROOF TERRACE 66.6m2

STUDIO APARTMENT
GF/1F 67.9m2

T01	CHANGE OF USE APPLICATION	02.02.2025

Client:
Brook Management Ltd

Project:
9 Long Drive
Ruislip
HA4 0HH

Date:
02.02.25

Scale:
1:50@A1 / 1:100 @ A3

Drawing title:
Existing/Proposed Plans

Drawing number: 191/100

Revision: T01

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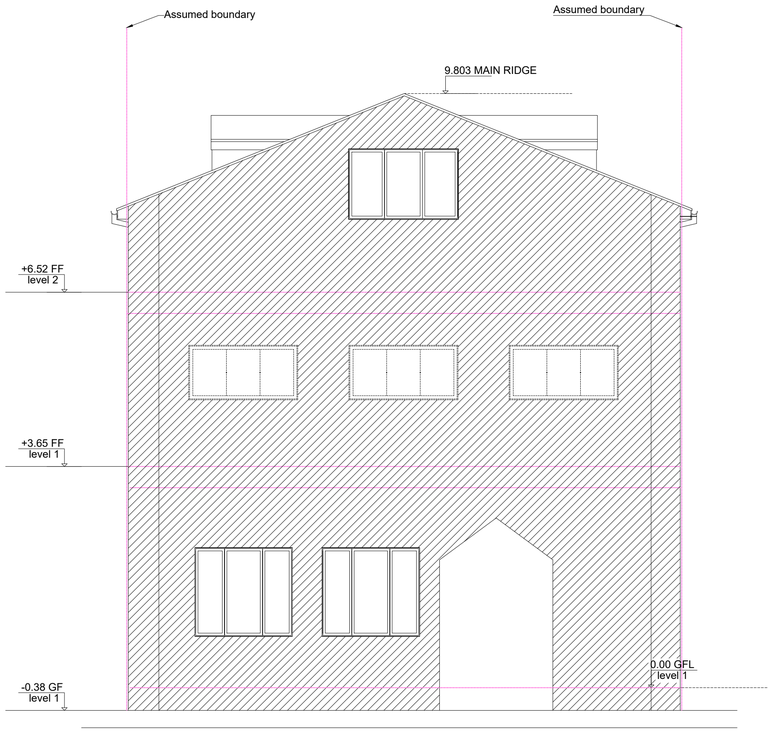
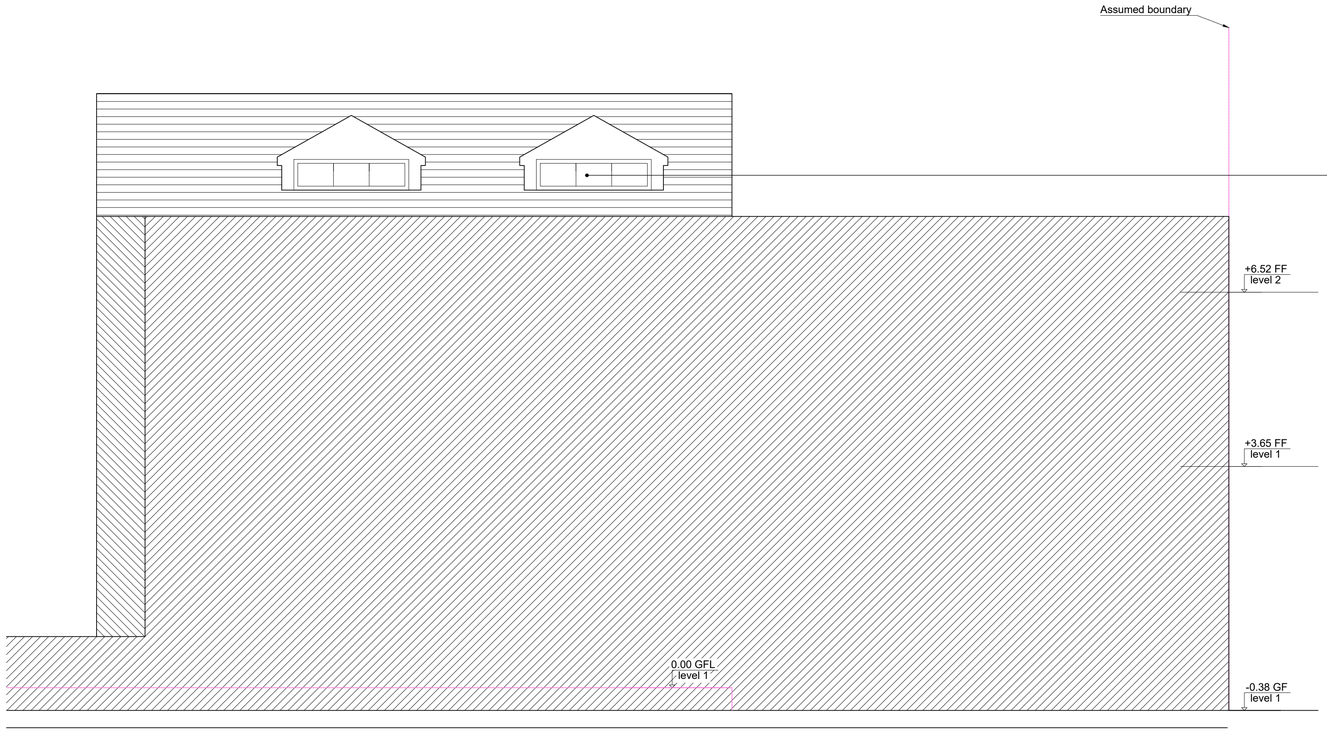
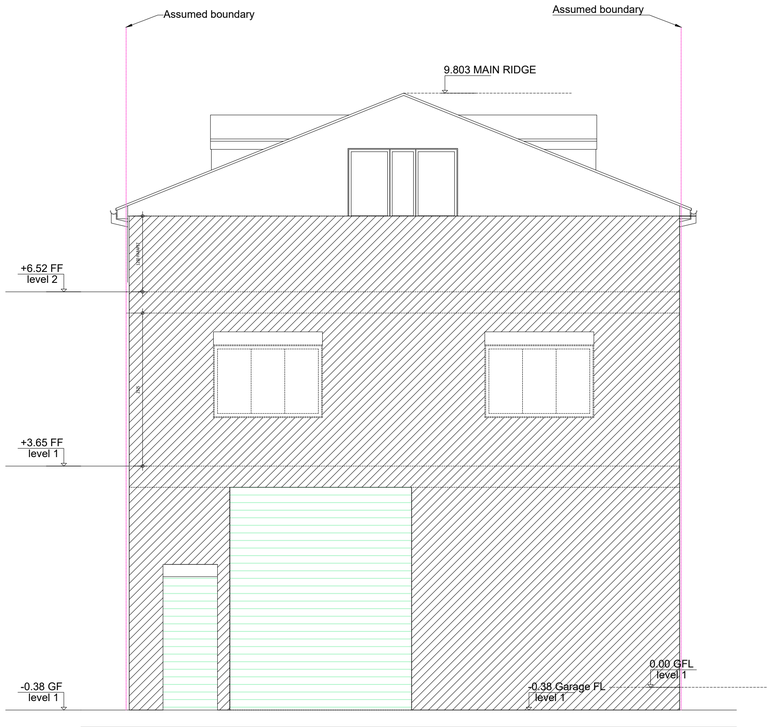


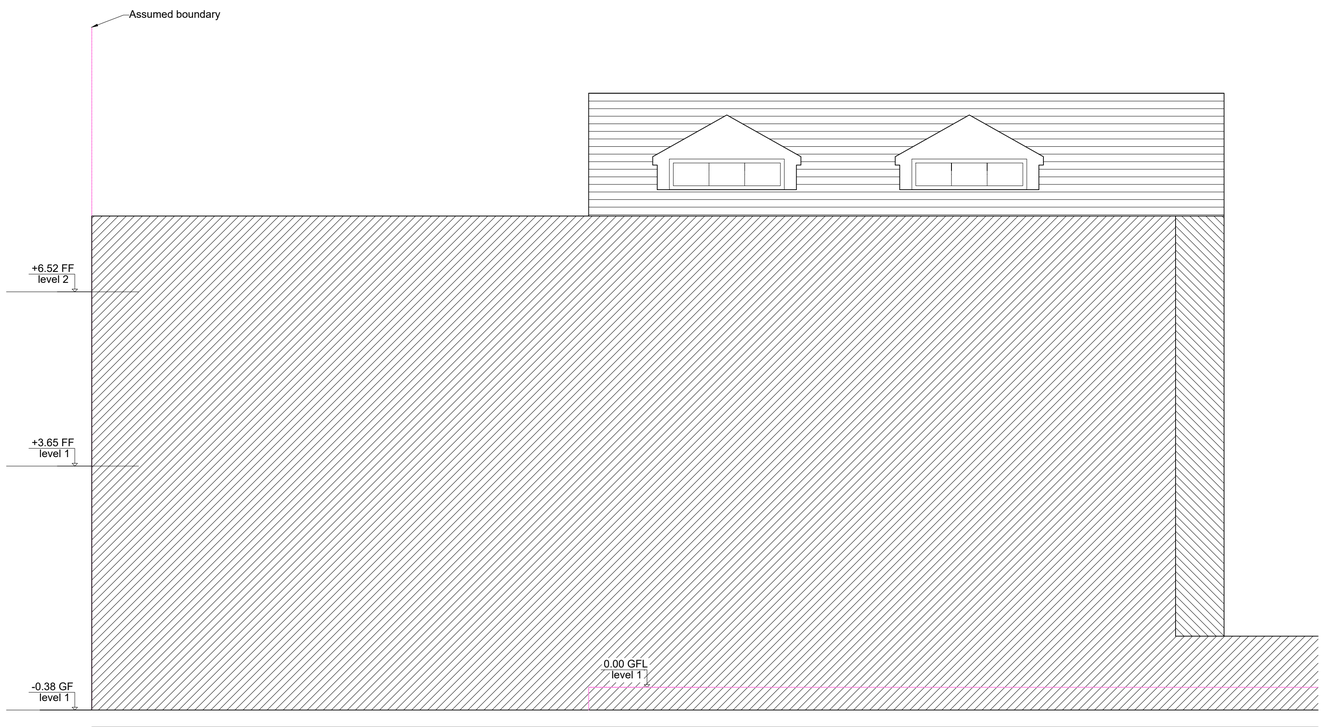
EXISTING/PROPOSED FRONT ELEVATION



EXISTING/PROPOSED FRONT ELEVATION



EXISTING/PROPOSED REAR ELEVATION



EXISTING/PROPOSED REAR ELEVATION

0 5 metres

Note:
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AREA SCHEDULE

3 BEDROOM HOUSE
GF/1F/2F 243m2
GF GARAGE 59m2
2F ROOF TERRACE 66.6m2

STUDIO APARTMENT
GF/1F 67.9m2

T01	CHANGE OF USE APPLICATION	02.02.2025

Client:
Brook Management Ltd

Project:
9 Long Drive
Ruislip
HA4 0HH

Date:
02.02.25

Scale:
1:50@A1 / 1:100 @ A3

Drawing title:
Existing/Proposed Elevations

Drawing number: 191/100

Revision: T01

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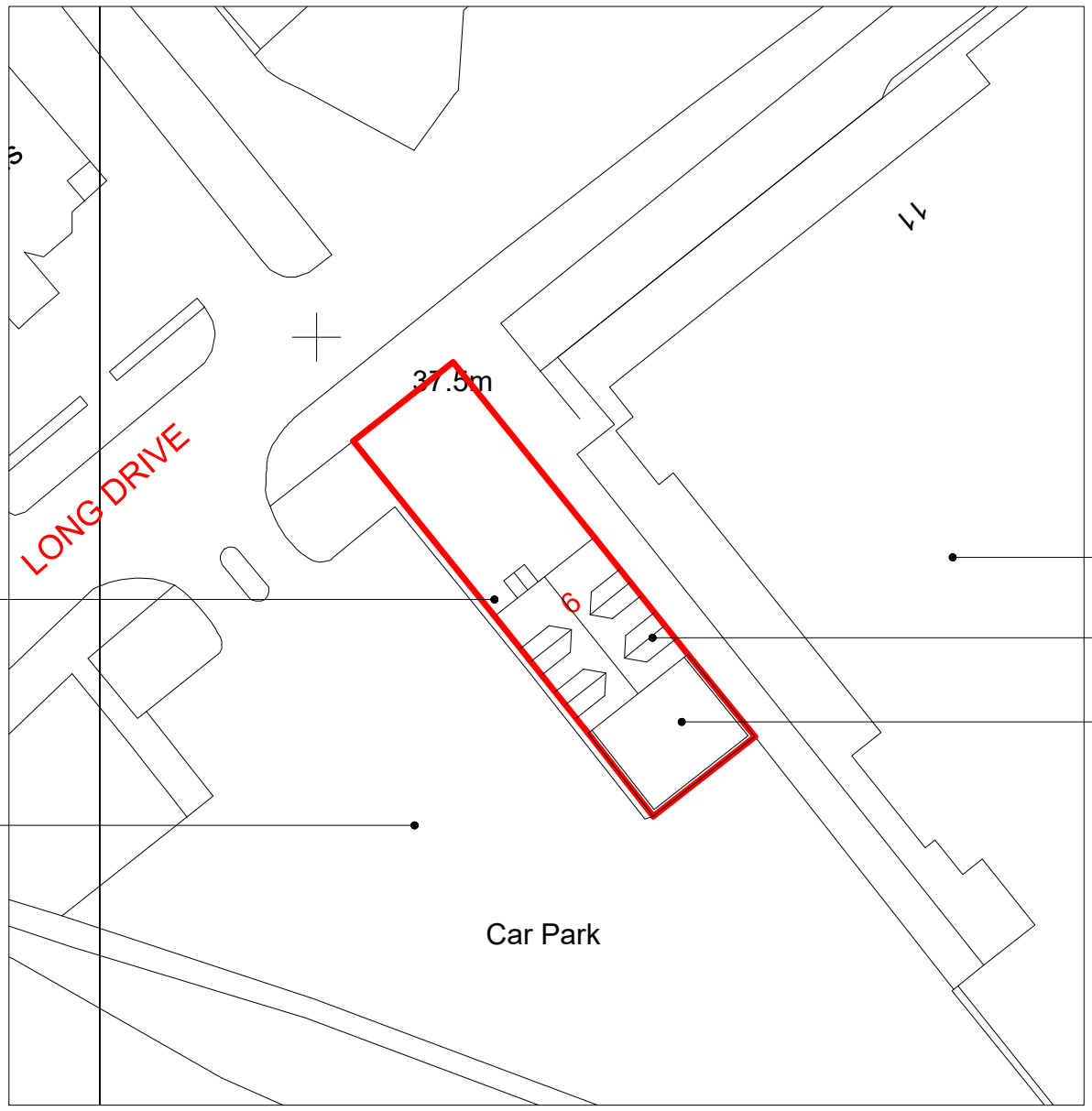


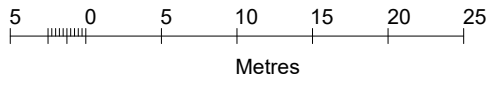
Binstore(s) located in front garden for House and Studio

Sainsburys Supermarket

4no side facing dormer windows

Second floor Roof Terrace

Council Car Park



P01	Class MA Submission	02.02.25

Client:
Brook Management

Project:
9 Long Drive
Ruislip
HA4 0HH

Date:
02.02.25

Scale:
1:500 @A3

Drawing title:
EXISTING/PROPOSED SITE BLOCK PLAN

Drawing number: Revision:

191/110 **P01**

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T: +44 (0)20 8950 1463

Appendix C

TRICS Output E3

TRICS Output C3

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250313-0327

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
	ES	EAST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	170 to 615 (units: sqm)
Range Selected by User:	170 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 21/03/24

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	6
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	3
Built-Up Zone	1
High Street	1
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

Not Known	8 days

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

Secondary Filtering selection (Cont.):

Travel Plan:

No	8 days

PTAL Rating:

No PTAL Present	8 days

LIST OF SITES relevant to selection parameters

1 BH-02-A-05 OFFICES BRIGHTON & HOVE
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

2 CU-02-A-02 OFFICE CUMBERLAND
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

3 CV-02-A-02 SOLICITORS CAVAN
GRANARD STREET
BALLYJAMESDUFF

Edge of Town Centre
Residential Zone
Total Gross floor area: 170 sqm
Survey date: TUESDAY *25/10/22* *Survey Type: MANUAL*

4 DY-02-A-02 REAL ESTATE DEVELOPERS DERBY
PRIME PARKWAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: THURSDAY *21/10/21* *Survey Type: MANUAL*

5 ES-02-A-01 OFFICES EAST SUSSEX
SOUTH STREET
EASTBOURNE

Town Centre
High Street
Total Gross floor area: 506 sqm
Survey date: THURSDAY *21/03/24* *Survey Type: MANUAL*

6 NF-02-A-04 BUILDING CONSULTANT NORFOLK
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY *13/11/19* *Survey Type: MANUAL*

7 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

8 WK-02-A-02 OFFICES WARWICKSHIRE
WHITEHALL ROAD
RUGBY

Edge of Town Centre
Residential Zone
Total Gross floor area: 540 sqm
Survey date: MONDAY *14/11/22* *Survey Type: MANUAL*

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
GM-02-A-10	19/04/21	Covid-19

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	458	0.593	7	458	0.000	7	458	0.593
08:00 - 09:00	8	423	2.365	8	423	0.296	8	423	2.661
09:00 - 10:00	8	423	1.271	8	423	0.887	8	423	2.158
10:00 - 11:00	8	423	0.591	8	423	0.503	8	423	1.094
11:00 - 12:00	8	423	0.591	8	423	0.650	8	423	1.241
12:00 - 13:00	8	423	0.473	8	423	1.035	8	423	1.508
13:00 - 14:00	8	423	0.769	8	423	0.621	8	423	1.390
14:00 - 15:00	8	423	0.532	8	423	0.532	8	423	1.064
15:00 - 16:00	8	423	0.236	8	423	0.355	8	423	0.591
16:00 - 17:00	8	423	0.236	8	423	0.798	8	423	1.034
17:00 - 18:00	8	423	0.207	8	423	2.040	8	423	2.247
18:00 - 19:00	7	458	0.031	7	458	0.187	7	458	0.218
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.895			7.904			15.799

Parameter summary

Trip rate parameter range selected:	170 - 615 (units: sqm)
Survey date date range:	01/01/16 - 21/03/24
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	458	0.031	7	458	0.000	7	458	0.031
08:00 - 09:00	8	423	0.177	8	423	0.000	8	423	0.177
09:00 - 10:00	8	423	0.030	8	423	0.000	8	423	0.030
10:00 - 11:00	8	423	0.030	8	423	0.030	8	423	0.060
11:00 - 12:00	8	423	0.000	8	423	0.000	8	423	0.000
12:00 - 13:00	8	423	0.000	8	423	0.030	8	423	0.030
13:00 - 14:00	8	423	0.118	8	423	0.089	8	423	0.207
14:00 - 15:00	8	423	0.059	8	423	0.059	8	423	0.118
15:00 - 16:00	8	423	0.000	8	423	0.059	8	423	0.059
16:00 - 17:00	8	423	0.000	8	423	0.000	8	423	0.000
17:00 - 18:00	8	423	0.000	8	423	0.148	8	423	0.148
18:00 - 19:00	7	458	0.000	7	458	0.000	7	458	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.445			0.415			0.860

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	458	0.593	7	458	0.000	7	458	0.593
08:00 - 09:00	8	423	2.513	8	423	0.236	8	423	2.749
09:00 - 10:00	8	423	1.330	8	423	0.946	8	423	2.276
10:00 - 11:00	8	423	0.650	8	423	0.562	8	423	1.212
11:00 - 12:00	8	423	0.680	8	423	0.709	8	423	1.389
12:00 - 13:00	8	423	0.532	8	423	1.182	8	423	1.714
13:00 - 14:00	8	423	0.887	8	423	0.709	8	423	1.596
14:00 - 15:00	8	423	0.591	8	423	0.591	8	423	1.182
15:00 - 16:00	8	423	0.266	8	423	0.414	8	423	0.680
16:00 - 17:00	8	423	0.236	8	423	0.828	8	423	1.064
17:00 - 18:00	8	423	0.148	8	423	2.158	8	423	2.306
18:00 - 19:00	7	458	0.094	7	458	0.281	7	458	0.375
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.520			8.616			17.136

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	458	0.062	7	458	0.000	7	458	0.062
08:00 - 09:00	8	423	0.473	8	423	0.059	8	423	0.532
09:00 - 10:00	8	423	0.177	8	423	0.207	8	423	0.384
10:00 - 11:00	8	423	0.207	8	423	0.503	8	423	0.710
11:00 - 12:00	8	423	0.532	8	423	0.236	8	423	0.768
12:00 - 13:00	8	423	0.591	8	423	0.916	8	423	1.507
13:00 - 14:00	8	423	0.769	8	423	0.621	8	423	1.390
14:00 - 15:00	8	423	0.325	8	423	0.207	8	423	0.532
15:00 - 16:00	8	423	0.089	8	423	0.148	8	423	0.237
16:00 - 17:00	8	423	0.207	8	423	0.325	8	423	0.532
17:00 - 18:00	8	423	0.030	8	423	0.414	8	423	0.444
18:00 - 19:00	7	458	0.000	7	458	0.000	7	458	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.462			3.636			7.098

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	458	0.250	7	458	0.000	7	458	0.250
08:00 - 09:00	8	423	0.473	8	423	0.000	8	423	0.473
09:00 - 10:00	8	423	0.118	8	423	0.089	8	423	0.207
10:00 - 11:00	8	423	0.030	8	423	0.000	8	423	0.030
11:00 - 12:00	8	423	0.000	8	423	0.030	8	423	0.030
12:00 - 13:00	8	423	0.118	8	423	0.148	8	423	0.266
13:00 - 14:00	8	423	0.118	8	423	0.059	8	423	0.177
14:00 - 15:00	8	423	0.000	8	423	0.030	8	423	0.030
15:00 - 16:00	8	423	0.000	8	423	0.118	8	423	0.118
16:00 - 17:00	8	423	0.000	8	423	0.177	8	423	0.177
17:00 - 18:00	8	423	0.000	8	423	0.414	8	423	0.414
18:00 - 19:00	7	458	0.000	7	458	0.000	7	458	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.107			1.065			2.172

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.73

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	7	458	0.936	7	458	0.000	7	458	0.936
08:00 - 09:00	8	423	3.636	8	423	0.296	8	423	3.932
09:00 - 10:00	8	423	1.655	8	423	1.242	8	423	2.897
10:00 - 11:00	8	423	0.916	8	423	1.094	8	423	2.010
11:00 - 12:00	8	423	1.212	8	423	0.975	8	423	2.187
12:00 - 13:00	8	423	1.242	8	423	2.276	8	423	3.518
13:00 - 14:00	8	423	1.892	8	423	1.478	8	423	3.370
14:00 - 15:00	8	423	0.975	8	423	0.887	8	423	1.862
15:00 - 16:00	8	423	0.355	8	423	0.739	8	423	1.094
16:00 - 17:00	8	423	0.443	8	423	1.330	8	423	1.773
17:00 - 18:00	8	423	0.177	8	423	3.133	8	423	3.310
18:00 - 19:00	7	458	0.094	7	458	0.281	7	458	0.375
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.533			13.731			27.264

Sanderson Associates (Consulting Engineers) Ltd Jubilee Way Wakefield Licence No: 109307

Calculation Reference: AUDIT-109307-250313-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	EN	ENFIELD	2 days
	HG	HARINGEY	1 days
	SU	SUTTON	1 days
	WF	WALTHAM FOREST	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 9 to 231 (units:)
Range Selected by User: 9 to 231 (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 13/06/24

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	5
High Street	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

Population within 500m Range:
All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	2 days

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	5 days

Car ownership within 5 miles:

0.6 to 1.0	6 days

Travel Plan:

Yes	1 days
No	5 days

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days
4 Good	2 days
5 Very Good	1 days

LIST OF SITES relevant to selection parameters

1 BN-03-A-04 MIXED HOUSES & FLATS BARNET
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 231
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

2 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*

3 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*

4 HG-03-A-01 DETACHED & SEMI-DETACHED HARINGEY
LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total No of Dwellings: 20
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

5 SU-03-A-01 MIXED HOUSES & FLATS SUTTON
COLLINGWOOD ROAD
SUTTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 61
Survey date: THURSDAY *13/06/24* *Survey Type: MANUAL*

6 WF-03-A-02 SEMI DETACHED & TERRACED WALTHAM FOREST
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.75

	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	6	60	0.072	6	60	0.177	6	60	0.249
08:00 - 09:00	6	60	0.213	6	60	0.262	6	60	0.475
09:00 - 10:00	6	60	0.124	6	60	0.119	6	60	0.243
10:00 - 11:00	6	60	0.133	6	60	0.149	6	60	0.282
11:00 - 12:00	6	60	0.113	6	60	0.108	6	60	0.221
12:00 - 13:00	6	60	0.166	6	60	0.141	6	60	0.307
13:00 - 14:00	6	60	0.152	6	60	0.144	6	60	0.296
14:00 - 15:00	6	60	0.138	6	60	0.119	6	60	0.257
15:00 - 16:00	6	60	0.210	6	60	0.191	6	60	0.401
16:00 - 17:00	6	60	0.133	6	60	0.135	6	60	0.268
17:00 - 18:00	6	60	0.182	6	60	0.163	6	60	0.345
18:00 - 19:00	6	60	0.177	6	60	0.182	6	60	0.359
19:00 - 20:00	6	60	0.122	6	60	0.113	6	60	0.235
20:00 - 21:00	6	60	0.130	6	60	0.094	6	60	0.224
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.065			2.097			4.162

Parameter summary

Trip rate parameter range selected:	9 - 231 (units:)
Survey date date range:	01/01/16 - 13/06/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
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	6	60	0.003	6	60	0.028	6	60	0.031
08:00 - 09:00	6	60	0.011	6	60	0.028	6	60	0.039
09:00 - 10:00	6	60	0.006	6	60	0.000	6	60	0.006
10:00 - 11:00	6	60	0.000	6	60	0.006	6	60	0.006
11:00 - 12:00	6	60	0.000	6	60	0.003	6	60	0.003
12:00 - 13:00	6	60	0.003	6	60	0.003	6	60	0.006
13:00 - 14:00	6	60	0.014	6	60	0.000	6	60	0.014
14:00 - 15:00	6	60	0.003	6	60	0.000	6	60	0.003
15:00 - 16:00	6	60	0.006	6	60	0.003	6	60	0.009
16:00 - 17:00	6	60	0.011	6	60	0.003	6	60	0.014
17:00 - 18:00	6	60	0.008	6	60	0.000	6	60	0.008
18:00 - 19:00	6	60	0.019	6	60	0.011	6	60	0.030
19:00 - 20:00	6	60	0.003	6	60	0.000	6	60	0.003
20:00 - 21:00	6	60	0.003	6	60	0.000	6	60	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.085			0.175

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	6	60	0.080	6	60	0.260	6	60	0.340
08:00 - 09:00	6	60	0.298	6	60	0.401	6	60	0.699
09:00 - 10:00	6	60	0.177	6	60	0.141	6	60	0.318
10:00 - 11:00	6	60	0.166	6	60	0.191	6	60	0.357
11:00 - 12:00	6	60	0.138	6	60	0.130	6	60	0.268
12:00 - 13:00	6	60	0.215	6	60	0.180	6	60	0.395
13:00 - 14:00	6	60	0.177	6	60	0.163	6	60	0.340
14:00 - 15:00	6	60	0.169	6	60	0.135	6	60	0.304
15:00 - 16:00	6	60	0.340	6	60	0.254	6	60	0.594
16:00 - 17:00	6	60	0.171	6	60	0.174	6	60	0.345
17:00 - 18:00	6	60	0.227	6	60	0.207	6	60	0.434
18:00 - 19:00	6	60	0.238	6	60	0.246	6	60	0.484
19:00 - 20:00	6	60	0.149	6	60	0.171	6	60	0.320
20:00 - 21:00	6	60	0.177	6	60	0.108	6	60	0.285
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.722			2.761			5.483

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
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	6	60	0.061	6	60	0.157	6	60	0.218
08:00 - 09:00	6	60	0.204	6	60	0.348	6	60	0.552
09:00 - 10:00	6	60	0.166	6	60	0.152	6	60	0.318
10:00 - 11:00	6	60	0.069	6	60	0.072	6	60	0.141
11:00 - 12:00	6	60	0.113	6	60	0.097	6	60	0.210
12:00 - 13:00	6	60	0.124	6	60	0.075	6	60	0.199
13:00 - 14:00	6	60	0.110	6	60	0.105	6	60	0.215
14:00 - 15:00	6	60	0.130	6	60	0.133	6	60	0.263
15:00 - 16:00	6	60	0.271	6	60	0.287	6	60	0.558
16:00 - 17:00	6	60	0.171	6	60	0.133	6	60	0.304
17:00 - 18:00	6	60	0.155	6	60	0.138	6	60	0.293
18:00 - 19:00	6	60	0.174	6	60	0.119	6	60	0.293
19:00 - 20:00	6	60	0.097	6	60	0.050	6	60	0.147
20:00 - 21:00	6	60	0.058	6	60	0.030	6	60	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.903			1.896			3.799

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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	6	60	0.014	6	60	0.199	6	60	0.213
08:00 - 09:00	6	60	0.064	6	60	0.235	6	60	0.299
09:00 - 10:00	6	60	0.041	6	60	0.058	6	60	0.099
10:00 - 11:00	6	60	0.028	6	60	0.044	6	60	0.072
11:00 - 12:00	6	60	0.058	6	60	0.052	6	60	0.110
12:00 - 13:00	6	60	0.036	6	60	0.036	6	60	0.072
13:00 - 14:00	6	60	0.072	6	60	0.064	6	60	0.136
14:00 - 15:00	6	60	0.069	6	60	0.055	6	60	0.124
15:00 - 16:00	6	60	0.149	6	60	0.055	6	60	0.204
16:00 - 17:00	6	60	0.141	6	60	0.044	6	60	0.185
17:00 - 18:00	6	60	0.099	6	60	0.047	6	60	0.146
18:00 - 19:00	6	60	0.133	6	60	0.030	6	60	0.163
19:00 - 20:00	6	60	0.083	6	60	0.025	6	60	0.108
20:00 - 21:00	6	60	0.055	6	60	0.014	6	60	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.042			0.958			2.000

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.75

	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	6	60	0.157	6	60	0.644	6	60	0.801
08:00 - 09:00	6	60	0.577	6	60	1.011	6	60	1.588
09:00 - 10:00	6	60	0.390	6	60	0.351	6	60	0.741
10:00 - 11:00	6	60	0.262	6	60	0.312	6	60	0.574
11:00 - 12:00	6	60	0.309	6	60	0.282	6	60	0.591
12:00 - 13:00	6	60	0.378	6	60	0.293	6	60	0.671
13:00 - 14:00	6	60	0.373	6	60	0.331	6	60	0.704
14:00 - 15:00	6	60	0.370	6	60	0.323	6	60	0.693
15:00 - 16:00	6	60	0.765	6	60	0.599	6	60	1.364
16:00 - 17:00	6	60	0.494	6	60	0.354	6	60	0.848
17:00 - 18:00	6	60	0.489	6	60	0.392	6	60	0.881
18:00 - 19:00	6	60	0.564	6	60	0.406	6	60	0.970
19:00 - 20:00	6	60	0.331	6	60	0.246	6	60	0.577
20:00 - 21:00	6	60	0.293	6	60	0.152	6	60	0.445
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.752			5.696			11.448

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